

C.S.O.

0 6 6 4

SHI/VES/10 # 1

(Formerly)

SUBJECT:

M.V. Philomel.

CONNECTED FILES.

NUMBER AND YEAR.

0040/A	Purchase of m.v. under Development Policy
0664/A	m.v. Philomel crew for.
0664/B	" " equipment and stores
0664/C	" " passengers and freight
0664/D	" " carriage of live stock on board.

PUBLIC WORKS DEPARTMENT.

STANLEY,

14th February, 1948.

Received from Captain J. D. Hume one United
Kingdom Load Line Certificate (Form L.L.3.A) issued by
the Ministry of Transport in respect of unregistered ship
M.F.V. 1185, this fourteenth day of February, 1948.

E. J. Bunting

Executive Engineer & Harbour Master.

14/2/48
20/2/48

16011

102

PUBLIC NOTICE.

The Motor Fishing Vessel 1185 will be named the "PHILOMEL"
by Mrs. Miles Clifford at an official ceremony at the Government
Jetty at 6 o'clock this evening, the 16th of February.

Colonial Secretary's Office,
Stanley, Falkland Islands.

6040/A.

WH.

No. _____

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and the date may be quoted.

6th March, 19 48.

To The Honourable,

The Colonial Secretary.

From The Executive Engineer,

Stanley.

Stanley, Falkland Islands.

I have the honour to inform you that I have inspected the M.F.V. "PHILOMEL" and recommend that before she puts to sea the following work necessary.

1. Engines thoroughly overhauled.
2. All auxiliaries thoroughly overhauled.
3. The lighting circuit (Masthead light not working) *overhauled*
4. Bilges thoroughly cleaned out (the bilge pumps are not work
5. Shafts inspected.
6. Caulking of decks and decklights reset.
7. Complete internal and external painting.
8. The fresh water system checked, emptied and refilled.
9. Lavatories to be made serviceable.

E. J. Bunting
Harbour Master.

M. ABC
63

3
H.M.

A.

2 Does this include work that is necessitated by any fault of the delivery contractor?

2. In shd. solicit the cooperation of the S.N.O. when 'Nigeria' returns.

Ably
B.S.

H.C.S.

B.

3A(1) noted.

3A(2) noted

ETH 10.3.48.

H.M.

A

Can you find a date for completion of work at 2? Lt. Lawry, E.R.A. for 'Nigeria'; confirmed verbally to me that a considerable amount of work was necessary upon 'Philcom' cables but to see in these waters.

ABL
12.3

H.C.S.

B

I am unable to give even an approximate date for completion as the Gov. Mechanic is frequently called upon to work on the P.W.D transport in addition to other work. A report will be submitted in due course.

Eff
3/3/48.

H.M.

C

In spoke with Captain MacFie who agreed that Lt. Calice should be afforded in all possible assistance. In view of matters all in line for it.

ABL
3.4

H.C.S.

D

4/1/48

Eff 17.4.48

1001
4 A

What is the position re.?

Abel
20.4

H.C.S.

When the of Brixol the Captain is to help
to beach the Philomel so that the shaft can be
examined. Until this is done no date can be
given pl

Abel 21.4.48.

Captain to Fic.

Re. so arrange; request such
assistance in general as you can
through your Ch. Engineer to the
repair in 'Philomel'.

Abel
22.4

Will be glad to render such assistance as I can
in beaching 'Philomel'.

Sturges

111

What is the position?

h
28.4

H.C.S.

Philomel will be beached when tide and wind
enable pl

Abel 29.4.48.

No. 0664

It is requested that in any reference to this memorandum the above number and the date may be quoted.



MEMORANDUM.

26th APRIL, 1948.

To The Honourable,
The Colonial Secretary,
STANLEY.

From The Supt. of Works,
Stanley, Falkland Islands.

In an interview with Mr. Pallini, Motor Mechanic, I have ascertained the cause of the delay in running the M.F.V. "Philomel".

Certain engine parts need adjusting, if this is not done it will cause serious damage to the main parts of the clutch which will mean considerable expense for renewal. To carry out this work the casing must be removed and the adjustment tested before replacing the casing. This work will take one day.

E. V. Dixon

fu

Supt. of Works.

h

*150.
28/4.*

6

H.M.

How do you reconcile x = 7 or 5 with
the fact that 'Biscoe' has sailed?

by
30.4

H.C.S.

During presence of J. Biscoe in Stanley tides and
winds were unfavorable

E.H. 3/5/48.

0056 GOVERNMENT TELEGRAPH SERVICE. 8 21

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
276.	Fox Bay.	52.	15.10.	30.
To	A.			
	Col Sec. Stanley.			

20 in 0456

Your telegram 27th for which I thank you yes I will accept offer of Pholomel for transport and attend legislative council meeting on May 12th. I have a lot to do on farm before leaving for England therefore do not want to be away to long.

Pole Evans.

S.

Class.

Can EE Overbanks
'Picomet' for his duty? She
shd. leave by 8th day! 6
4.5

Time

9
M.C.S.

A.
I have spoken to E.C. who states that "Philomel" will not be able to undertake this voyage as (1) she has no windlass & (2) she requires 'beaching' before any long journey is attempted.

W. J. G. S.
4.5.48.

B

Y.E.

20-21 Dec we must put Mr P.E. off & explain why.

Edis is very unsatisfactory. Philomel has been here since (?) 10th February and if she required beaching this should have been done long ago.

The windlass was obtained by me from Capt. Roberts and this is the first I have heard that the OC, 82 chain cable was unsuitable for it; why was I

No.

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

MINUTE.

Extract this minute to
permanent file. H.C.

19

~~23~~
10

From

Stanley, Falkland Islands.

To

not informed earlier? We should have been given an official and comprehensive report on Philonels defects and deficiencies after her arrival and examination in order that we could take up whatever had to be taken up with the Commandants. The engine which (according to Capt. Hume) would at no time enable the ship to go astern, now do so because Paulini has adjusted the gears and clutch properly; the pumps, he tells me, were in a filthy condition. *et. cetera*, which, as in the case of the *Biscoe*, suggests slovenly inspection. New anchors are, I understand, required; have they been ordered? The report about the inadequacy of her

14851

x

24 11
anchor chain, which etc. was not made until at least a
month after she got here. In fact I think the first we
heard of it was when Davis had a look at her?

The ship has been here for nearly 3 months and is
becoming a laughing stock.

I want to know to day whether cable of the right size
can be found from F.I.C. who have stacks of old stuff lying
about (~~the~~ HM had better get on to Capt. Roberts personally) and
if so the haul which should be fitted at once if the boat
can be beached and shaft examined before str/gtr. If not
no matter, and we must then explain to Mr. Pole Evans.

Where is Povanis? Could she bring him in at a pinch?

McC. 5 v.

Extended
to
0486
leg bo.

A.C.S.

A.

Re. deal with X on 11 forthwith.
And enquiry about 'Povoni'; as an
alterative.

Enquiries are
being made

2. Re. report to H.E. of 1 on
2nd back.

3. I will take up 19-11 with
E.E. to-morrow.

W.H.
5/5

B.

E.E.

Will you please take very early action
on 'X' of 11 and report for H.C.'s information
this afternoon.

W.H.
5. 5. 48.

H.C.S.

C.

Have spoken with Capt Roberts who says he can let us have 45 fathoms
of 3/4" round ^{link} (which is what the F.I.C used on his windlass) chain & 3 shackles on line
This will be collected tomorrow 6th May. With the limited carpenter
strength available I am doubtful whether the necessary stiffening
beams and rearrangement necessary for cable exit/entry
can be accomplished in the time and the question of
beaching the Philomet is dependent on winds & tides. Para 3 of
A above is noted.

W.H. 5/5/48.

D.

H.E.

C above with X on 11.

H.M. vice

not to allow to send the 'Philomel' to see
at all, however, the she is better,
her staff examined?

Not previously
brought to my
notice.

2. As to that, pt. in 2 \$5: x
in 5: 4 in 5: 7.

3. "Povani" will bring to P.E.
is for £50. ^{single lot} I do not advise accep-
tance because in there she kunya
in any case: but she kunya
day after that way.

4. Li: Baskand wishes to know
at me as he is to look for
Art 10th to move.

5. As to B 9 9?

6. I will take up the points
with Li: Baskand to move.

SS

P.S.

I have since spoken to Y.E. & enclosed
draft sent to Li: P.E.

7. Y.E. is telephoning to Li: Baskand.

SS

The beaching seems to be the only

obstacle - surely a 'shipwright' could be
banned from F.I.C. to do ^{such} ~~with~~ ~~staying~~ de

X

Spoken ^{HE}
Li: B. has been
his Povani
will not be
required. ✓ Me.

Yes -

I have done so and
he will give me a
ring later - if he
can manage it.

A

H.M.

To see - take appropriate action, the
2. P.C. also furnish you remarks on
9-11 as briefly as may be.

3. You are arranging for 'Phil' Comel' to
pick up the Boston or Green Packet on
Sunday 9 leave at noon.

by
6.5

B

H.C.S.

With reference to his Excellency's minute 9-10-11. neither the H.M. nor the
P.C. knew anything of the windlass which H.E. obtained from Capt
Roberts. Consequently advice as to the size of chain required could
not be given.

2. I in this file represented the defects of the Philonid as understood
by the Harbour Master after a thorough examination had been made
by the only people available i.e. the G.C. & G. mechanics, neither
of whom nor the H.M. had either knowledge or experience of this
type of craft.

3. The windlass obtained by His Excellency will be fitted immediately,
the G. Coxswain is free of his duty in relighting the engine light
which has now been out for ten days. It is thought fit to point
out that further modification in stiffening and cutting up
of the deck will be necessary when the new windlass arrives.

4. I regret to point out that heaving is not the only obstacle
to the ship going to sea or long voyages. ^(caulking of deck) The question of cook,
provisioning, crew & rates of pay of Captain, Engineer & crew
should be settled as soon as possible

By B 6/5/48.

3 above
noted & action
taken
C/S 6/5/48.

A

Note:

Subsequent action on 8-14 taken in 0529" Log. Council -
Arrangement in connection with

B

H.M.

x on 10?

by
8.5

C

H.C.S.

One Scott anchor was ordered

EBB 10/5/48.

D

H.M.

And x on 13 (I am afraid first
his is B!).

by
12.5

E

H.C.S.

I understand from the G. Coxswain was informed by HE the Governor
that this windlass from the F.I.C will not be installed - Asely
we shall await delivery of the one ordered from England

EBB 14.5.48.

F

YE

Spoke of this.

There appears to have
been some confusion. I gather that is
the first instance the F.I.C. informed
Boris that there was no windlass available.
YE in the meantime got his orders to
for me: but it is not v.g. one or two
I shall need to hear me in any case.

possibly temporary measure
enable the ship to
be used.

of 14 13 53

X

2. This means cutting the deck up, - stopping, trial over - in the air. This is understood as at E. of 15 - informs Lt. M. who took a. f. a. except to cancel the claim wh. he states has said was available if required.

3. Should the F.C. condenser vis. been to installed?

4. Beaching - 2-3 days.

5. Crew is being dealt with in another paper.

by
19.5

If X is so - as I understand to be the case - then it will work it but Capt. Roberts appeared to think it would not be. Can this be resolved?

MC 10v

Tom

Re. take this up with Capt. Roberts & report.

by
20.5

H.C.S.

D

Please find letter to Capt Roberts attached - I will call for the file on receipt of answer

Eff 20.5.51

PUBLIC WORKS DEPARTMENT.

STANLEY, FALKLAND ISLANDS.

27th May, 1948.

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

Sir,

I am directed by the Honourable, the Colonial Secretary to refer to the proposed installation of a hand windlass on board the M.F.V. "Philomel".

1. Deck modifications will be required if the windlass, kindly loaned by the F.I.C. to Government by arrangement with His Excellency the Governor, is to be installed.

2. The Harbour Master considers that further modifications will be required when the windlass, ordered from England is installed and has advised His Excellency the Governor to this effect.

3. His Excellency the Governor states that you "appeared to think" such remodification would be unnecessary and I am directed by the Honourable the Colonial Secretary to ask if you would be good enough to clarify the position.

Yours faithfully,

E. J. Bunting

Executive Engineer.

No. 1114

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and the date may be quoted.

27th May, 19 48.

To The Honourable,
The Colonial Secretary,
STANLEY.

From The Harbour Master,
Stanley, Falkland Islands.

I have the honour to inform you that the M.F.V. "Philomel" was beached on 21st May, and the iron straps and rudder post in the rudder post were found to be corroded excessively. The Falkland Islands Company were requested to send a qualified shipwright to examine this assembly and I attach their report.

Accordingly every attempt is being made to renew the post and straps as quickly as possible.

E. J. Bunting
Harbour Master.

19-20

Jim says correct (through Jim.)

The word "assembly" should have been included here

*EJB
2/6/48.*

19
● The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

21st. May 19 48

The Harbour Master,
Stanley.

