

SECRETARIAT.

SHI/VES/10 # 2

No. 0664/II.

Subject.

H.V. 'PHILOMEL'

DUPLICABLE

532

The Institute of London Underwriters
Companies Combined Policy



This Policy is subscribed by Insurance Companies
Members of the Institute of London Underwriters,
37/39, Lime Street,
London, E.C.3.

49MH/11747

LONDON 19th October, 1949.

MOTOR FISHING VESSEL No.1185

12 mos. @ 18.10.49

£3,830 part of £10,000.

THIS POLICY REQUIRES
ENDORSEMENT.

GLANVILL ENTROVEN & CO. LTD.
INSURANCE.
MARINE DEPARTMENT
144, LEADENHALL STREET,
(OPPOSITE MAIN ENTRANCE TO LLOYD'S
and at Lloyd's LONDON, E.C.3.

Wm. Agnew

Co 1261 Co

INSTITUTE 10% DISBURSEMENTS CLAUSE.

Additional insurances as follows are permitted:—

- (a) Disbursements, Managers' Commissions, Profits or Excess or Increased value of Hull and Machinery. A sum not exceeding 10% of the value stated herein.
- b) Freight, Chartered Freight or Anticipated Freight, insured for time. A sum not exceeding 25% of the value as stated herein less any sum insured, however described, under Section (a).
- c) Freight or Hire, under contracts for voyage. A sum not exceeding the gross freight or hire for the current cargo passage and next succeeding cargo passage (such insurance to include, if required, a preliminary and an intermediate ballast passage) plus the charges of insurance. In the case of a voyage charter where payment is made on a time basis, the sum permitted for insurance shall be calculated on the estimated duration of the voyage, subject to the limitation of two cargo passages as laid down herein. Any sum insured under Section (b) to be taken into account and only the excess thereof may be insured, which excess shall be reduced as the freight or hire is advanced or earned by the gross amount so advanced or earned.
- d) Anticipated Freight if the vessel sails in ballast and not under Charter. A sum not exceeding the anticipated gross freight on next cargo passage, such sum to be reasonably estimated on the basis of the current rate of freight at time of insurance, plus the charges of insurance. Any sum insured under Section (b) to be taken into account and only the excess thereof may be insured.
- e) Time Charter Hire or Charter Hire for Series of Voyages. A sum not exceeding 50% of the gross hire which is to be earned under the charter in a period not exceeding 18 months. Any sum insured under Section (b) to be taken into account and only the excess thereof may be insured, which excess shall be reduced as the hire is advanced or earned under the charter by 50% of the gross amount so advanced or earned but where the charter is for a period exceeding 18 months the sum insured need not be reduced while the total of the sums insured under Sections (b) and (e) does not exceed 50% of the gross hire still to be earned under the charter. An insurance under this Section may begin on the signing of the charter.
- f) Premiums. A sum not exceeding the actual premiums of all interests insured for a period not exceeding 12 months (excluding premiums insured under the foregoing sections but including, if required, the premium or estimated calls on any Club or War &c. risk insurance) reducing *pro rata* monthly.
- g) Returns of Premium. A sum not exceeding the actual returns which are recoverable subject to 'and arrival' under any policy of insurance.
- h) Insurance irrespective of amount against:—
- Risks excluded by the Free of Capture etc. Clause and risks enumerated in the Institute War and Strike Clauses.
- Warranted that no insurance on any interests enumerated in the foregoing Sections (a) to (g) in excess of the amounts permitted therein and no other insurance P.P.I., F.I.A. or subject to any other like term, is or shall be effected to operate during the currency of this policy by or for account of the Assured, Owners, Managers or Mortgagees. Provided always that a breach of this warranty shall not afford Underwriters any defence to a claim by a Mortgagee who has accepted this policy without knowledge of such breach.

INSTITUTE TIME CLAUSES. AS FAR AS APPLICABLE.

HULLS.

And if it is found that the Ship hereby Insured shall come into collision with any other Ship or Vessel and the Assured shall in consequence become liable to pay damages to any other Ship or Vessel or persons injured in respect of such collision the Underwriters or persons injured shall bear the value of the Ship hereby Insured and their respective liabilities in respect of any one such collision shall not exceed the proportionate part of three-fourths of the value of the Ship hereby Insured in cases in which the liability of the Ship hereby Insured has been taken to limit liability, with the Uninsured, or proceeds thereof, they will also pay a like proportion of the value of the Ship hereby Insured shall thereby incur, or be committed to pay; but when the Vessels are to blame, then unless the liability of the Owners of one or both Vessels becomes limited by law, claims of each Vessel shall be paid in proportion to the value of the other Vessels such one-half of the proportion of the latter's damages as have been properly allowed in settling the balance or sum payable to the Assured in consequence of such collision.

20. This clause shall not extend to any sum which shall become liable to pay for removal of obstructions under 22ry powers, for injury to wharves, piers, stages, and similar structures, consequent on such collisions, or respect of the cargo or engagements of the Insured Vessel, or for loss of personal injury.

25. Should the Vessel hereby Insured come into collision with or receive services from another Vessel wholly or in part to the same 27rs, or under the same management the Assured shall have the same 28 under this policy as they would have the other Vessel entirely the 29 rty of owners not interested in the vessel hereby insured; but in such 30 the liability for the collision or amount payable for the services 31 red, shall be referred to a sole arbitrator to be agreed upon between the 32 rters and the Assured.

33. The Vessel is covered subject to the provisions of this Policy at all times 34 as leave to sail or navigate with or without pilots, to go on trial trips 35 or assist and tow vessels or craft in sea but it is warranted that the 36 shall not be towed, except as is customary when in need of assistance, 37 der take towage or salvage services under contract previously arranged 38 ners and/or Managers and/or Charterers. This clause shall not exclude 39 any towage in connection with loading or discharging.

40. Should the Vessel at the expiration of the policy be at sea, or in dis- 41 at a port of refuge or of call, she shall be held covered by the 42 to the Underwriters, be held covered at a monthly premium, 43 port of destination.

44. Held covered in case of any breach of warranty as to cargo, trade, 45 y, towage, salvage services or date of sailing provided notice be given 46 iately after receipt of advices and any additional premium required be 47 iately.

48. Should the Vessel be sold or transferred by management, then 49 the Underwriters agree in writing to such transfer, this Policy 50 thereupon become cancelled from date of such transfer, unless the 51 l has cargo on board and has already called from loading port or is 52 in ballast, in either of which cases such cancellation shall be suspended 53 arrival at final port of discharge if with cargo, or port of destination 54 ballast. A pro rata daily return of premiums shall be made. This clause 55 prevail, notwithstanding any provision whether written or printed 56 policy inconsistent herewith.

57. This insurance also specially to cover (subject to the free of average 58 nty) loss of or damage to hull or machinery directly caused by the 59 wing:—

60 Accidents in loading discharging or handling cargo, or bunkering or in 61 taking in fuel.

62 Explosions on shipboard or elsewhere.

63 Bursting of boilers, breakage of shafts or any latent defects in the machinery 64 or hull.

65 Contact with Aircraft.

66 Negligence of Master, Mariners, Engineers or Pilots.

67 Such loss or damage has not resulted from want of due diligence 68 he Owners of the Vessel, or any of them, or by the Managers.

69 Masters, Mates, Engineers, Pilots or Crew not to be considered as part 70 ers within the meaning of this clause should they hold shares in the 71 sel.

72. General average and salvage to be adjusted according to the law and 73 vice obtaining at the place where the adventure ends, as if the contract 74 of freight contained no special terms upon the subject; but where the 75 track of freightment so provides the adjustment shall be according to 76 the Antwerp Rules 1890 (omitting in the case of wood cargoes the word 77 "or" of Rule 1) or York-Antwerp Rules 1924.

78. When the Vessel sails in ballast, not under charter, the provisions of the 79 Antwerp Rules 1924 (excluding Rules XXI and XXII) shall be 80 plicable, and the voyage for this purpose shall be deemed to commence from 81 e port or place of departure until the arrival of the vessel at the first port or 82 ce thereafter other than a port or place of refuge or a port or place of 83 ll for bunkering only. If at any such intermediate port or place there is 84 abandonment of the adventure originally contemplated the voyage shall 85 eupon be deemed to be terminated.

86. 9. In the event of expenditure for Salvage, Salvage charges, or under the 87 ue and Labour Clause, this Policy shall only be liable for its share of such 88 roportion of the amount chargeable to the property hereby insured as the 89 nsured value, less loss and/or damage, if any, for which the Insurer is liable 90 bears to the value of the salvaged property.

91. Provided that where there are no proceeds or there are expenses in excess 92 of the proceeds, the expenses, or the excess of the expenses, as the case may 93 be, shall be apportioned upon the basis of the sound value of the property at 94 the time of the accident and this policy without any deduction for loss and/or 95 damage shall bear its pro rata share of such expenses or excess of expenses 96 accordingly.

97. 10. Average payable on each valuation separately or on the whole with- 98 out deduction of thirds, new for old, whether the average be particular or 99 general.

100. 11. Donkey boilers, winches, cranes, windlasses, steering gear and electric 101 ight apparatus shall be deemed to be part of the hull, and not part of the 102 machinery. Refrigerating machinery and insulation not covered unless expressly 103 included in this policy.

104. 12. Warranted free from particular average under 3 per cent. but never- 105 theless, when the Vessel shall have been stranded, sunk, on fire, or in collision 106 with any other Ship or Vessel, Underwriters shall pay the damage occasioned 107 hereby, and the expense of sighting the bottom after stranding shall be paid 108 if reasonably incurred, even if no damage be found.