Dear Sir,

20
As requested by you we have pleasure
in enclosing herewith a survey report by our Foreman
Shipwright, on m.v. PHILOMEL, carried out this morning.

Yours faithfully,

W. M. South

Manager.

20

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

May 21st. 19 48.-

See 18.

At the request of the Harbour Master I have this day surveyed the rudder of m.v. PHILOMEL.

I found considerable corrosion on rudder straps, straps originally being 7/8" and have been reduced to 5/8".

The round steel rudder head is not affected by corrosion as it passes through the hull but the continuation to base of rudder is severely affected by corrosion below the water line.

The rudder head coupling to the rudder has been encased by cement, it was not possible to observe whether corrosion had taken place.

The corrosion on all iron work has been caused by the proximity of the bronze propeller also by the muntz metal with which the hull is sheathed.

RECOMMENDATIONS.

The rudder to be uncoupled at the junction to the rudder head, new straps for rudder to be fabricated and fitted, zinc plates to be affixed adjacent to all iron work on rudder to counteract galvanic action.

X | I would also recommend that the iron work on the rudder be coated by Dampney's Hull Apexior at periods not exceeding three months.

J. H. Hamford

FOREMAN SHIPWRIGHT.

No. 0666

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

21
31st May, 19 48.

To The Honourable,

The Colonial Secretary,

STANLEY.

From The Executive Engineer,

Stanley, Falkland Islands.

With reference to your telephonic enquiry of this morning I have the honour to inform you that the M.F.V. "Philomel" will be unable to sail to "Green Patch" on Thursday 3rd June or Friday 4th June as the necessary repairs to the vessel's rudder will not be effected in the time available.

E. J. Bunting

Executive Engineer.

MBL
31.5

22

A.

H.M.

20 You are being furnished by
N.D.I.C. with a report on his matter.
He might welcome a visit of 20.

b.

by
1.6

H.C.S.

24

Hester - I will forward the report immediately, I receive same
Please note the omission of the word "assembly" on my 18.

C.H. 2/6/49.

file under
at 1000

No.

0664.

EE

23

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

4th June, 1948.

To The Honourable,

The Colonial Secretary,

STANLEY.

From The Harbour Master,

Stanley, Falkland Islands.

24

I have the honour to attach herewith a report on the condition of the rudder assembly ^{of M.F.V. Phibmel.} compiled by the Naval Officer-in-Charge Falkland Islands, the Master, and Chief Engineer of the R.F.A. "BLACK RANGER".

E. S. Bunting

Harbour Master.

1000 $\frac{1}{2.6}$

FROM.... The Naval Officer in Charge, Falkland Islands.

DATE.... June. 1st, 1948.

TO..... The Harbour Master, Port Stanley,

M.F.V. PHILOMEL. Report.

of R.R.A. Black Paper

The Master and Chief Engineer and myself have examined the rudder of the M.F.V. Philomel and we are unanimously and definitely of the opinion that the corrosion in the rudder post was due to the zinc plates being improperly fastened to the wood blade without metallic contact with the rudderpost.

It is therefore attributable to the negligence of whoever was responsible for the affixing of the Zinc plates.

If the vessel had been surveyed after being coppered and having the zinc plates attached, this mistake could have been detected and then have been rectified.


Commander, R.N.

EXTRACT FROM MINUTE BY HIS EXCELLENCY THE GOVERNOR OF 7/vi. -

(Original filed in 0040/A - Development Policy VIII Communications and Transport (4) Sea (including Port and Harbour facilities. Purchase of Motor Fishing Vessel).

I understand that Philomel's stern post is corroded away and this and the fact that she was sent out without proper ground tackle should be referred in the strongest terms to S. of S. C.A. collected their fee, see 8? in 0040/A -

file above.

(Intld) M.C.

7/vi.

VP.

Y
HE

Deck D. huc pr.

L
176

An important point is that the ^{sternpost} ~~post~~ had been painted over _{with} the barnacles still on it - there I saw myself.

HM to K.I.V. x on 20 and to obtain technical advice about the method of fixing the zinc plates, huc 17/vi

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

22nd June, 19 48.

From The Harbour Master,

To The Honourable,

The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

I have the honour to inform you that in order to victual the vessel "Philomel" for the proposed trip to Port Stephens (now cancelled) the sum of £35 was necessary. As in all probability there will be other charges, may a new subhead be opened headed "Running and Maintenance of Philomel".

E. L. Bunting

Harbour Master.

*Certainly. But for (the see the Treasury
in other) that has been submitted through*

As.

*by
23/6*

47
A.

A.T.

(26) F.Y.O.P.

24.6.

"B"

Notes

Consider that a sum should be issued to cover expenditure of this nature pt. suggest that the amount ~~is~~ authorized should be two lakhs of course may not be spent, but prevent further application and it be necessary to purchase further stores. The stores at present on hand should be taken on charge in the stores ledger pt

26/b.

25th June, 1948.

ALKLAND ISLANDS.

No. 59.

Sir,

92 in 0040/A
See 24

I have the honour to refer to your telegram No. 169 of 29th May, 1948, and previous correspondence regarding the purchase of a motor fishing vessel and to enclose, for your information, a copy of a report by the Naval Officer-in-Charge on the condition of the rudder. In this connexion, I would remark that the zinc plates were encrusted with barnacles which had been covered with a coat of paint. Thus, even if they had been properly fastened to the blade, they would have been ineffective.

2. The vessel was beached on 21st May when excessive corrosion was found, straps originally $\frac{1}{2}$ " having been reduced to $\frac{1}{4}$ ". Moreover, the condition of the clutch and other engine parts: leakage through the deck-caulking: failure to furnish her with adequate ground-tackle (2 light anchors and only 5 fathoms of chain were provided): have all caused unnecessary and expensive delay in bringing the vessel into operation after her arrival in the Colony. This has excited much unfavourable comment.

3. The deplorable condition of the auxiliary machinery of the "John Biscoe" has already been brought to your notice in correspondence ending with my despatch No. 29 of 23rd April, 1948, and, as you are aware, it was such that a preliminary refit was found necessary at Montevideo on her way home: at a cost of some £1500, in Uruguayan currency, to which must be added the wages and accommodation of the personnel, to say nothing of some £6278 paid for the charter of the "Fitzroy" due to "Biscoe's" inability to complete her task.

38 in 0260.
92 in 0253/II

4. I find it difficult to believe that proper inspection of either of these vessels was carried out in the United Kingdom before they sailed. I remark that no less than £150 is set down as the Crown Agents' fee in paragraph 2 (f) of your telegram No. 71 of 20th February, 1947: while the fourth paragraph refers to a docking, slipping, and opening-out of the engine which operations (in the light of subsequent events) can have been little more than superficial in character.

8 in 0040/A

5. In the case of the "John Biscoe" I have no doubt that inspection fees and Crown Agents' fees were charged in respect of work carried out on board prior to her departure: in addition to the £254. 19. 1d Crown Agents charge on the purchase. There appears however to be no local record of these charges which I assume were debited direct to the Dependencies Research and Development Fund. But the additional, and avoidable, cost of chartering the s.s. "Fitzroy", would not have been incurred if proper steps had been taken to ensure that the "John Biscoe" was in all respects fit for her arduous task before she left the United Kingdom.

29

6. I should be grateful if my views could be brought to the notice of the Crown Agents for the Colonies with the request that in future they will be good enough to ensure that their inspection staff discharges its responsible duties in a less superficial manner.

See 125 in

0040/A - Purchase of "Prilomel" - Dev. Policy.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Sgd.) MILES CLIFFORD.

30

OS

0664
0664 ✓

Should we not issue
Philomet ?

Mc. $\frac{26}{vi}$

100
y

~~SM~~
SM

B.

pl

For your observations on A above

W. J. Forester
29.6.48. No 32

H.C.S.

Yes I consider Philonid must be entered. The difficulty is of course that an insurance company would demand a fully qualified crew - otherwise the premium would be very high

E.H.S. 30/6/48

H.C.S.

He spoke of her seen H.E.
 He will 'carry' the insurance here
 to get the missing gear - mean.
 Since she is not to be used out-
 side sheltered waters.

by
29H.C.S.

noted by

E.H.S. 27/7/48.

B...

MEMORANDUM.

32

It is requested that in any reference to this memorandum the above number and the date may be quoted.

5th July, 19 48.

To The Honourable,

The Colonial Secretary,

STANLEY.

From The Executive Engineer,

Stanley, Falkland Islands.

30 I have the honour to inform you that His Excellency requested information with reference to the insurance of M.F.V.1185.

Submitted the following draft telegrams please for onward transmission to the Crown Agents.

1. "Please quote premium in respect of annual insurance against total loss of motor fishing vessel 1185 sailing coastal waters only in following cases:

- (1) Captain holding merchant skippers ticket.
- (2) Captain holding Royal Navy Navigation qualifications.
- (3) Captain unqualified but having local knowledge."

2. "Please inform if windlass, anchor and chain ordered have been despatched from U.K."

E. J. Bunting

Executive Engineer.

*pp
5-7*

*Quote CAA reference
issue to 5-7*

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : July 6th 19 48 Time : 10.30.

Received : 19 .. Time :

80 in 0040/A
Development Policy
Comm. & Transport
Your letter 18th December 1947 S/Falkland Is. 5249. Please quote premium in respect of annual insurance against total loss of motor fishing vessel 1185 sailing coastal waters only in following cases:-

- (1) Captain holding merchant skippers ticket.
- (2) Captain holding Royal Navy Navigation qualifications.
- (3) Captain unqualified but having local knowledge.

29 in 0664/B
MV Phloxel
Equip. & stores
2. My telegram 5th May. Please inform if windlass, anchor and chain ordered have been despatched from United Kingdom.

G. T. C.

LJH

See 34

COLONIAL SECRETARY.

B.M.
D. 15/1/48

DECODE.

34

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: July 10th 19 48 Time: 16.10.

Received: 19 .. Time:

URGENT.

33

My telegram 6th July please insure vessel named for one month against usual risks including loss under sub paragraph (3).

G. T. C.

COLONIAL SECRETARY.

LJH.

SM.

32-34 p.

Re. submit brief report of voyage for 2ick
child: a few comments (12.7) See 14.15
0664/1

35-36 to
0664/C

Copy filed in 06641A MOV Philomel - crew for
Copy to H.M. for information.

37

DECODE.

No. 63.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: July 23rd 19 48 Time: 11.30.

Received: July 24th 19 48 Time: 09.30.

Your telegram 6th July. Motor Fishing Vessel 1185. On value of £15,000 insurance against total and/or constructive total loss including salvage, salvage charge sue and labour general average and full fire lightning and/or explosion annual premium (1) and (2) £6 percent (3) £8 percent against total loss only (1) and (2) £5 percent (3) £6 percent. All premiums less 9½% discount. Refund allowed for periods of vessels unemployment.

x
34

Your telegram 10th July have provisionally covered under (3) for one month against total loss and risks detailed above premium £1% subject to payment of full annual premium in extent of loss. Cover can be extended to 12 months at annual rate quoted by early reply. Please telegraph whether we should extend insurance on this basis and whether risks covered meet your requirements. Windlass anchor and chain due for delivery mid November.

P/L.
LJH.

See 40.41

CROWN AGENTS.

38

HM

35 Thank you.

2. 37 with 33-34. For your remarks,
 please. I propose to suggest to H.E.
 that in view of difference of only £2%
 at most between ① ~ ② ~ ③ ~ 33,
 1 of x ~ 37, he shd. not commit
 a capital error.

3. Do you advise insurance against sea
 risks or only fire loss?

277

(N.B. he charge his Picking insurance for
 his trip, wh. I make out e. £100 per month.)
 See 41

MEMORANDUM.

39

27th July, 1948.

From: The Harbour Master,
STANLEY.

To: The Honourable,
The Colonial Secretary,
STANLEY.

40

I have the honour to attach herewith the certificate of seaworthiness signed by the Manager of the Falkland Islands Company who is also Lloyds agent.

E. J. Bunting
Harbour Master.

PP/L
287

Stanley,
Falkland Islands.
10th July 1948.-

SEA-WORTHINESS CERTIFICATE .-

I, the undersigned Manager of The Falkland Islands Company Limited, Lloyd's Agents at Port Stanley, certify that the m.v. "Philomel" (ex M.F.V. 1185) is at present equipped with one 4 cwts. stock anchor and one 3 cwts. stockless anchor and with 120 fathoms of 3 $\frac{1}{2}$ " wire on each anchor and is in a fit and sea-worthy condition to make local voyages; pending the fitting of a new windlass.

THE FALKLAND ISLANDS Co. Ltd.
J.M. Stewart
MANAGER.



H.C.S.

1. 38 para 2 - I agree ie I do not think a qualified marine is necessary.
2. I think 'all risks' should be the premium.
3. holds, the Tilbury was charged an 'all in' cost of £15 per day in view of his & the Bund's help in the navigation

BFB 3/3/48

Sec 38

42

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
13	London Etat	36	17.30	3.8.48

To Secretary Stanley

Our telegram 23rd ³⁷ July MFV 1185 the insurance already effected for one month expires 10th August fullstop please telegraph whether we should extend cover to twelve months at annual rate as suggested Crown Agents.