109. 13. No claim shall in any case be allowed in respect of scraping or painting 110 the Vessel's bottom.

111. 14. Grounding in the Panama Canal, Suez Canal or in the Manchester Ship 112 Canal or its connections, or in the River Mersey above Rock Ferry Slip, or in the 113 River Plate (above a line drawn from the North Basin Buenos Aires to the 114 mouth of the San Pedro River) or its tributaries, or in the Danube or Demerara 115 River or on the Yenikale Bar, shall not be deemed to be a stranding.

116. 15. The warranty and conditions as to average under 3 per cent. shall be 117 applicable to each voyage as if separately insured and a voyage shall be deemed 118 to commence at one of the following periods to be selected by the Assured when 119 making up the claim, viz:—

120 (a) at any time at which the vessel (1) begins to load cargo or (2) sails 121 in ballast, or 122 (b) from delivery to the owners or the termination of periods in port as 123 below.

124. A voyage may be deemed to continue until the vessel has made not more than 125 three passages or has carried and discharged two cargoes whichever may first 126 occur and further in either case for the period until the vessel begins to load 127 cargo or sails in ballast, but subject to the "particular" limit as below.

128. A passage shall be deemed to be—

129 (1) from the commencement of loading at first port or place of loading 130 until completion of discharge at last port or place of discharge, or 131 (2) when the vessel sails in ballast, from the port or place of departure 132 until arrival at the first port or place thereafter other than a port or 133 place of refuge or a port or place of call for bunkering only, or 134 (3) from delivery to the owners or the termination of periods in port as 135 below until discharge as (1) if loaded or arrival as (2) if in ballast.

136. Periods in Port:—Notwithstanding anything in these clauses to the contrary a 137 passage shall be deemed to have terminated when the vessel has remained at a port 138 or place other than a port or place of refuge for a period of 30 days.

139. Each subsequent period of 30 consecutive days or part thereof prior to the vessel 140 departing from the port or place of refuge, whichever may first occur, shall be deemed to be a 141 passage.

142. Where the vessel sails in ballast from one port or place to another to effect re- 143 pairs or to discharge cargo, Underwriters are liable under the Policy current at 144 the time of sailing for such cargo as was on board at the previous passage shall be deemed to be one 145 passage.

In calculating the 3 per cent. above referred to particular average occurring 146 outside the period covered by this Policy may be added to particular average 147 occurring within such period provided it occur upon the same voyage as defined 148 herein, but only that portion of the claim arising within the period of this Policy 149 shall be recoverable hereon.

150. A voyage shall not be so fixed that it overlaps another voyage on which a claim 151 is made on this or the preceding or succeeding Policy.

152. Warranted that particular average occurring on a voyage or venture which is or 153 would be excluded by the terms of this Policy shall not be included in calculating 154 the 3 per cent. above referred to.

155. 16. In no case shall Underwriters be liable for unrepaired damage in addition 156 to a subsequent total loss sustained during the term covered by this Policy.

157. 17. In ascertaining whether the Vessel is a constructive total loss the insured 158 value shall be taken as the repaired value, and nothing in respect of the damaged 159 or break up value of the Vessel or wreck shall be taken into account.

160. 18. In the event of total or constructive total loss, no claim to be made by the 161 Underwriters for freight, whether notice of abandonment has been given or not.

162. 19. In the event of accident whereby loss or damage may result in a claim 163 under this Policy notice shall be given in writing to the Underwriters where prac- 164 ticable and also if abroad, to the nearest Lloyd's Agent prior to survey so that they 165 may appoint their own surveyor if they so desire. The Underwriters shall be en- 166 titled to decide the port to which a damaged vessel shall proceed for docking or 167 repairing (the actual additional expense of the voyage arising from compliance 168 with Underwriters' requirements being refunded to the Assured) and Under- 169 writers shall also have a right of veto in connection with the place of repair or re- 170 pairing firm proposed and, whenever the extent of the damage is ascertainable 171 the Underwriters may take or may require to be taken tenders for the repair of 172 such damage. In cases where a tender is accepted with the approval of Under- 173 writers an allowance shall be made at the rate of 30 per cent. per annum on the 174 insured value for each day or part thereof from the time of the completion of the 175 survey (such survey if not completed earlier to be deemed to have been completed 176 in 72 hours from its commencement) until the acceptance of the tender provided 177 that it be accepted without delay after receipt of Underwriters' approval.

178. No allowance shall be made for any time during which the vessel is loading or 179 discharging cargo or bunkering or taking in fuel.

180. Due credit shall be given against the allowance as above for any amount 181 recovered:—

182 (a) in respect of fuel and stores and wages and maintenance of the Mas- 183 ter Officers and Crew or any member thereof allowed in general or 184 particular average.

185 (b) from third parties in respect of damages for detention and/or loss of 186 profit and/or running expenses.

187 for the period covered by the tender allowance or any part thereof.

188 Where a part of the cost of average repairs other than a fixed deductible fran- 189 chise is not recoverable from Underwriters the allowance shall be reduced by a 190 similar proportion.

191. In the event of failure to comply with the conditions of this clause 16 per cent. 192 shall be deducted from the amount of the ascertained claim.

193. 20. Warranted free of capture seizure arrest restraint or detention, and the 194 consequences thereof, or of any attempt thereat, also from the consequences of 195 hostilities or warlike operations, whether there be a declaration of war or not, 196 civil war, revolution rebellion insurrection or civil strife arising therefrom, or 197 piracy.

198. 21. Warranted that the amount insured policy proof of interest or full interest 199 admitted for account of assured and for their managers and/or mortgagees on Dis- 200 bursements, Commission, Profits or other interests, or excess or increased value of 201 Hull and/or Machinery however described shall not exceed 10% of the total in- 202 sured value as stated herein but the assured are permitted to cover:—

203 (a) Freight and/or Chartered Freight on Board and/or not on Board and/or 204 Anticipated Freight, Insured for 12 months or other time. Any amount not exceed- 205 ing 25% of the total insured value as stated herein less any amount insured as 206 above however described.

207 (b) Freight on Board and/or contracted for on not exceeding two cargoes. The 208 amount of gross freight in respect of the current cargo passage and next succeed- 209 ing cargo passage (including if required preliminary and/or intermediate ballast 210 passages). Any amount insured under Section (a) to be taken into account and 211 only the excess of such amount to be insured, which excess shall be reduced pro 212 rata to the amount insured on such excess as advanced and/or earned.

213 (c) Anticipated Freight if Vessel be in ballast and unchartered. An amount 214 representing the anticipated gross freight on next cargo passage such amount to 215 be reasonably estimated on the basis of the current rate of freight at time of in- 216 surance but all freight covered under Section (a) to be deducted and only the 217 excess, if any, to be insured.

218 (d) Time Charter Hire or Profit on Time Charter or Charter for Series of 219 Voyages. Any amount not exceeding the reasonably estimated net profit, reducing 220 as earned, for a period not exceeding the length of the charter. Any amount in- 221 sured under Sections (a) and/or (b) and/or (c) to be taken into account and only 222 the excess of such amounts to be insured such excess reducing pro rata as earned.

223 (e) Premiums. Any amount not in excess of actual premiums for twelve 224 months on all interests of whatsoever nature insured (including estimated pre- 225 mium on any Club Insurance), but in all cases reducing monthly by a proportion- 226 ate amount of the whole.

227 (f) Excess Liabilities in the terms of the Institute Excess Clause—(Hulls) 228 and other Excess Obligations Liability.

229 (g) Insurances on any interest Irrespective of amount against:—

230 Risk excluded by Clause 20.

231 Loss or damage in consequence of strikes, lockouts, political or 232 labour disturbances, civil commotions, riots, martial law, 233 military or usurped power or malicious act.

234 Provided always that a breach of this warranty shall not afford Underwriters 235 any defence to a claim by Owners Mortgagees or other parties who may have 236 accepted this policy without notice of such breach and are not parties or privy 237 thereto.

238 2. TO RETURN: *Rest*

239 1/4 per cent. for each uncommenced month if this Policy be cancelled by 240 agreement; and as follows, for each period of 30 consecutive days the vessel may be 241 laid up in port (with special liberties as hereinafter allowed):—

242 **ABROAD:** (whether under repair or not),

243 (a) 1/4 per cent. with no cargo on board and not under repair. 244

245 (b) 1/4 per cent. with no cargo on board but under repair. 246

247 (c) 1/4 per cent. with cargo on board and not under repair. 248

249 (d) 1/4 per cent. with cargo on board and under repair. 249

250 (e) 1/4 per cent. with no cargo on board. 250

251 (f) 1/4 per cent. with cargo on board. 251

252 For the purpose of this clause, the expressions "with no cargo on board" 253 and "with cargo on board" shall be deemed to mean "with no cargo on 254 board except while loading or discharging" and "with cargo on board 255 other than while loading or discharging", respectively.

256 The returns (b) to (f) inclusive, shall be applied notwithstanding that 257 the vessel has cargo on board and/or is under repair during a part only of 258 the period of 30 days for which a return is claimable. 259

260 Provided always:

261 (a) that in no case shall a return be allowed when the within named 262 vessel is lying in a roadstead or in exposed and unprotected waters.

263 (b) that in the event of a return for special trade, or any other reason, 264 being recoverable, the above rates of return of premium shall be 265 reduced accordingly.

266 In the event of the vessel being laid up in port for a period of 30 consecutive 267 days a part only of which attaches to this policy it is hereby agreed that the lay- 268 ing up period in which either the commencing or ending date of this policy falls 269 shall be deemed to run from the first day on which the vessel is laid up and that 270 on this basis Underwriters shall pay such proportion of the return due in respect 271 of a full period of 30 days as the number of days attaching hereto bear to thirty.