*Reply in June - Subject to
re-act 43*

Time

43

DECODE.

Copy to H.M. for information

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: August 5th 19 48 Time: 11.45.

Received: 19 .. Time:

42 ³⁷ Your telegram 23rd July. MFV 1185. Grateful this and your telegram 3rd August be shown to Butler for Governor's information with following message begins:-

Have requested Crown Agents to extend cover to 12 months at annual rate against all risks (3) £8 per cent. In view maximum difference 2% between respective rates and refund for periods unemployment I do not repeat not recommend engagement qualified mariner. Ends.

2. Please take necessary action.

G. T. C.

See 46, 60

COLONIAL SECRETARY

L JH.

*Mr. G. T. C.
11/8/48*

*H.C.S.
Holland
E.H.B. 7/8/48.*

*PAL
10/8*

44.

Wm.

A

Have you received a reply to 14 pl?

Wm. C.
26/8/48.

H.C.S.

B

...no reply to 17 has been received...

Wm. 10/9/48.

~~Wm. C.~~

C

MV. Philomd is registered
in Port Stanley?

| X

Stratford & passed
to P.S. 10.9.48

- 1. ? MV Penelope.
- 2. I have had Ensoe's registration transferred. (Inld) M.C. 9.9.48

145

Wm. C.
145

A.

CO.

Insurance on Philant -
to be reduced annually by
the amount standing in the
Renewal Fund - latter
already quite substantial?

MC 2
X

PPC
4x

B.

YE A with 37, 43

'Philant' is insured against Acc risks
under 10.7.49. Marine Insurance Fund
at 31.12.47 was £4389 (value of
investments).

2. Premium is £8% while vessel is at
sea (refund allowed for period of vessel's
unemployment).

3. Let it be as it is until 1949
✓ then re-insure as above for £10,000?

4. And change title of Marine Insurance
Fund to "Marine Renewals Fund"?

✓ 5. X in C of 44 is being arranged

MC 5
X

5x

But as policy has
only run 2 months
could we not get
insurance altered to
save money?

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: October 6th 19 48 Time: 1416

Received: 19 .. Time:

45 My telegram 5th August. Insurance M.F.V. 1185. With effect from 10th October grateful you reduce cover to £10,000 for remainder 12-month period making appropriate adjustment premium.

See 47

COLONIAL SECRETARY.

G. T. C.
LJH

A.T.
45 B S 4 (no pi (w
Sp. the (verb.)
L
7.x

Recalled for filing of 47.

DECODE.

No. 58.

TELEGRAM.

47

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : October 8th 19 48 *Time* : 16.00.

Received : October 9th 19 48 *Time* : 09.30.

46 Your telegram 6th October. Insurance M.F.V. 1185. Insurance cancelled in August at request of Governor. Our letter 3rd September refers.

P/L.
LJH

CROWN AGENTS.

DECODE.

8

TELEGRAM.

From The Colonial Secretary

To The Crown Agents for the Colonies.

Despatched: 9th October, 1948 Time: 1230

Received: 19.. Time:

47
37

Your telegram 8th October please insure M.F.V. 1185
forthwith for £10,000 for 12-months on basis your telegram
23rd July complete cover (3) £8 per cent.

COLONIAL SECRETARY.

See 50

HM

44 C for a tel. (in spoke).

2 45-48 fi.

G.T.C.
JB.

h
11.x

DECODE.

TELEGRAM.

No. 25.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : October 12th 19 48 Time : 17.20.

Received : October 13th 19 48 Time : 09.30.

48 Your telegram 9th October Insurance M.F.V. 1185 Underwriters
quote £9 per cent in view of reduced valuation. Please telegraph
whether we are to proceed on these terms.

Reply at 5³⁵

CROWN AGENTS.

P/L.
LJH

YE
46-50

£15000 @ 87% = £12000 p.a.

£10000 @ 92% = 9000 p.a.

If we assume that the difference is £1500
p.a. I am inclined to go for

£15000 keep at present income

found intact — at least, as long as

we can balance the budget by

13

Please refer to Capt. Roberts for views.

the 13
X

But we don't live
unless we have
a ship?

Hon. Capt. D.W. Black OBE.

51 has some. It may have your views.

2. As to H.E.; perhaps with a 51, the question of 'average' is involved? In other words, if we lost 'Phil' as a Blue Lion, we should have the value of the Marine Insurance Fund, which is £4181. If the loss was badly damaged, we should receive, say, 2/3 of the compensation for the C.A.A. insurance - would that be made up for M.I. Fund?

3. My idea was to keep the latter intact ~~as a reserve~~ (?) as a basis for a General Fund to which we could contribute annually & insure for the whole £15,000 as long as we could afford it.

L
14.x

H.P.S.

Re 50 Underwriters should be informed that £1000 is not repeat not a reduced valuation - but that Government is underwriting insurance of the balance £1000 on their own account in their own Marine Insurance Fund. & This fund should be credited each year with a premium ^{at an} equal rate to that charged

1 My underwriters - i.e. say, 7% on
 This ^{is} £5000, say £400 per annum. When
 the M.D. fund reaches £5400, ~~be~~ better
 still £6000 - then underwriters amount
 should be reduced to £9000. In all
 course Govt. could that talk over the whole
 of the insurance.

3 Marine Renewal Fund. A depreciation
 account should cover this, if what is meant
 is a Replacement account

4 Periodical Surveys. These are often costly
 but must be held - if the vessel is to
 retain her class. ~~Something~~ should be
 set aside annually to cover the cost
 of surveys & repairs. Normally, a
 classification survey takes place every
 1 1/2 years

John P. 15/10/48

Y/E

Adv. Capt. L. informs me that
 he considers that we shd. give 'Philomet'

Reasonable - a 25-year life, make an annual
 payment to the Replacement Fund of £600.
 I had considered
 0 but he is the
 the judge.

2. If we are to 'carry' part of our

A

on insurance @ say 8%, assuming that he is at sea fully insured for 6 months in the year, that will come to £200 +: reducing, as the M.I. Fund increases by such ~~exp~~ payments.

3. Lloyd's ^{with necessary} Surveys, an likely to come to about 25% of the value of the ship every 4 years, say $\frac{£15000 \times 25}{25 \times 400}$ p.a. = £940

25% is surely very high? And where is it done?

4. There are an prudent but formidable considerations to be provided for by S.W. now the Est. are in print, to be taken into account in fixing charter charges. HM. will be asked to go into this.

5. Mean while, don't keep for consi. pl. $\frac{L}{15 \times}$

Issue.

B

Capt. Robert's para 2 is what I had in mind - we build up the Marine Insurance Fund (or Renewal Fund, whichever one likes to call it) and reduce external insurance commitments. If your para 3 means what it says I don't see how we can face it.

MC 15 X

[Faint handwritten notes]

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : October 16th 19 48 *Time* : 12.40.

Received : 19 .. *Time* :

50 Your telegram 12th October. Valuation not repeat not reduced
~~but Government undertaking insurance £5,000 in its own Marine Insurance~~
Fund.

2. Grateful you insure as indicated at 8% if underwriters will
reconsider.

G. T. C.
LJH

COLONIAL SECRETARY.

69

AM

A.

50-55 ft.

2. In 1949 Estb. provision is made for

IV 16 Insurance	£ 400
----------------------------	-------

17 Reserve Funds	500.
------------------	------

3. For your view, pl. I think the basic Insurance Fund shd. remain, but to be built up: The Reserve Funds shd. be a separate Fund? ^(Replacement)

L
19.0

B.

Recalled 3.11.48. Booked out 21.10.48.

WA. 3.11.48.

No. 6664

MEMORANDUM.

57

It is requested that, in any reference to this memorandum the above number and the date may be quoted.



29th October, 19 48.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: The Harbour Master,
Stanley, Falkland Islands.

SUBJECT:- m.v. "Philomel".

I have the honour to inform you that the "Philomel" will be under repair for some days.

- (a) To replace gaskets.
- (b) To examine and concrete the rudder post.
- (c) To replace packing in the stern gland through water is leaking.

M.L.
29.10

E. F. Bunting
Harbour Master.

See 56

*There is a 7
list as well - no.
Yes. at 58 p.*

0664

58

DECODE.

No. 83.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : October 21st 19 48 *Time* : 17.20.

Received : October 22nd 19 48 *Time* : 09.30.

55

Your telegram 16th October. Insurance M.F.V. 1185. Underwriters now agree rate £8 percent on valuation of £10,000. Cover effected for 12 months from 18th October..

Rec 55

CROWN AGENTS.

P/L.

LJH

Handwritten notes:
 56 returns, pc
 2 55 f. L
 4.11

H.C.P.

A.

58 held by

56 I think the accounting for the Philomet should be kept entirely separate from any other and thus as you say there should be a separate depreciation fund (which is the normal procedure)

E.H. b.xi.48.

Yes

B.

Y.E.

~~54-59 p. ~~map~~. My figure at 54 \$3.
was wrong for the Roberts. It seemed to
me shockingly high.~~

Falkland Is. 5249/1

Communications to be addressed to the Crown Agents for the Colonies, 4, Millbank, London, S.W.1, and the above reference quoted.



4, MILLBANK,
LONDON, S.W.1.

TELEGRAMS: INLAND: "CROWN OFFICE LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



3 SEP 1948

Sir,

We have the honour to refer to your telegram of 5th August regarding the insurance of Motor Fishing Vessel No. 1185, and to inform you that the text of your telegram, and that of our telegram of 3rd August have been furnished to Major F.S. PIERCE-BUTLER for the information of His Excellency the Governor.

We are now advised by Major Butler that it is the Governor's wish that the vessel should not be insured whilst operating in Falkland Island waters. In the circumstances the underwriters have agreed to cancel the insurance without charge from its inception, i.e. 10th July, 1948, but we would add that this action on their part should not be regarded as a precedent.

We have the honour to be,
Sir,
Your obedient servants,

H. W. Pugh

for THE CROWN AGENTS.

The Colonial Secretary,

Falkland Islands.

DCG

YE

54-59. The figure in 54 § 3 was furnished by Capt. Roberts. It seems to me very high.

Surely not?

2. 54 b he has 2 Funds - the Ins. Summa Fund and the Renewals (Replacement) Fund? He thus has to meet the following annual charges:-

- (1) Insurance say £ 400 (1/2 of £800, the five years' premium) - 58 - decreasing with ~~own~~ payments into:-
 - (2) M. I. Fund say £ 200 p.a. (top of 54)
 - (3) Replacement Fund £ 600 part of 53
 - (4) Legal Survey £ 900 54 § 3
-
- £ 2100

I am sure that eg. Nigeria Marine does not have such surveys on her vessels; the DoM is himself the surveying authority.

3. HM. shd. take his with of in fixing clerical charges.

4. 60 with 42, 43 There must have been a misunderstanding. It is an lucky to her had no accident during the material period.

by
9.11

I do not see the object of (2) and we certainly cannot face (4). 9/xi

62
YE

The object of the Renewals Fund is to ensure that when 'Philomena' is written off we have the money for a new ship. But this is commercial rather than Govt. practice - though I recommend it on the analogy of Govt. 'commercial' undertakings (e.g. railways) I don't press it. At the same time, £15,000 is a lot to pay out at one time - I think that strictly speaking we ought to charge enough to cover the overheads (i.e. 25 years purchase) when I.M. is pricing rates.* The danger is that in 1973 we may be faced with an essential commitment, but no money to meet it. No Treasurer could 'raid' a Renewals Fund.

2. Survey I expect the D/M, who was an R.N.R. Captain, has a licence for Lloyd's in Nigeria?

by
10/11

* When the money goes to the Renewals Fund via the General Revenue of the Colony.

Please speak at convenience.

MC. 10/xi

Y.E.

spoke, & decided:-

- (i) that we carry saddle mules with cap. plus mules which may be strictly tho. doc in commercial ventures but are not applicable to a Govt. (though been in practice in as I think must incur).
- (ii) that we would keep up the Insurance Fund & gradually increase it to £15,000 by reducing the £10,000 per sh. we now incur by say £500 p.c. & contributing to our own Insurance Fund.
- (iii) that we charge F.I.C. rates (as already arranged).
- (iv) that in K.I.V. the Survey question for visit of R.V. ship. (I explained that all the £900, estimated at \$2 @ of 61 was ⁵⁶ spent on the survey. Much of it goes on current repairs & replacements but as Y.E. remarked that the little used for his for some time).

2. As to (ii) supra, when the Insurance Fund is up to £15,000 we stop further contributions (or the Govt. if the

A

day. may wish to continue payments to it: (insurance). Then we have funds for a new vessel, if required, - start the insurance fund again.

3. Hire G.C. pl. equip?

B

18.00

Confirmed.

M.B. 12/xi

H.H.

C

To see.

2. It will be necessary to have a preferred provision - 19.50 Exp.

15.00

D

H.C.S.

Am I correct in thinking that the ^{cost of} hire of the Philomet will include.

£400 (for insurance) at half year sailing
£500 marine insurance fund.

Total £900

Thus on 180 days sailing £5 per day + salaries + running costs will be the hire charge?

E.H. 30/xi/48.

Y.E. A

59

Insurance is 8% on £15,000 = £1200
a free year. In fact, we are only
covering a value of £10,000 for 1/2 year
premium c. £800 The remaining £5000
is to be covered by basic insurance fund.

✓

2. In ~~the~~ ^{might} ~~the~~ contribution to balance
of (£1200 - 800 =) £400 to the M.I. Fund
in the first year - therefore reduce the
cost for the ship for £10,000 pro tanto
as we increase the M.I. Fund?

Yes.

3. The answer to D in 64 is that
the figure to work on is £1200 for a
free year i.e. £600 for 180 days?

Acq.

(Divided as in § 2).

2/12

B

What revenue is the ship earning?

M.C. 2/11

C

Y.E.

H.C.S.

To see A p. 100. To reply to B.

A noted. The answer to B is very little mainly because
there is usually so little time to collect freights on the ships' hospital
visits. This will be remedied to some extent in 1949 by commencing
a regular service (subject to the restriction of hospital requirements) fitting
in with F.I.C. ships.

66

A

Reverse.

Programme should be drawn up ^{and published} well in advance to fit in
 with FIC published instructions. F.I.C. have already
 published?

MS. 7/11

B

SPM.

h.a. pl. While preparing the programme
 pl. return the file. $\frac{L}{7.12}$

H.E.S.

noted by file returned.

??

L.M.

P.M.

H.E.S.

I am not sure that I have
had any specific instructions that
H.M. is to advise P.M. of im-
pending sailings of 'Philomel'

normally,
Dixon informs
post master.
Apparently he
forgot on Monday
29. Nov. 1948.

what mails can be put
on board? I feel sure that in
of uncertainty of
sailings (ie H.E.S.)
of business & precaution has not
been lost sight of: but know-
ing human fallibility - the
tendency to regard the C.O.
as a P.O. - I think it
would be better to bring the matter to
the attention of P.M.

Actually in view
of uncertainty of
sailings (ie H.E.S.)
informed H.M.
at 17.20 hrs on
Tuesday 30 Nov
that Philomel would
definitely sail at
0600 hrs on
Wednesday Dec
it may possibly
be better for
inform P.M.

LBH
30.11

EBB 1/xii/48.

65
Hon. Col. Sec. A

Had my wife not heard the broadcast about cargo closing for Fox Bay per Philomet, I would not have known anything about it & would have missed sending a mail, which would have meant a kick from farm managers. If I could be informed about any sailings of Philomet, say 24 hours beforehand, if possible, I would be most grateful.



[Signature]
4/12/48

John B
In view of the amount in future.
The price of x of you must
increase (it should follow, & not
to write alongside, mine) is
somewhat misleading? There was
no doubt (the 'Philomet' has been
ordered) that she would go. But

A

69

The actual day could not be decided until the Dentist knew that he could finish outstanding work here. He was also awaiting a letter from London to say that a visit would be welcome

2. I.e. ~~is~~ you announce the fact that she is to sail (permission for which I found) & further details in mail, copy so, or an for you to make. Not R not for me.

L
9.12

B

H.C.S.

1. Had 67 been enclosed in a C.S. file on its arrival in P.W.D. I should not have written alongside.

2. Many thanks for the clarification Box 68 and A on 69
Generally speaking mail takes second priority to medical needs?

Eff
13.xii.48.

Act

B § 1 is one fault of report it. Don't not send Sp. out without the files.

2 § 2

L
16.12

Office

to note C above para 1. Diff (acc. to movement card file was not done at the time)

E.C.

to note para 2 of C pl.

17/12/48

H.S.

noted by
B

S/E. 4a/82.

Communications to be addressed to the Crown Agents for the Colonies, 4, Millbank, London, S.W.1, and the above reference quoted.



4, MILLBANK,
LONDON, S.W.1.

TELEGRAMS: { ISLAND: "CROWN SOWEY LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

AIR MAIL.

Sir,

58

We have the honour to refer to our telegram of the 21st October and previous telegraphic correspondence and to confirm that we have now arranged insurance of the Motor Fishing Vessel 1185 on a valuation of £10,000 at the rate of 8 per cent. Payment of the sum of £727.5.0d. has been made to our Insurance Brokers in respect of net amount of premium due. A copy of the relevant debit is attached for your information.

We have the honour to be,
Sir,
Your obedient servants,

Yours faithfully
for the Crown Agents!

The Colonial Secretary,

FALKLAND ISLANDS.

JK1.

HVC

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

Please quote Reference:—

48M.H./91590

MARINE AND AVIATION DEPARTMENT

Date

20th October, 1948.

Crown Agents for the Colonies,

COVER/DEBIT NOTE for INSURANCE effected

For A/c of Government of the Falkland Islands.

Ref. ~~SE/Falkland Is.~~ 5249/1.

DETAILS

~~407/82.~~
MOTOR FISHING VESSEL No. 1185



12 Months 18.10.1948.

ON HULL, MATERIALS, ENGINES etc., and all connected therewith valued at £10,000.

Against Total or Constructive Total Loss of Vessel including Salvage, Salvage Charges, Sue and Labour and General Average.

Including full fire, lightning & Explosion.

Institute Clauses but port risk retention 3% per annum (A) and (B).

Employed Coastal Waters of Falkland Islands only, or h/d covered (inter-insular communications carrying stores, replacements etc).

Effected with: -LLOYD'S

Atlas Ass. Co., Ltd., Group. Alliance Ass. Co., Ltd.,

British & Foreign Marine Ins. Co., Ltd.,

Commercial Union Ass. Co., Ltd., Orion Ins. Co., Ltd.,

Liverpool Marine & General Drake Ins. Co., Ltd.,

Ins. Co., Ltd.,

Sun Insurance Office Ltd., /Royal Exchange Ass.

£10,000. 8% = £800. 0. 0d

less 9 1/2% 76. 0. 0d

£724. 0. 0d

3. 5. 0d

Policy, Stamp

£727. 5. 0d

E. & O. E.



GLANVILL, ENTHOVEN & CO. LTD.

A. J. Phillips
for MARINE DEPT

12

A.

C.S.

Has Philomel's tentation programme for first quarter of 1949 been published yet? It should be out by now; it is unlikely that we shall make any revenue unless people know her probable movements well in advance.

MC. 12/xii

b.

AM.

L
12.12

AM.

C.

To note 70-71 report on 72A pt. B.
to C.S., 8/12

H.E.S

The absence of the vessel from Stanley has prevented me from compiling the programme which must of course be so compiled by cooperating with the waste but I will submit at the very earliest possible date

EHS 22/11/48.

D

Office

It can't be? L

24.12

23rd December,

48.

Harbour Master,

The Colonial Secretary.

STANLEY.

Transport of Medical Case from Lion Creek, etc.

In confirmation of the Governor's instructions, I am directed by the Governor to say that in view of the possibility of the "Philomel" being required to proceed to Lion Creek for a medical case this evening, you should arrange for the crew and vessel to stand by.

(Sgd.) A. B. MATHEWS
Colonial Secretary.

PROPOSED PROGRAMME.

M.V. PHILOMEL.

<u>VOYAGENo:</u>	<u>DATE.</u>	<u>DESTINATION.</u>
X/8/1	29/xII	Kidney Is. off ^{Kings} Cape Is.
R/9/1	6/1	West Falkland Ports.
R/9/2	31/1	East Falkland Ports.
R/9/3	20/2	West Falkland Ports.
R/9/4	22/3	East & West Ports as Necessary.

The above programme is subject to alteration
or Cancellation without notice should medical
and other Government requirements so warrant.

E. F. Bunting
HARBOUR MASTER.

H.C.S.

Submitted

Eff.

23.xii.48.

ML
23/12

y.f.
Kh.
||

75

CO.

I understand that Mr. Alce Pitaluga wants to charter Philomel early this month for staves for Salvador (he is to approach Capt. Keith for Agent, Mr. Wjstuldemar)?

2. Programme has been published? (WNL + Broadcast)

3. What did Mr. Eddy pay for hire of Philomel?

4. Record is being kept of changes to be received from owner of Poveria?

5. What is the approx. daily running cost of the vessel (all in)?

MC 3
1.49.

A

L.E.

(78) f.n.s. p.

P. send copy of 74 to Information office.

H.A.C.S.

B.

Kh.

3/1

1. Mr Hutchinson contacted 4 Jan. 1948 and arrangements made to transport Salvador Cayo on return from Lively Island - this latter trip arranged by HE directly with Cuds Kirkwood, Harrison (for vein) and Mr Hutchinson.
2. Programme at 74 was not publicised by HM as he was awaiting approval from C.S. However a broadcast notice was sent by the Inf Office to the Studio advertising Voyage R/9/1. Following the arrangements made necessary by 1 this voyage has had to be cancelled for ten.
3. Mr Tilbury paid \$15 per day but in addition took the responsibility of navigation ^{and} worked ^{as far as} ~~as far as~~ necessary.
4. Mr Dixon's log book will show the necessary changes.
5. Approx cost. \$15.0.0 per day.
6. Regarding A above and following on telephone conversation in connection with telegram from West suggest with holding proposed programme until after for Venice episode completed.

Eff 4. Jan 49.

4/2.

A show P.

C. on 3/Jan.

2. The I.O. was instructed by me to collect the programme from L.E. and broadcast - which he did.
3. As the next scheduled voyage is 31 Jan in view of the nature to cancel programme at the moment?

D.

Kh.

There is no necessity to cancel the programme: 6/1.

Philmet shd. make an more attempt on 15th Jan.

after which I fear we must call it a day. M@ 6/1

HE included those amount to average miles, Mahanmaler.

Meaning?

Does this include Insurance & Sundry Fund?

B.E.

76 E and ~~72~~ maximin to note and reply pt.

H.E.S. Y.B.

B.

K.H.
6/1.

1. Mr Tibbony worked - physically when necessary in addition to holding himself responsible for navigation. Other charterers would not expect to do either.
2. The charge includes the insurance and the renewal fund and is arrived at by dividing total estimated expenditure (in the 1949 estimates by 240 (ie 8 months at sea). I admit this is on the optimistic side but I hope the vessel will be out for this period

K.H.

C.

E.H.S. 7/1/49

1. I am aware of this but did not (still do not) understand the wording of para 3.
2. If I were HM I should be inclined to 'hedge' a bit.

me 10
7.49.

Y.B.

D.

76 D para 3 elimination.

2. Y.B. C 2 above - E.H.S. agrees and subject to approval agrees charge to £20 a day

Agree.

E

K.H.

me 15
7.49.

14/1.

F

B.E. is note pt.

K.H.

15/1.

G.

Revised for filing of (78)

26.1.

Thank you.



88314/48
 Your Ref: 0664
FALKLAND ISLANDS



78
 THE COLONIAL OFFICE,
 THE CHURCH HOUSE,
 GREAT SMITH STREET,
 S.W.1.

NO. 87

13 December, 1948

EE (HM)

to see re Philomel.

MG 10
 7.49

Sir,

I have the honour to refer to your despatch No. 59 of the 25th June in which you express your dissatisfaction with the condition of the motor fishing vessel and of the auxiliary machinery of the John Biscoe. The matter was referred to the Crown Agents who have now forwarded the enclosed report from their Consulting Engineers.

8090

2. The Crown Agents in transmitting the enclosure consider that perhaps a greater allowance should have been made for the fact that both the vessels were second-hand when bought and could not therefore, be expected to be as free from trouble as new vessels. Further, the small motor fishing vessel "Philomel" would normally be expected on arrival in the Falklands after a journey of some 7,000 miles to require attention to various items of engine room equipment.

3. As regards the auxiliary generators of the M.V. "John Biscoe" I think it is necessary to remember that great difficulty was met with last year in obtaining experienced engine room personnel for the vessel in the short time available with the result that they were not fully experienced in dealing with the type of machinery installed in the John Biscoe.