272 23. It is agreed that no assignment of or interest in this Policy or in any 273 moneys which may be or become payable thereunder is to be binding on or recog- 274 nised by the Underwriters unless a dated notice of such assignment or interest 275 signed by the assured and (in the case of subsequent assignments) also 276 endorsed on this Policy and the Policy with such endorsement is produced 277 before payment of any claim or return of premium and this clause is to have effect as an agreement of the assured to transfer to new management.

The Institute of London Underwriters. Companies Combined Policy

£3,850 part of £10,000.

Be it known that CROWN AGENTS FOR THE COLONIES

as well in their own Name, as for and in the Name and Names of all and every other Person or Persons to whom the same doth, may, or shall appertain, in part or in all, doth make Assurance and cause themselves and them and every of them, to be assured, lost or not lost, at and from

and for and during the space of Twelve Calendar Months commencing on the 18th October 1949 and ending on the 17th October 1950, both days inclusive, beginning and ending with Greenwich Mean Time.

upon the Body, Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furniture, of and in the Good Ship or Vessel called the

MOTOR FISHING VESSEL NO.1185

whereof is Master, under God, for this present Voyage or whosoever else shall go for Master in the said Ship, or by whatsoever other Name or Names the said Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Ship, &c., as above, and shall so continue and endure during her Abode there: and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., shall be arrived at as above, and until she hath moored at Anchor in good Safety: and it shall be lawful for the said Ship, &c., in this Voyage to proceed and sail to and touch and stay at any Ports or Places whatsoever without Prejudice to this Assurance. The said Ship, &c., for so much as concerns the Assured by Agreement between the Assured and Assurers in this Policy, are and shall be valued at

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

Only

Against Total or Constructive Total Loss of vessel, including Salvage, Salvage Charges, Sue and Labour and General Average. Including full Fire, Lightning and/or Explosion. Subject to Institute Clauses as attached, but port retention 3 Per Cent (E) and (M).

Employed Coastal Waters of Falkland Islands only or held covered at a premium to be arranged (inter insular communications carrying stores, *

TOUCHING the Adventures and Perils which the Assurers are contented to bear and do take upon themselves in this Voyage, they are of the Seas, Men-of-War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons, Letters of Mart and Countermart, Surprisals, Takings at Sea, Arrests, Restraints and Detainments of all Kings, Princes and People, of what Nation, Condition, or Quality soever, Barratry of the Master and Mariners, and of all other Perils, Losses and Misfortunes, that have or shall come to the Hurt, Detriment or Damage of the subject matter of this Assurance: and in case of any Loss or Misfortune, it shall be lawful to the Assured, their Factors, Servants and Assigns, to sue, labour, and travel for, in and about the Defence, Safeguard and Recovery of the said subject matter of Assurance without Prejudice to this Assurance; to the Charges whereof the Assurers will contribute, each company rateably according to the amount of their respective subscriptions hereto. And it is especially declared and agreed that no acts of the Assurer or Assured in recovering, saving, or preserving the property Assured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Assurers, that this Writing or Policy of Assurance shall be of as much Force and Effect as the surest Writing or Policy of Assurance heretofore made in Lombard Street, or in the Royal Exchange, or elsewhere in London.

Warranted free of capture, seizure, arrest, restraint or detainment, and the consequences thereof or of any attempt thereat; also from the consequences of hostilities or warlike operations, whether there be a declaration of war or not; but this warranty shall not exclude collision, contact with any fixed or floating object (other than a mine or torpedo), stranding, heavy weather or fire unless caused directly (and independently of the nature of the voyage or service which the vessel concerned or, in the case of a collision, any other vessel involved therein, is performing) by a hostile act by or against a belligerent power; and for the purpose of this warranty "power" includes any authority maintaining naval, military or air forces in association with a power.

Further warranted free from the consequences of civil war, revolution, rebellion, insurrection, or civil strife arising therefrom, or piracy.

NOW THIS POLICY WITNESSETH that we, the Assurers, the Companies whose names are set out overleaf, take upon ourselves the burden of this Assurance each of us to the extent of the amount underwritten by us respectively, and promise and bind ourselves, each Company for itself only and not the one for the other and in respect only of the due proportion of each Company, to the Assured, their Executors, Administrators and Assigns for the true performance and fulfilment of the contract contained in this Policy in consideration of the person or persons effecting this Policy promising to pay a premium at and after the Rate of

EIGHT Percent. ✓

19th October, 1949.

IN WITNESS whereof, we the Assurers have subscribed our names and sums assured in London as hereinafter appears, and the Manager and Secretary of the Institute of London Underwriters has subscribed his name on behalf of each of us.
N.B.—The Ship and Freight are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded, sunk or burnt.

replacements, etc).

out: Government of the Falkland Islands

THE INSTITUTE OF LONDON UNDERWRITERS
C.S.