4. I am advised that the following work was done on the generators

GOVERNOR

MILES CLIFFORD, ESQ., C.M.G., O.B.E.
 etc., etc., etc.



generators in the United States of America under
Lloyds supervision in order to satisfy their surveyor,
the total cost of this being \$1,9000:-

"GENERATORS AUXILIARY)

Removed salt water pump from starboard generator
to shop and freed up drive on same. Reinstalled
pump on motor hook up. Checked priming pump and
fuel lines for operation, found satisfactory.
Checked fresh water cooler, found same dirty and in
need of top cover. Removed water cooler to shop
and secured by brazing a brass stand pipe with cap.
Returned and replaced on engine. Removed blanks from
overboard lines started and checked operations of both,
port and starboard generator. Removed injectors from
starboard engine and blew dirt and water out of cylinders.
Removed salt water pump to permit removal of fresh
water pump. Removed fresh water pump and overhauled
installed new water and oil seals. Re-installed
pumps on engine. Pump found not satisfactory upon
test. Removed both pumps and furnished new fresh water
pump. Reinstalled both pumps and proved cooling system
in good order. Removed governor arm, flexible cable
and speed control cable from port and starboard generators.
Cleaned and freed up same. (Rusted tight). Reinstalled
parts on generators. Removed solenoid relay from
starboard generator, removed rust and freed up.
Reinstalled solenoid. Removed packing from salt
water and fresh water pumps on port generator. Furnished
and installed new packing. Checked over and tightened
up



79

up numerous leaks in lube oil, fuel oil, salt water and fresh water lines on both generators. Renewed hoses as necessary on water lines. Renewed lube oil and fuel oil filters. Cleaned fuel oil strainers on both generators. Cleaned ground which developed on port 60 K.W. generator. Furnished spare fuel oil injection pump including spare transfer pump. Furnished new tachometers for port and starboard generators and necessary fittings for attaching same. Installed all above in good operating condition. Removed side cover from port generator and repaired leak by installing new gasket. Closed up generator in good order. Tested out starboard generator under full load conditions. Removed fresh water pump to get to salt water pump. Removed salt water pump, opened up and installed new oil seals. Reinstalled both pumps. Took cover off starboard generator main fuel pump, inspected all springs and removed all valves for inspection. Tested out and found transfer pump bad. Furnished and installed new F.O. transfer pump. Removed one lube oil line and repaired same."

5. In the circumstances I presume you do not wish to pursue the matter further.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

A. Cassin Jones

10th November, 48.

The Chief Mechanical Engineer,
Messrs. The Crown Agents for the Colonies,
4, Millbank,
London, W. V. 1.

Sir,

M.F.V. "Philomel" and M.V. "John Biscoe"

We have the honour to acknowledge your letter of the 10th August, enclosing a copy of the despatch from His Excellency, the Governor of the Falkland Islands, dated the 22th June 1948, together with a copy of a report from the Naval Officer-in-Charge, Falkland Islands, dated the 1st of June 1948. We also beg to acknowledge your letters of the 22nd September and of the 24th September together with their enclosures, and our reply has been postponed pending our consideration of these letters and documents.

We regret to note that difficulties were experienced by the Colonial Authorities in connection with both vessels, and we beg to report as follows in the light of the information before us.

M.F.V. "PHILOMEL"

Tragger.

The Chief Mechanical Engineer.

- 2 -

81

When the vessel was last carefully examined on the land in May 1967, we noted that all the bolts securing the rudder and the steel work of the rudder itself were badly corroded. We reported this condition to you in our letter of the 12th May 1967. As a result of our examination and subsequent recommendations all the bolts were renewed, all iron work was thoroughly cleaned, sanded and given three coats of spezier which is a composition which is used by the majority of shipowners and repairers to protect steel or iron against galvanic action, and in our experience, it has always given complete satisfaction.

It would appear that the Naval Officer-in-Charge, Falkland Islands, is under the impression that the vessel had been surveyed prior to being "coppered"; however, in the light of our earlier surveys, we noted and reported to you that she was sheathed in zinc metal.

We further note that it is stated that barnacles were found upon the zinc plates and that these zinc plates had been covered with a coat of paint.

The facts of the case are that in the hope of further reducing the risk of corrosion, we recommended and arranged for new zinc plates, in addition to those already in place, to be fitted in contact with the rudder arms in addition to the application of the spezier. The old zinc plates were removed and cleaned before being replaced. If these zinc plates were either new or had been cleaned there could be no barnacles upon them and coating with spezier would not impair their usefulness as a deterrent to corrosion.

We think that the excrescences which are reported to have been barnacles may have been the result of galvanic action upon the zinc plates which would therefore appear to have been performing the function

The Chief Mechanical Engineer.

82

for which they were placed upon the rudder.

Clutch and other engine parts.

We regret to note that some trouble appears to have been experienced with the clutch and other engine parts after the arrival of the vessel in the Colony.

The whole of the machinery both main and auxiliary was completely overhauled by an Expert Representative of the Makers, Messrs. Listers who, with me, carefully examined both the main and auxiliary engines during the overhaul.

After this full and careful overhaul, trials at Moorings and at sea were carried out to the complete satisfaction of all concerned including the staff of the Contractors who had to deliver the vessel to the Colony.

We have had an opportunity of seeing the Chief Engineer who was in charge of the vessel on the run out, since his return to this country and he reports that no trouble was experienced either with the main or auxiliary machinery during the long voyage to the Falkland Islands with the exception of carbonizing in the cylinders which is inseparable from the use of fuel oil and the amount of carbonization is dependent upon the quality of the oil used.

125 in copy A

The details of the repairs which were carried out in the Colony after arrival of the vessel are set forth in despatch No. 304/A. from the Colonial Secretary dated 20th August 1948 which you were good enough to send us under cover of your letter of the 24th September.

We beg to report in detail upon the repairs as set forth

in the Colonial Secretary's letter as follows:-

(1) "Three valves had to be replaced".
The position of these valves are not stated but we presume that they were either in the main or auxiliary engine and if this is the case it is only to be expected that the removal of some valves would be necessary after the long passage of the vessel from this country to the Falkland Islands.

(2) "Engine driven circuits for gear advance had to be renewed".
The renewal of these circuits after such a long voyage would be expected and with normal procedure..

(3) "In transmission the clutch was adjusted very badly in reverse and had to be adjusted".
This is a normal occurrence for which provision is made as the clutches are designed for easy adjustment.

(4) "Panel joints had to be replaced, nuts and bolts missing".
These joints were renewed during the overhaul in London and all nuts and bolts were in place when the vessel sailed. We presume the panels would be removed several times during the voyage out to the Falkland Islands and probably the joints were torn during such removals and the bolts being small were missing.

(5) "Inlet and exhaust valves together with exhaust manifold had to be chipped free of carbon."
These parts were de-carbonized in London to the satisfaction of Lloyd's Surveyor and ourselves and it is only to be expected

84

the de-carbonizing would be necessary again after such a long voyage.

(6) "Valves of compressed air vessels had to be adjusted".

We do not know what happened to these valves during the voyage but they were in good order when the vessel sailed, and the adjustment can be carried out easily.

(7) "The general service pump was stripped down when it was found that the pump was seized, pipes corroded, impeller turning on shaft no keying device having been fitted".

This pump was opened up, cleaned and overhauled in London to the satisfaction of Lloyd's Surveyor and ourselves. After this overhaul it was tested and worked satisfactorily. We are surprised at the suggestion that a key had never been fitted, as the pump would not work unless fitted with a key.

(8) "Bliges were in a filthy condition and engine room flooring in bad state".

The bliges were cleaned out and engine room flooring was in a satisfactory state before the vessel left London. The bliges should have been kept clean by the engine room staff during the voyage to the Falkland Islands.

(9) "Ladder straps in an extremely corroded condition new ones having to be fitted".

This matter has already been dealt with earlier in this letter but in addition we would advise you that this iron work was examined by the Ministry of Transport Surveyor and ourselves when the Ministry Surveyor recommended that this iron work be sealed and painted

with three coats of Apexol. Also an anti-rust compound against corrosion, consisting zinc dust and oil, was used on the steel fastenings to render them and also the plates.

Leakage of decks.

The decks were carefully examined and repaired as necessary before the vessel left, and on arrival at the wharf, they were tight.

It must be remembered that after leaving here, the vessel passed through the tropical climate to the lower temperature of the Falkland Islands and it is possible that the timber which was of war time quality chosen to save weight in the hull and some caulking might well be expected to be necessary after such a long voyage.

Ground tackle.

This type of vessel was equipped as standard with two 300 lb anchors, five fathoms of chain cable, 30 fathoms of 2" wire and 60 fathoms of 2 1/2" wire. The method of anchoring was to attach one of the wires to the chain cable which has been found in service to give the anchors ample holding power and to be the best arrangement in vessels of this class.

The anchor is raised by passing the anchor wire round the trawl winch which is driven by a belt off the main engine and this arrangement gave every satisfaction during the war service of these vessels.

It must be borne in mind that after a long voyage such as the one to the Falkland Islands, some overhaul of the hull and machinery is both usual and prudent if they are to continue to give satisfactory service.

Every care was taken before the vessel left this country to fit her as far as possible for her intended service and for the long passage of it and in view of the reports from the Colony we would respectfully submit that this object was attained.

"Ship's class"

It will be remembered that when this vessel arrived in London from the U. S. in October 1917 it was decided that the ship and her machinery should be classed by Lloyd's Register and entered at the British Register. In view of this both Lloyd's Register and the Ministry of Transport were requested to make the necessary arrangements for their Surveyors to attend on board.

Before the vessel left London in December last all the Ministry and Classification recommendations which were considered necessary to that date were carried out to the satisfaction of Lloyd's Surveyors, Hull, Machinery and Electrical; Ministry Surveyors and ourselves.

All the items which the hull surveyor recommended for the seaworthiness of the ship were carried out during her stay in London as necessary. These consisted mainly in the strengthening of the Hull at the fore and aft and at the sides.

A certificate of Lloyd's class and Ministry of Transport certificate covering, life saving appliances, lights, tonnage etc. were issued by the competent authorities, as a result of the thorough examination which was made by all concerned with a view to fitting her for intended service.

In addition to a port engine the vessel was examined by both Classification and Admiralty Surveyors in Drydock when all their recommendations were met to the satisfaction of all concerned.

After leaving Drydock and during her passage on her voyage, both making and sea trials were carried out to the satisfaction of all concerned and it is gratifying to note that, apart from the engine driving the generators, the vessel, her main engine and all auxiliaries appear to have given satisfaction to those who had charge of her during her long passage to the Falkland Islands and during her service in the South.

It is reported that the port engine would appear to have required overhaul when the vessel was due to proceed South for the second time towards the end of March 1948.

It is understood that shortly after the ship was purchased in America both the generators were overhauled by Messrs. Hill-Spedden Ship Yard, Baltimore, under the supervision of Lloyd's Surveyor at that port. On completion of the overhaul a trial under working conditions was carried out to the satisfaction of all concerned and Lloyd's Surveyor issued a certificate expressing his satisfaction on the 25th October 1947.

After the arrival of the vessel in London in November 1947 the generator engines were again opened up and examined by Lloyd's Surveyor and ourselves as it was desired that the vessel, her machinery and auxiliaries should be fully classed with Lloyd's Register of Shipping. The result of the very careful examination which was carried out was that

88

The engines of both generators were found to be in a satisfactory condition for the intended service of the vessel so far as this was known in this country.

No repairs were found to be necessary, but the engines were de-carbonized and adjusted and on being closed up, they were run to the satisfaction of all concerned in connection with the refit.

It will be remembered that the makers of the engines recommended that they should be de-carbonized after 1150 hours running and that they should be put in after 2,000 hours.

On the 21st March when the vessel was due to proceed South for the season the generators were reported by the Chief Engineer to have run for 1200 hours since de-carbonization, and at least 2000 hours since the last refit. It appears that the Engineer refers to the overhaul in Baltimore prior to coming to this country, but he makes no reference to the refit which was carried out in London. It will therefore be seen that at that time the generators were overdue for de-carbonizing but the limits prescribed by the makers for a refit had not been reached.

After the refit in regard to the generators had been reported by the Chief Engineer the vessel proceeded to Santa Cruz where an overhaul of both generators was carried out.

On starting up the generators it was found that in addition to the necessary de-carbonizing, considerable wear had taken place on the bottom end of the crank shaft bearings.

The bearings were found to be seized up and the

valves were badly pitted.

The water was found to have been working with excessive clearance and the heat exchanger, oil cooler, turbocharger, filter and cooling circulation water system and oil circulating system were found to be very dirty and corrosion plates were in some places.

In the case of the starboard engine the space heater cooling system was found to be working in a satisfactory manner.

The ball races of the shafts for both engines were broken and were replaced.

Excessive clearances and recession to have been found in the bottom end bearings, but the clearances of main bearings were within permissible limits.

The piston rings were found to be seized in the pistons and on the removal of carbon the clearances were found to be excessive.

At the time of the examination of both these engines by Classification Surveyor and received during the port in this country between October and December 1947 there was no sign of excessive clearance in any of the bearings and the surfaces of all journals in crank pins were satisfactory.

The pistons of both engines were broken and rings cleaned and put back in good order with such repairs as were necessary.

If the engines had been opened up by the ship's staff in Port Stanley when de-carbonizing became due to the excessive clearance in the main bearings or bottom ends could have been made good and piston rings renewed as necessary.

The cleaning of the cooler, filter etc. is routine work which should have been carried out by ship's staff as occasion offered during the voyage service and the fact that the corroded pieces were wanted shows that they had performed the duty for which they were put into their various positions.

In the event such before as there is nothing disclosed by the examination which was carried out in haste which could not have been rectified by a competent engineering staff and if the routine of de-carbonizing the condenser and of using the circulating system, filter etc. had been carried out efficiently we can see no reason why the vessel should not have been in a fit condition to proceed north for the second time.

I trust that the facts set forth in this report have shown that a most careful examination of both vessels was made in this Country before they sailed and that in view of the repairs which were carried out they were both in a satisfactory condition for the long passage to the Colony and for their intended service on arrival.

Your obedient servants,

W. J. ... & ...

Handwritten initials and a circled number 17.

91

A

E.F.

77 F 78 on mass ti. r. p.

K.H.
27/1

B

H.Aq. C.S.

For 77 noted ty. and I consider so many "leopholes" exist
that I suggest the matter be pursued no further.

E.H.S.
1 March 1949.

F.H. K.H.
7/3

ENGINEERS OFFICE,

H.M.S. GLASGOW,

21st. FEBRUARY 1949.

REPORT ON M.F.V. 'PHILOMEL' AT PORT STANLEY, FALKLAND ISLANDS

A visual inspection of the Government owned M.F.V. 'Philomel' was carried out on the 21st. February 1949. This revealed a leaking stern gland as the only defect of importance. The M.F.V. has been in the water continuously for at least 14 months and it is not surprising that a leakage has developed during this time. The M.F.V. engineer has added additional turns of packing with only temporary success, since after a short while the gland begins to leak again. He has been using a graphite asbestos packing which is incorrect and which may account for some of the trouble.

2. Whether the leakage is in fact due to the packing alone or whether it is due to wear in the stern gland bearing bush, is impossible to ascertain without docking the boat and withdrawing the tailshaft. It is understood that the boat can be beached on shingle for a period up to 6 hours, during which time the gland can be repacked and therefore eliminate the defective packing as a cause of the leakage. It is not recommended to try and repack the stern gland whilst in the water.

3. Action taken by Ship's Staff

The gland neck bush had been tightened unevenly and the leakage was stopped completely by squaring this up and tightening up on the gland packing. It was not possible to check the alignment of the shaft other than visually in the time available but this is believed to be satisfactory. Sufficient wax asbestos packing was supplied to renew the gland packing completely when the boat can be beached, and the M.F.V.'s engineer has been advised to use this packing in future.

4. Finally it may be stated that the leakage is by no means dangerous, provided the bilge pump continues to operate satisfactorily, and the leakage is not expected to increase rapidly. It is recommended, however, that the boat be landed to carry out this inspection which may also reveal other defects not yet apparent.

H.A.G.S.

Submitted for filing.

Effs 24. Feb 49.



The Hon Ag. C.S.
Secretariat.

C/o Mrs J. Bartram

Rem Rd. East

Port Stanley

April 30th 1949



93

The Harbour Master
Port Stanley.

Report of the M.V. PHILOMEL.

Dear Sir,

With reference to our conversation of yesterday 29th April, I am unable to present my report on the condition of the M.V. PHILOMEL.

I have been aboard the vessel every voyage she has made since mid March of this year - a matter of 19 days.

The main deficiency of the PHILOMEL lies in her stem-tube. This in my opinion is due to excessive running. It must be remembered that the vessel steamed 8000 miles from the United Kingdom to Port Stanley without any previous record of her steaming. It must also be realised that she must have steamed several thousands of miles around these islands. So any major defects aboard can not be surprising.

From observations made on board whilst under way and on the beach at Port Stanley it would appear that the main bearing inside the ^{stem} tube has worn pretty badly; the gland between the screws and this bearing is completely worn. Water hereby enters the tube and runs freely into the after tanks, the stuffing box having no effect as any packings are immediately chewed up by the shaft revolving eccentrically. In harbour the rate of entry of water cannot be accurately assessed as it is governed by the position the non-circular shaft takes up when at rest.

In fact the shaft is rotating now in an oval. It is sufficient to say that humbling of the bilge has to be done at least every 8 hours before the floorboards of engine, hold and fore-castle are flooded.

Abait from the entry of water, which must be increasing, due to the continual wear of bearings and shafting, the main danger lies in the whipping of the shaft which must be gaining back lash every hour of steaming. This may in a surprisingly short time effect the gear box and main engine which of course will put the vessel entirely out of commission.

This condition can be readily realized by anyone aboard due to the excessive vibration which has now set in.

My earnest recommendation to you is to run the vessel only in cases of extreme urgency until such times as a docking can be arranged. The duration for which the vessel will survive cannot be accurately forecast as she is in such a state now that it might go any time and imperil the lives of all those who stand aboard her. I should only allow a margin of 14 ~~at~~ 21 days actual steaming.

Yours faithfully

George H. Selby-Smith.

Aux. Vessel 'Pascopas'

H. Aq. C.S.

I had hoped to send the Philomel to Montevideo in 1950 but the above report makes it imperative for the vessel to be dry docked as soon as possible.

I suggest she be sent to Montevideo (with Mr Selby-Smith in command & Mr Stemp as engineer) in company with either the John Biscoe or the Fitzroy if either of these are willing to reduce speed to that of the Philomel.

The alternative is Punta Arenas but I am not conversant with conditions there.

GHS 2 May 1949.

H.M.

95

Y.R.

A.

1. is alarming. A word after she should ~~to~~ like Biscari.

Yes please.

2. That's a name really.

3. In view of this report and the haste being made to combat,

have mistaken that the other trucks is to remain grounded except for emergency cases. ? And mail, but not landing?

4. The Y.R. instructions as to your best time.

The Hon. Ag. Gen. Secy's Stanley

K.H.

→ Must await Bureau on that case 3/11.

Mc 3/11

B.

E.L.

Above #1.

2. How far any views as to whom should carry out repairs in Mex. or leave to Macdip? ?

K.H.

#Ag.S.S.

- 1. leded - but if we are to carry mail to West we must land at Chetumal for refueling
- 2. I have no knowledge of shipping forms or formalities etc Montivideo - but unless the spare parts are there (stern tube etc) it will be needlessly expensive C.H. 4/11

No. _____

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and the date may be quoted.

4th May, 1949. 96

To. The Honourable ,
The Ag. Colonial Secretary.
Stanley.

From. Harbour Master.
Stanley, Falkland Islands.

SUBJECT :-

I have the honour to inform you that I have discussed with Comdr. Kirkwood D.S.O.?, the proposal for the vessels Philomel and John Bischoe to voyage in company as far as Montevideo.

Comdr. Kirkwood agrees in principle and I suggest the following telegram be despatched to the C.A. forthwith.

"Please advise position regarding despatch of spares for M.F.V. 1185"

0664/5 63 (My memo of 4th April 49 refers).

*Telegram despatched
from 66 on 0664/5*

E. J. Luntin
Harbour Master.

DECODE.

TELEGRAM.

From The Colonial Secretary.

H.M. Consul, Punta Arenas.

Despatched : May 6th 19 49 Time : 10.10.

Received : ~~11~~¹..... 19 .. Time :

Grateful you advise on facilities for repair of motor fishing vessel 70 feet long. Main trouble leaking stern gland. Stocks essential. Could be in Punta Arenas early June. Opinion on charges would be appreciated. Spares would be supplied.

Reply at 98

COLONIAL SECRETARY.

G. T. C.

90
DECODE.

No. 314.

TELEGRAM.

From H.M. Consul, Punta Arenas.

Colonial Secretary

Despatched : May 9th 19 49 Time : 15.35.

Received : May 11th 19 49 Time : 09.30.

97 Your telegram 6th May. Approximate cost £320. Please telegraph particulars as to vessels draught line for launching purposes.

See 102

BRITAIN.

G. T. C.
LJH

13th May,

49.

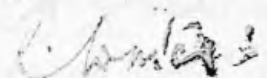
Sir,

I am directed to request you will inform me at your early convenience, a firm amount for which your Company would execute the repairs to the "Philomel" the nature of which I understand you are aware and the time to be taken in effecting them.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

VP.

Repl. at 10.15

100

A.

E.E.

97/9. to p.

kk.

14/5.

H.A.g.e.s.

R.

Notes to. I have discussed the problem of repairs to the Philonel with both His Excellency the Governor and Comd Westwood J. & W. Montivideo and Punta Arenas will both prove expensive and it is doubtful if the John Biscoe can afford the time to accompany the Philonel to either of these ports this season (in view of urgency of refit to the John Biscoe at Thornycrofts)

The best solution appears to be that suggested by His Excellency

- ie. (1) To run the vessel on urgent priority voyages only.
- (2) To travel in company with the John Biscoe on her next voyage to South Georgia where adequate repairs can be executed under the magistrate's supervision

C.J.S 16 May 1949

A

7/2/52

instructions re requested pt on 100 B.

It is assumed that the probability of Philomena being effective for even emergency runs during say six months and then being able to do 1/2. Her own hull her own steam have been considered.

2. Shall I ask Capt Robert's not to become 49?



B

K.L.
18/5

No - let him administer. It is simply a case of fitting a new stem tube (? sprong stuff) to gland.

M.C. 18/5

Bu 3/1/52
K.L.

DECODE.

No. 609½

TELEGRAM.

From H.M. Consul, Punta Arenas.

Colonial Secretary.

Despatched : May 24th 19 49 Time : 18.30.

Received : May 25th 19 49 Time : 09.30.

98

My telegram 9th May. Please inform me whether vessel will come and if so when in order to reserve slipway.

See 103

G. T. C.
LJH

BRITAIN.

103

DECODE.

TELEGRAM.

From The Colonial Secretary.

H.M. Consul, Punta Arenas.

Despatched : May 27th 19 49 Time : 09.15.
Received : 19 .. Time :

102

Grateful for your telegram. Regret delay in spares necessitates
no further action for some time.

COLONIAL SECRETARY.

G. T. C.
LJH

99?

BU 31/5/49
[Signature]

104
The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

8th. June 1949

99
Sir,

With reference to your letter No0664 dated 13th. May 1949 regarding repairs to 'Philomels'' stern tubes and bearings. It is not possible to quote a firm price for this job before-hand, but we estimate that it should not cost more than £100 plus any materials which might be required. Govt should supply their own materials if possible.

It is understood that a new stern tube and bearing has been ordered.

We shall, if possible, tip the vessel and beach her in Stanley, and avoid the expense of taking the vessel to Beaver Island for beaching.

I am, Sir,

Your obedient servant,

J.M. Roberts

Manager.

The Honourable,
The Colonial Secretary,
Stanley.

Ack'd 8/6/49

*Received for
R.H.
4/4*

E.B.

A

104 f.u.ap.

with for CS.

10/6/49

Aq.e.s.

06/11/71

B.

29
06/11/71

1. Can a reminder be sent to C.A for the spaces ordered pl.
2. In view of cautious nature of 104 suggest government do the work

E.H.B. 11.6.49.

YA's

C.

indications are needed. If E.E. has anyone competent to go and check 'Prilames' that Post should participate carrying out the work.

L.H.
b/b.

C.E.

D.

E.E. assures me that we can do it. Good enough. We will, as soon as the spaces arrive.

17/6/49.

R.

E.E.

Labour fair

L.H.
1/6

H.A.C.S.

noted
E.H.B. 21.6.49.

P.A. 23/6/49

0664

108

DECODE.

TELEGRAM.

From THE CROWN AGENTS.

To THE COLONIAL SECRETARY.

Despatched : 7. 10. 19.

19 Time : 11.40

Received : 8. 10. 19.

19 Time : 09.00.

Annual insurance MPV 1185 due to expire fifteenth October. Please telegraph renewal instructions.

CROWN AGENTS.

Rec 108

P/l.
S. S.

107

E.C.

A

(10) for your observations (40) (41) refer

W.C.S.
12/10/49

H.Aq.C.S.

1. Renewal should be effected forthwith.
2. Should the mv. philomel go to South Georgia for examination we shall have to ask for a special policy for that voyage and return

E.C.S. 12. Oct. 49

For use in
Cypher or
Coding Office
only.

60 - F - London 13 1730 13/10/49

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:

Secretary

FROM:

Insurance memo 1185 handled early
196 reply via telex 14th October
crown

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.

Time of Receipt in
Cypher or Coding
Office.

Date.

110

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON, S.W. 1.

S6B/40a/82

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."
(OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

0664

2 NOV 1949

Sir,

109

We have the honour to refer to your telegram
of the 14th October and to inform you that we have
arranged for the renewal of the insurance of the Motor
Fishing Vessel No. 1185 for a further period of 12
months with effect from the 18th October, 1949. The
Underwriters have agreed to the renewal at the existing
premium rate of £8. - - per cent on the assumption
that it is not intended to lodge any claims in respect
of the past year.

We have paid to our Insurance Brokers the sum
of £727. 5. - as premium due as detailed in the enclosed
copy of the debit note and this amount will be found
debited in our Falkland Islands account in due course.

We have the honour to be,
Sir,
Your obedient servants,

14/11

Kelsaudchild

for the Crown Agents.

The Colonial Secretary,
Port Stanley,
Falkland Islands.

See 151 in Vol II

Reply at 115

HEM.