CANCELLED



Signed Manager and Secretary, The Institute of London Underwriters.

NOTE.—As from the first day of March, 1943, this Policy must bear the Seal of the Institute of London Underwriters Policy Department.

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.

EM3/Falkland Is. 5249



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

Sir,

We have the honour to refer to your letter number 0664 dated 7th December regarding M.F.V. 1185.

This vessel was built for the Admiralty during the war and has not therefore been registered.

It was not thought that you would be registering a vessel of this size. No steps were taken before her departure to have all the necessary tonnage etc. and measurements made and the Ministry of Transport have confirmed that they have no records of measurements which would be of assistance to you in registering the vessel.

We are communicating again with the Ministry and requesting them to advise us as to the course to be adopted in view of your desire to register the vessel and will advise you further on receipt of their reply.

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

The Colonial Secretary,
FALKLAND ISLANDS.

for the Crown Agents.

TK1.

AM

16 FEB 1950

H.C.S.

held by and will despatch
when next at Secretariat Office 23/2/50.

Y.E. (on return)

Repairs to the "Philomel" by H.M.S. Bigbury Bay, already written a letter to Lieutenant Commander Goodden, since I felt that our appreciation should be expressed promptly. Possibly Y.E. may wish to address the C. in C., A.W.I., on the subject, so I attach a draft at cover for consideration. I am not satisfied with the last sentence of the second paragraph which might be better omitted. It was included because the Commander told me he was considering putting the man up for an award (B.E.M.), and I thought it might help to support his recommendation.



20. 2. 50.

Fair draft B

MC

26/ii-50

GOVERNMENT HOUSE,

STANLEY.

27th February, 1950.

154

Sir,

It is my agreeable duty to bring to your notice the good work performed by Lt. Cdr. G.R.P. Goodden and the ship's company of H.M.S. Bigbury Bay in repairing the m.v. "Philomel" owned by this Administration. The internal communications of the Colony have always presented great difficulty which the purchase of this vessel some three years ago was designed to relieve; she has unfortunately been out of commission for the past six months and with the loss at sea of the only three privately owned small craft, plying for hire, "Philomel" became more than ever essential to the Islands' economy and her repair a matter of extreme urgency. The only possibility appeared to be to tow her to South Georgia where there is dry-dock and adequate ship-repairing facilities and you were good enough to agree to this task being undertaken by H.M.S. Bigbury Bay.

On the latter's arrival the "Philomel" was examined under-water and Lt. Cdr. Goodden expressed the opinion that the necessary repairs could be carried out by his ship's company. I accepted this suggestion the more gladly because the long tow to South Georgia would not have been without hazard for a vessel so small as the "Philomel".

On the technical details of the repair I am not qualified to comment and you will have been furnished with a report on this by Lt. Cdr. Goodden. But I am able to appreciate that the task called for initiative, resource and the ability to improvise in addition to technical skill and these added to the enthusiasm with which all concerned set about it have resulted in the successful completion of the job.

In so doing the Royal Navy has rendered the Colony a very real service and has added still further, if this were possible, to the warm regard in which the Senior Service is held here. I have already expressed my gratitude to Lt. Cdr. Goodden and wish now to thank you as his Commander-in-Chief.

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

(Sgd) Miles Clifford

GOVERNOR, FALKLAND

Vice Admiral Sir. R.V. Symonds-Taylor, K.C.B., D.S.O.
Commander-in-Chief,
America & West Indies Station,
BERMUDA.

155

N.M.

A

151. Do you wish to add the duplicate of Policy at cover for file in your Dept, pl?

W. Jones
1/3/50

H.E.S.

no ty. - think it better to hold one copy here and the other in the secretariat

ESS 2. 3. 50

W.M.
151/2/50

Y.E.

agreed that we should make small presents to the party from the highway pay which did the repairs to the "Philanel". Finance Committee agreed to £50 for the purpose (it will be more £36 in fact), and I submit special warrant for Y.E.'s signature please.

3 signatures.

Sept.

We are very cheaply out of it; I hope they are going to complete the job!



113 MAR 1950

14th March, 1950.

Dear Commander Goodden,

All of us are very grateful to you and your ship's company for the work which you have done on the "Philomel", and His Excellency has instructed me to say that we would wish to show our gratitude by making a small present to each of those who took part in the work. From the report, which I have seen, twenty people were concerned. I am sending under separate cover twelve small clocks and eight fountain pens. Would you be kind enough to distribute them to those concerned as you think best, with our thanks?

Yours sincerely,

(Sgd) Michael R. Raymer

Lieut. Cmdr. G.R.P. Goodden, R.N.,
Commanding Officer,
H.M.S. Bigbury Bay.

BNV 5/4/50
22/4/50

158
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				23. 3. 50.

To

HARDING HILL COVE (VIA FOX BAY)

Many thanks for your kind co-operation in expediting journeys of
Pallini.

COLONIAL SECRETARY.