16

DIRECTORS B. P. CROMIE (CHAIRMAN) J. ST. C. KNECHILL (VICE-CHAIRMAN) D. BOSTOMLEY D. J. EVANS J. G. LEGG
R. H. PHILLIPS J. C. TIBBLES L. H. WIKINS (FOUNDER) B. A. GLANVILL

TELEPHONE: AVENUE 4622 TELEGRAMS: GLANVILL STOCK LONDON CABLES: GLANVILL LONDON

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

Please quote Reference

49MH/1174

MARINE AND AVIATION DEPARTMENT



Date 19th October 1949

Crown Agents for the Colonies

DUPLICATE

COVER/DEBIT NOTE for INSURANCE effected
For A/c of Govt of the Falkland Islands

DETAILS

MOTOR FISHING VESSEL No.1185

12 Months @ 18.10.49.

On Hull, Materials, Engines etc and all connected therewith
valued £10,000

Total Constructive Total Loss of Vessel including Salvage
Charges Sue & Labour & General Average

Including Full Fire, Lightning & Explosion
Institute Clauses but port retention 3% (a) & (b)

Employed Coastal Waters of Falkland Is. Only or held covered
(inter insular communications, carrying stores, replacements &c.)

Effected with:- LLOYD'S
Atlas Group Companies Commercial Union Assce. Co. Ltd.
British & Foreign Marine Insce Co. Ltd. Orion Insce Co. Ltd.
Liverpool Marine & Gen. Insce. Co. Ltd. Drake Insce Co. Ltd.
Alliance Assurance Co. Ltd. Sun Insce. Office Ltd.
Royal Exchange Assuranc

£10,000 8% £800. Os. Od
Less 9½% 76. Os. Od

Policy & stamp 724. Os. Od
3. 5s. Od

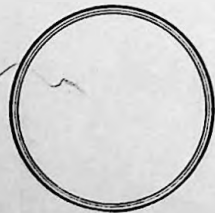
£727. 5s. Od

GLANVILL, ENTHOVEN & CO. LTD.

Pa Enthoven

E. & O. E.

MARINE DEPT



71/25000/1/49

112

Mr.
O. of Treasury

110-111 f y 2 pc

[Signature]
19/11/49

H.E.S.

Noted ty.
[Signature] 19. xi. 49.

H.E.S.

Noted ty. If the charge goes thro' this year's a/c's, H.M. will have to take out a S.W.

R.K.
21/11/49.

[Signature]

113

Port Stanley,
Falkland Islands.
25th November, 1949.

Executive Engineer

Sir,

M.V. PHILOMEL

The following defects were noted:-

1. Gear Box

Top cover of reverse gear casting out of line by $\frac{1}{8}$ or $\frac{1}{4}$. Bolts holding top cover to under cover of reverse gear are in poor condition. 4 of the 8 are useless.

2. Stern Tube and Shaft

In my opinion Stern Tube should be renewed. If not, in the very near future, the plumber block aft of gear box will wear until all pinions and reverse gear are ruined.

The Deadwood (which Stern Tube runs through) is fractured and leaking.

After every trip, even if for only one hour, the Stern Gland has to be tightened. If not she leaks at the rate of 2 to 3 gallons in half an hour.

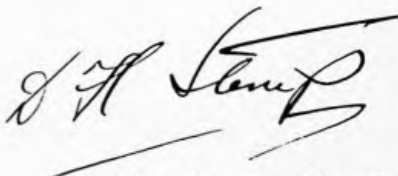
3. Engine

The beds of Main and Auxiliary Engines are not satisfactory which in itself is a major defect.

After inspection I will submit my comments on the following items in a further report.

- a) Valve tappet clearance. Inlet and Exhaust.
- b) Clearance between stem and guide.
- c) Diametrical clearance between main bearing and crankshaft.
- d) Crankshaft Float.
- e) Clearance between crankshaft shoulders and main bearing liners (Fore and aft).

H.C.S.



1. I asked Mr Stemp for a report on the Philomel and he submitted this
2. The stern tube and shaft are to be renewed
3. The bolts holding top cover to under cover of reverse gear can easily be renewed.
4. I am not too happy about the beds of the main and auxiliary engines and will ask Mr Stemp to enlarge as Mr Pallini the Government mechanic has never reported anything wrong.
5. 3 (a) (b) (c) (d) and (e) are normal maintenance and should be attended to regularly

E.H.S.
29. xi. 49.

No. 0664.

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

2nd December, 1949.

To. The Honourable

From. Harbour Master.

The Colonial Secretary.

Stanley, Falkland Islands.

Stanley.

SUBJECT :-

Regarding the registry of the vessel Philomel (which was m.f.v. 1185) I have the honour to submit the following draft of letter which should be sent to the Crown Agents.

your (110) m connection with

"With reference to the vessel m.f.v 1185, difficulty is being experienced regarding the registry of the vessel as a result of the non arrival of the Board of Trade Surveyors reports. In order that registry may be effected will you please ascertain whether the vessel was surveyed before leaving England and if so transmit copies of all reports made by the Board of Trade Surveyor."

ACS. *Head of H.*
D. 1/12.

C. S. Bunting
Harbour Master.

*Office
G. S. Bunting*

7th December,

49.

Gentlemen,

110 With reference to your letter S6B/40a/82 in connection with the m.f.v. 1185, difficulty is being experienced regarding the registry of the vessel as a result of the non arrival of the Board of Trade Surveyors reports. In order that registry may be effected will you please ascertain whether the vessel was surveyed before leaving England and if so transmit copies of all reports made by the Board of Trade Surveyor.

I am,

Gentlemen,

Your obedient servant,

(Sgd) Michael R. Rayner

Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

R.I.V.
113

116

K.I.V. further report from Dr Skimpf.

12/12.

12/12.

B.V. 15/1/50.

X

Sir,

With reference to voyage of M.V. Philomel to Rane Bay, we beg to submit the following, The Vessel left Stanley on the 12th December and arrived at Rane Bay on the 13th December and on beaching, and examination the following was found.

(a) Shoe, in which rudder is stepped, was found to be in a very serious condition, the bottom bearing completely gone. The wear being from 2 1/2 inches to 4 1/4 inches, which is due to the electrolytic action, also the shoe being of box section, and at present, the rudder is now depending on the rudder head for support, and we suggest the rudder be removed as soon as possible to prevent further damage to the rudder trunk, which is now leaking badly when engine is running.

(b) Bearing in stern tube was found to be worn about 1/8" of inch all round.

(c) On finding the shoe in such condition, we decided not to fit new bearing or shaft until Harbour Master was approached on the matter, of which he was in agreement.

Owing to the severe vibration it was better that this be left, to save further damage while returning to Stanley.

(d) The work of making a new shoe of this type could be carried out here if facilities permitted, but owing to lack of such facilities this would entail a considerable amount of work and expense.

(e) May we suggest that the shoe be replaced with wood and gun metal bearing for rudder, and a new rudder made of wood and covered with metal sheeting be substituted, and in our opinion this would eliminate the continued worry, hitherto experienced. In our opinion, if a similar shoe to that existing at present is fitted a recurrence of the whole trouble will inevitably occur.

(f) We would like to point out that these defects are not due to lack of maintenance since arrival in the colony, but have been taking place over a long period.

The Harbour Master.

I am sir

Your obedient servant

G. R. Pallin
D. J. Hollis

H.C.S.

If at all possible the best solution is to send the vessel South Georgia where she could be thoroughly overhauled by competent ship's engineers.

By 23. XII. 49.

H. H.

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

23.12.49.

To

AIRMAIL, JOHN BIRCH, SOUTH GEORGIA.

We think it will be desirable to send Philonel to South Georgia for repairs and if so she would probably reach there late January stop Repairs needed to shoe in which rudder is steeped bottom bearing completely gone stop bear is from 2 two and a half to four and half inches stop Bearing in stern tube also worn $\frac{1}{8}$ of an inch. New stern tube requires to be fitted stop New Paragraph Grateful you discuss ~~XXXXXXXXXX~~ proposal to send Philonel to South Georgia for repairs with Captain Begg generally and enquire whether they would be able and willing to undertake work.

COLONIAL SECRETARY.

DECODE.

TELEGRAM.

From KIRKWOOD, JOHN BISCOE.

To THE COLONIAL SECRETARY.

Despatched : 27th December. 19 49 *Time* : 1457.

Received : 28th December. 19 49 *Time* : 0900.

118 Reference Philomel. Captain Begg able and willing to undertake work
subject confirmation Salvesen Head Office. He ~~requests~~ requests early
advice if Philomel will be sent and approximate date of arrival.

KIRKWOOD.

9 Dec 1949

Stanley

Dear Sir

I am writing to you to see if you can arrange an interview with H & The Governor for me regarding a business proposition that I have to put forward.

The business in question is that I may take over the Government motor ship "Philomel" for medical and freight service with an interest in the profits made on freights, the details of which I can explain on a private interview with you.

Reply at 122.

Hoping this causes you no
inconvenience.

I am Sir

your obedient servant
Clement Harrison.

0664

122

28th December 49.

Sir,

With reference to your letter of the 9th of October, 1949, I am directed to inform you that the Colonial Secretary will be pleased to grant you an interview on Tuesday the 3rd of January, 1950, at 10.00.am.

I am,

Sir,

Your obedient servant,

(Sgd.) L. W. ALDRIDGE

For Colonial Secretary.

Mr. G. Harrison,
STANLEY.

*Mr. Harrison seen & advised that
Govt not prepared to enter into the
arrangement which he proposed.*

11

3/1/50.

K.V. 119

123

E.E.

You should see 118-119. If possible we will get the
frigate which is supposed to be coming here ("Big Ben Day")
to tow the Philadel down to S. Georgia. We have wired
C in C. A.W.I. for news of her arrival. Meanwhile
would you have prepared a telegram for Capt Begg
stating exactly what we should want them to do
on the Philadel.

30/12/44

H.C.S.

Suggested draft telegram

"

1. Stern tube and tail shaft to be renewed fitted. These spares will be sent with the vessel
2. Rudder shoe to be renewed
3. Engine realigned and holding-down bolts renewed and adjusted.
4. Is there any possibility of complete new rudder assembly being made in hand timber?

This latter will be worth while in the long run especially as no docking facilities exist here. The fitting of complete rudder in timber will end troubles through galvanic action

By H 4 Jan 1950.

Office.

Please send telegram as at cover.

6.1.50.

DECODE.

125

TELEGRAM.

From Colonial Secretary.....

To Admin. Officer, S. Georgia.....

Despatched : 7.1.50 19 Time : 1200

Received : 19 Time :

No. 5. Repairs to m.v. "Philomel". Kirkwood has spoken to Captain Begg who states he can do subject to confirmation by his Head Office. Date of arrival of "Philomel" as South Georgia depends on itinerary of frigate "Bigbury Bay" due here 30th January which we hope will tow "Philomel" down. Work required is as follows:-

1. Stern tube and tail shaft to be fitted, these spares will be sent with the vessel.
2. Rudder shoe to be renewed.
3. Engine realigned and holding down bolts renewed and adjusted.

Grateful you enquire also whether any possibility of complete new rudder assembly being made in hand timber.

COLONIAL SECRETARY.

HM.

What is the
particular in regard to
chartering of Philomet
by Mr. Harrison last
year?

Ref. # 120-122

MC 57

RIV 125

HCB

The use of the Philomet for work in connection with
the attempted salvage of the Pon Venice was
arranged directly by His Excellency and Mr
Harrison.

No change was made as I understood
His Excellency considered the vessel as
necessary to the colony

However records are held in this office
and a change can be made if HCB
requires

By *[Signature]* 11 Jan 1950.

Page 144
062512 a.H.
2-65-10844/A

Y.E.

will wish to see p. 126, and will direct?

On return of file I will send E.A.O. S. Georgia, further to the telegram at 125, saying that Philand will be coming and giving as rough E.T.A. S. Georgia (?) 13 Feb. That allows Bigby pay a week here for refueling and giving the troops a run ashore a six days on average.

12/1/50.

No arrangement was made by me. M.H. asked that we should let him down lightly which I agreed to do. I think M.H. should be urged to make some payment? He has not been ~~back~~ in putting in bills for supply of a boat and other odds and ends to Pondosa.

As to X I should have thought that they would need a week for refueling and would like them to get Philand down to S.G. as soon as possible. They will have a 5 days rest there, a run round the Camp when they get back and some days here.

MC 12/1.

E.E.

First para of H.E.'s minute affide. What would the full cost have been. Would half price work out at a reasonable figure? What are your own views?

24/1/50

Received
18/1/50

H.E.S.

1. Full cost would have been £300 (at £25 p day or part day).
2. The question of charter was never discussed between Mr Harrison & myself. Had Mr H. known that the cost was to have been £25 p. ^{day} ~~hour~~ he would probably have been more sparing in the use of the vessel.
3. My own view is that, because and only because of the uncertainty of the arrangement made, Mr H should be asked to pay ^{at least} the wages of the non PE men employed plus the cost of food (this neglects fuel, insurance of petrol & renewal fund charges)
4. This would amount to £7 per day for 12 days

$$£84$$
5. If the par Venus was insured Mr H should be asked to pay 1/2 the full cost

$$ie. £150$$

By H.S. 20 Jan 50

E.E.

I quite agree. Pl proceed as suggested in
your minute.

24/1/50.

HARBOUR DEPARTMENT,

STANLEY, FALKLAND ISLANDS.

25th January,

X50.
194

Sir,

With reference to the use of M/V. "Philome" during December, 1948 / January, 1949, in attempting the salvage of the schooner "Porvenir", I am directed to inform you that in view of the special circumstances attaching to this case, the following charge is to be made:

Twelve days @ £7. per day. £84. - -

I should be grateful to receive this amount at your earliest convenience,

I am,

Sir,

Your obedient servant,


Harbour Master.

MR.C.Harrison,

Stanley.

130

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				18.1.50.

To ADMINISTRATIVE OFFICERY SOUTH GEORGIA. DEPA/C

129 No 7. YOUR TELEGRAM ~~KA~~ 9 PARTICULARS OF PHILONEL AS FOLLOWS:-
 TONNAGE SEVENTY TONS COMMA LENGTH SEVENTY TWO FEET COMMA BEAM
 TWENTY FEET COMMA DRAUGHT FORWARD SEVEN FEET COMMA DRAUGHT AFT
 NINE FEET

COLONIAL SECRETARY.

Time

133'

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				18.1.50.

To

~~CAPTAIN BEGG, LEITH HARBOUR, SOUTH GEORGIA.~~

~~DR A/C~~

FOLLOWING PERSONAL XEN FROM GOVERNOR BEGINS:- GRATEFUL IF YOU CAN GIVE ESTIMATE OF COST OF REPAIRS TO PHILONEL AND ALSO CONFIRM THAT PAYMENT CAN BE MADE IN STEELING IN LONDON. ENDS.

COLONIAL SECRETARY.

Time

DECODE.

132

TELEGRAM.

From CAPTAIN BEGG, LEITH HARBOUR, SOUTH GEORGIA.

To THE COLONIAL SECRETARY.

Despatched : 20th January. 19 50. *Time* : 2230.

Received : 21st January. 19 50. *Time* : 0900

Regret impossible to give estimate cost of repairs to Philomel without sighting and examining. Owing to smaller dimensions of Philomel and subsequent alteration of blocks and near proximity of our floating factory catchers necessitates keeping drydock available for catchers three expeditions but will refer matter to Harper Gow presently on Southern Venturer. Regards.

Ref. 130

BEGG.

P/L.
S.S.

132

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed In at	Date
				26.1.50.
To	ADMINISTRATIVE OFFICER, SOUTH GEORGIA.			DRA/G

129

No 12. Your telegram stop GratefUl early confirmation that Malvesens are willing repair "Philomel" stop Frigate "Highway Boy" due here 30th and hope to get her to make trip to South Georgia towing Philomel soon after her arrival here.

COLONIAL SECRETARY.

Time

MEMORANDUM.

No. _____

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

25 JAN 1950

25th. January , 19 50.

To. The Honourable, _____

The Colonial Secretary. _____

From. Harbour Master. _____

Stanley. _____

Stanley, Falkland Islands.

SUBJECT :-

I have the honour to submit the following draft tele - gram to the Crown Agents.

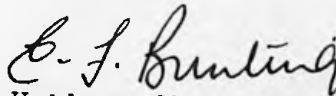
Reference insurance on m.v. Philomel.

Vessel is to be towed ^{*} from Falkland Islands to South Georgia where repairs are to be undertaken. Dependent on various conditions either she will be towed back to Falkland Islands or she will travel under own power. Grateful you quote insurance premiums to cover both alternatives including period during which vessel is in dock at South Georgia.

109

* (add) "by British naval vessel."

Approved. 


Harbour Master.

26 JAN 1950

134

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
				27.1.50.
To				
	CROWN LONDON.			HOA/C

109. Reference by telegram 14th October 1949 Insurance of R/V 1185 Vessel is to be towed by British Naval vessel from Falkland Islands to South Georgia where repairs are to be undertaken Stop dependent on various conditions either she will be towed back to Falkland Islands or she will travel under own power stop Grateful you quote insurance premiums to cover both alternatives including period during which vessel is in dock at South Georgia.

COLONIAL TELEGRAPH.

Reply at 12.7

BU
~~27/1/50~~
3/2/50

Time

For in
Cypher or
Coding Office
only.

135

1730 30

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

On 10/12/49 ... Have
been in communication with Sabresen
person who states expect able give
definite answer philomat within three
days. But regrets advise chances
they can assist very remote

Admin Officer.

30 JAN 1950

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.Time of Receipt in
Cypher or Coding
Office.

Date.

DECODE.

TELEGRAM.

136

From Governor's Deputy.

To Governor, "JUN BISCOE"

Despatched : 31.1.50 19 Time : 1000

Received : 19 Time :

135

GD/5. PHILMEL. Salvesens say "chances they can assist very remote" Captain BIGBURY BAY confident his men can do job which they have inspected by diver. Have arranged for them to do it forthwith. If successful we save time and money. If unsuccessful there would still be plenty of time for them to take PHILMEL down to South Georgia assuming we could persuade Salvesens into doing it.

G.T.C. BIGBURY BAY available to us until 22nd March.

SECEP approves our proposals re Treasury Staff.

P/L. Delighted to hear that evacuation has started successfully. Congratulations from us all.

DEFUSE.

G.T.C. & P/L.
WH.

GOVERNMENT TELEGRAPH SERVICE.

137

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed In at	Date
				31.1.50.
To	CAMERON, PORT SAN CARLOS.		HOAC.	

Frigate **BIGURE BAY** is undertaking repairs of **HILLMAN**, stop Captain wishes to beach her Careening Cove Port San Carlos stop Proposes tow her thither probably leaving Stanley 0530 hours Thursday next February 2nd E.T.A. yours Gusk stop Captain has been informed that this is your busy season and you are not to be worried stop He quite understands position stop Hope this O.K. with you stop Dependents booked to fly to-morrow if weather favourable . Regards.

RAVIER.

Time

0664 138

BERTRAND AND FELTON LIMITED.

ROY COVE,

FALKLAND ISLANDS.

The Hon.,
The Colonial Secretary,
STANLEY.

December 28th 1949.

Sir,

See 139
2140 w
0604/E

With reference to exchange of telegrams concerning the recent voyage of m/v "Philomel" to Hill Cove the fact that 'final decision to send her westwards taken at short notice' is exactly the kind of attitude which is of no help to the virtually isolated far side of West Falklands. Twenty Four hours cannot have made much difference and my private telegram referring to her projected departure was sent from Stanley 48 hours before the vessel left therefore an immediate telegram to Westers when decision was taken coupled with holding vessel up until midday December 12th would have given some of us time to get Christmas stores shipped put.

In his speech to Legislative Council last May, His Excellency said that the "Philomel" has amply justified her purchase and that she would sail on a regular advertised schedule, dovetailing in as far as may be possible with the itineraries of the "Fitzroy". The "Philomel" has been in the Colony two years and here in Roy Cove we have seen her three times, two of which were special urgent medical calls; we have never seen her on any "scheduled" cargo carrying or mail trip.

2. I enclose my son's passport and would be obliged if you would obtain the necessary Uruguayan visa as he will be returning to South America at the end of February.

I am,

Sir,

yours faithfully,

Sydney Miller

H.

26 JAN 1950

DECODE.

TELEGRAM.

139

From The Governor "John Biscoe"

To Governor's Deputy.

Despatched :	1.2.50	19	Time :	0130
Received :	1.2.50	19	Time :	1600

136

MC/32. Your gd/5 Philomel stop Hope distinguished visitor able
fix her on suitable tide stop alternatively work could doubtless
be done arenas subject towing there and navigation return journey
stop Please convey my thanks to Commander Gooden and advise me
developments stop

Governor

G.T.C.

MA.

GOVERNMENT TELEGRAPH SERVICE.

140

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

258

Number	Office of Origin	Words	Handed in at	Date
				2.2.50.
To CAMERON, PORT SAN CARLOS.				

Sailing of ship and PHILADEL delayed 24 hours. Now expects
 sail 0930 to-morrow, Friday. Thanks for your wire. Regards.

REYDER.

Time WTL

*Phoned to W/T Station 0920 2.2.50.

141

A.C.S.

P.138. I assume we hold the passport until called for
(it is not worth sending it back). We might therefore acknowledge
and say that passport is held?

2/2/50

For use in
Cypher or
Coding Office
only.

142

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

0664

INTERCEPT GROUP.

TO:

Secret

135

FROM:

No 12. Message no 18 following
telegram has been received by manager
South Georgia company from narrow
beginning please inform requested to
much regret unable undertake
repairs physical reasons exactly
as stated your radio to colonial
Secretary dated 20th January
Admiral's office

3 FEB 1950

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.Time of Receipt in
Cypher or Coding
Office.

Date.

DECODE.

0604.

TELEGRAM.

143

From Commander Gooden, H.M.S. BIGURRY BAY.

To Governor's Deputy.

<i>Despatched :</i>	5.2.50.	19	<i>Time :</i>	1601
<i>Received :</i>	5.2.50	19	<i>Time :</i>	1800

At 1630. BEHLELL six miles south-west of Cape Dolphin. Weather passable. Expect see Camerons by 1830.

P/L
WE.

GOODEN.

5550
 GOVERNMENT TELEGRAPH SERVICE.

144

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				4.2.50.
To COMMANDER GOODEN, c/o GABERON, FORT SAN CARLOS.				

Nice boating stop Good luck with the beaching and repairs
 and with the geese.

DEPUTY.

Time 'Phoned to W/T Station 1010 4.2.50.
 WEL

9th February, 50.

Sir,

138 I am directed to acknowledge the receipt of your letter of the 28th December, 1949, regarding the voyages of m.v. "Philomel". As you have doubtless heard, the Navy has undertaken the repair of the "Philomel", and if, as at present appears likely, the efforts are successful, it is hoped that the visits of the ship to the West Falklands during the next two years will be appreciably more frequent than they have been in the past two years. I am to assure you that Government is only too anxious to apply the vessel to the purpose for which it was bought, the improvement of inter-island communications.

2. In regard to paragraph 2 of your letter, I am to inform you that your son's passport has been passed on to the Uruguayan Vice Consul for the necessary visa.

I am,

Sir,

Your obedient servant,

(Sgd) MICHAEL R. RAYMER

COLONIAL SECRETARY.

DECODE.

TELEGRAM.

No. 1.

From Commander Goodden, H.M.S. Bigbury Bay.

To Governor's Deputy.

Despatched : February 6th 19 50 *Time* : 10.15.

Received : February 6th 19 50 *Time* : 14.00.

Weather excellent and if all continues well hope to carry out trials with Philomel within next 48 hours. Please tell Mr Bonner cannot visit him before tomorrow noon and possibly not then but will try to inform him in advance.

GOODDEN.

P/L.
LJH

Seen (Intld) M.R.
7/2.

DECODE.

TELEGRAM.

No. 10.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : February 6th 19 50 *Time* : 14.45.

Received : February 7th 19 50 *Time* : 09.15.

134
Your telegram 27th January Insurance M.F.V. 1185 South Georgia,
return. Underwriters indicate additional premium 5% if towed both
or 3½% if towed one way and returning under own power. Current policy
would be extended to cover risks whilst under repair and normal lying
up returns admissible if vessel at South Georgia more than 30 days.
Quotations subject vessel sailing on return voyage by 15th March and
subject customary 9½% discount.

See 148

CROWN.

P/L.
LJH.

(Intld) M.R.

148

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				8. 2. 50.

To

CROWN LONDON

(H. A. ACCOUNT)

149

Your telegram 6th February Insurance M.P.V. 1185 South Georgia and
you
return stop Thank/voyage will probably not now be necessary.

COLONIAL SECRETARY.

Time

LJH

11th February, 1950.

Dear Commander Goodden,

I know that the Governor in his absence would wish me to express to you and to your staff our gratitude for the work which you have done on the "Philomel". The promptitude and energy with which the job was tackled have been widely remarked as have the enthusiasm skill and hard work which made its completion possible. It has meant working long hours under conditions far from ideal, but resource and determination have been rightly rewarded by success. I should be grateful if you would tell all those who have been concerned in this matter how sincerely we appreciate the good job of work which they have done for us.

Yours sincerely,

(Sgd) Michael R. Raymer

Lieut. Commander, G. R. P. Goodden,
Commanding Officer,
H.M.S. "Bigbury Bay".

0664 Original filed in 0625/II "Visit of HM S"

DECODE.

TELEGRAM.

From The Governor's Deputy.

To His Excellency the Governor, John Biscoe.

Despatched : February 11th 19 50 Time : 12.00.

Received : 19 .. Time :

GD/9. Repairs to Philomel completed satisfactorily subject confirmation by running trials. Your telegram XMG/52 February 7th Grateful confirmation as early as possible that 18th is firm date for visitors to arrive Deception.

DEPUTY.

G.T.C.
LJH

B.V. 25/2/50.