PA. 2

159

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



4, MILLBAK,
LONDON, S.W.1.

EM3/Falkland Is. 5249



5 APR 1950

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

Sir,

HS
in Vol I

We have the honour to refer to your letter number 0664 dated 7th December regarding M.F.V. number 1185 and to our reply dated 27th January.

at
Covel.

We now attach a copy of Ministry of Transport letter dated 23rd February of instructions reference number M78/50 for the guidance of the Surveyor you appoint, of all documents referred to therein, and also a copy of Admiralty drawing number DNC 28B/A/449.

If you wish to proceed in the matter you will no doubt appoint a Surveyor and in due course return us the various documents duly completed as requested by the Ministry of Transport.

We are not aware of your reasons for wishing to enter the vessel on the British Registry, but assume that you are not prompted by some request from Lloyds Register for information regarding the vessel. Lloyds Register has of course no connection with the British Register and it is not incumbent upon you to have the vessel entered on either register.

23 MAY 1950

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

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

JK1.

Reply at 162

a

From Vice-Admiral R. V. Symonds-Taylor

160



ADMIRALTY HOUSE,
BERMUDA.

19th April, 1950.

A.W.I. No. 661/5.

Sir,

I have the honour to acknowledge receipt of Your Excellency's letter No. 0664/II of 27th February, 1950 which I have read with great pleasure.

2. It was very gratifying that the Royal Navy was able to assist in the repairing of the PHILONEL and to hear that BIGBURY BAY made such a good job of it.

3. I hope that BIGBURY BAY was of assistance in all your other activities this summer and that the friendly association between the Government of your Colony and the Royal Navy will long continue.

I have the honour to be,

Sir,

Your Excellency's obedient servant.

VICE-ADMIRAL.

His Excellency
Sir G. Miles Clifford, K.B.E., C.M.G.,
Governor of the Falkland Islands,
Government House,
Stanley,
Falkland Islands.

F+PA

Mc 22/V

22/5

A

E.C.

For your comments on 159 pt

H.C.S.

W. Jones
29/5/50

1. The only reason for registering the philomel to my knowledge is the question of validity of the insurance in case of accident
2. Mrs G. suggest the C.A. be asked if in the event of accident the insurance would be paid notwithstanding the question of registration

W. Jones 30/5/50.

ACE 11/6/50 letter to C.A. accordingly

R 24/6/50.

5th June, 50.

159.

Gentlemen,

With reference to your letter EM3/Palkland Is. 5249. of the 5th of April, 1950, regarding the registry of m. f. v. 1185, I am directed to enquire whether in the event of accident, the insurance would be paid, notwithstanding the question of registration.

I am,
Gentlemen,
Your obedient servant,
(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

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

See 185

B.M. 31/5/50

No. 0664/50

MEMORANDUM.

163

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



6th June. 1950.

From: Harbour Master.

To: The Honorable,
The Colonial Secretary,
Stanley.

Stanley, Falkland Islands.

SUBJECT :- M.V. Philomel.

I have the honour to report as follows on the M.V. Philomel.

1. On May 19th 1950, returning to Stanley from Fox Bay & Port San Carlos the M.V. Philomel developed a fault whilst in Port William waters.
2. The oil feed pipe to the stern bearing had become detached.
3. The pipe was temporarily secured and the vessel proceeded to Stanley.
4. Examination showed that the locking ring holding the sterntube and shaft in position had worked loose. This resulted in the sterntube and shaft moving bodily inboard. This in turn caused the oil feed pipe to become dislocated. As a result the aft bearing seized on the shaft.

The only solution is to make a new locking ring which is in course of preparation and will be fixed during the next tide.

E. F. Brunting
Harbour Master.

9 JUN 1950

164

hat
no

Y.L.

f. 163 for information.

[Handwritten mark]

Noted - words fail me.

113 JUN 1950

me 13/vi

[Handwritten mark]

BUN 31/7/50
163

CS

What is happening
re Philmel?

Y.E.

Cord

Reference attached. I have spoken with E.E. who informs me that the external repairs to the "Philomel" were successfully completed at the last moon tide. Work from the inside is now going on and he hopes that she will be ready to sail on Wednesday or Thursday.

10/17/50

EE

Repat on Philmel's
trials?

MC 9/VII

10/17/50

7.E. H.E.S.

I spoke to the Division 11/7/50. He informs me the vessel was satisfactory for the trial up the Sound (the Pallini went with the vessel and expressed satisfaction as did the Jones - engineers).

Effs 12.7.50.

13/7/50.

Has the "space piece" (i.e. nut, or whatever it is) been added? If not this shd. be done by cable if it can be conveniently described.

2. What is the position regarding the new caption?

166

We advised our last year (a 1948?) as I understand
and they sent out the wrong size.

MC 13/vii

E.E.

H.E.'s minute above. Pl: advice.

14/7/50.

H.E.S.

1. New locking ring has been ordered
2. Mr Lallis is choosing the wind after getting advice of makers of vessel - He will telegraph cost when known

Effs 14.7.50.

7E.

E.E.: refer above to your previous
minute. s.f.i.

17/7/50.

Thank you. What happened to the
other winds? Can we sell it?

MC 17/vii

E.E.

Any sale?

18/7/50.

H.E.S.

I have not tried to sell in view of
possible use aboard penguin but will
advertise if so instructed

Effs 19.7.50.

J.E.

E.E.'s last minute. We have the "Penguin" in mind as a possible tender for the air service, particularly if the external air service characteristics. For that I doubt whether she would need a crutch, but retain pro

line?

21/7/50.

MC 22/7/50

But K.I.V.

H/O.

Home for

22/7/50.

H.E.S.

notes by Eff 12.7.50.

BW
~~22/7/50~~
30/9/50

S6/ Falkland Islands 5249/1.
IH:

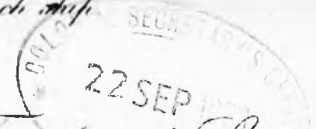
AND AT ROTTERDAM
FLANNERY & GREGSON L^Y

All communications to be addressed to the Firm (with name of subject at heading)

With: C. O. Gites

A separate letter is requested for each ship
29-12/46 of 10-12-46

TELEGRAMS - DRAFTING, STOCK, LONDON
TELEPHONES - MANSION HOUSE 3758 (2 Lines) LONDON



FLANNERY, BAGGALLAY & JOHNSON, L^Y
LONDON, E. C.

CONSULTING ENGINEERS & NAVAL ARCHITECTS.

SIR HAROLD FORTESCUE FLANNERY BART. M.B.E. B.A.
ASSOC. MINS. CE. MINA. PAST PRESIDENT. C.M.S. M.I.R.
ALFRED J. BOYTON. A.M.I.N.A. F.C.M.S. M.I.M.A.E.
F.C. MILLICAN. F.C.M.S.

SECRETARY

9. Tenchurch Street.
AND ENTRANCE 283. Philpot Lane.

London, 29th June, 1946
E.C.3.

Messrs. The Crown Agents for the Colonies,

Drs to

Flannery, Baggallay & Johnson, Ltd.
"Falkland Isles" 5249/1-M.F.V. 1185.

a/c: Falkland Islands

1947.

11th Jan.
22nd "
23rd "
30th May.
6th Aug.

TO: Receiving your letter advising us that you had received enquiries from two Colonies for a Admiralty fishing vessel, and asking us to get in touch with Messrs. Townsend Ferries, regarding inspection of three vessels which had recently arrived at East India Dock.
" Attending on board the three Motor Fishing vessels lying afloat at East India Dock, and making a general examination.
" Reporting to you upon our examination.
" Receiving copy of your letter to the Colonial Office and noting same.
" Advising us that on behalf of the Government of the Falkland Islands, you were

completing the purchase of motor fishing vessel No. 1185 and instructing us to attend on board in order to draw up an inventory of stores and equipment at present on board.

- 5th Aug. TO. Attending on board vessel in company with the representative of the Warship Production Superintendent, Admiralty, whilst she was lying afloat in the East India Dock, and drawing up an inventory of stores and equipment and forwarding you four copies of the inventory found.
- 13th Aug. " Receiving your letter instructing us to attend on board vessel, in conjunction with Messrs. Lister's Representative and examine the main engine and making recommendations as to repair and overhaul required to put the engine in first-class working order.
- " " " Attending on board vessel and making a general examination of the main and auxiliary machinery in company with Messrs. Lister's representative, and reporting to you.
- 23rd. Aug. " Receiving from you an inventory of equipment for our examination and confirmation that it is in order.
- " Carefully comparing the items in the inventory and advising you that it was in order.

th Sept. TO: Attending on board vessel and noting work in progress and reporting to you.

" " Preparing a list of spare gear necessary and sending you a copy of same.

9th " " Attending on board and examining auxiliary machinery and preparing a list of spare gear for the auxiliary machinery and reporting to you.

20th " " Attending on board vessel and noting work in progress and advising you that, in our opinion, the deck of the vessel is in need of caulking, and suggesting you should instruct the repairers accordingly.

2nd Oct. " Further attendance on board vessel.

3rd. " " Further attendance on board vessel and noting work in progress and discussing matters with the Repairers, and with Messrs. Lister's Representative.

14th " " Attendance on board and discussing with the Repairers additional work.

16th " " Attendance on board vessel and noting progress of repairs.

24th " " Attendance on board vessel and noting progress of repairs.

" " Reporting to you from time to time, and various

calls upon Messrs. Townsend Bros.

- th Nov. TO: Attendance on board vessel and noting progress of repairs.
- th " " Attendance on board vessel and noting progress of repairs.
- 10th " " Attendance on board vessel and noting progress of repairs.
- 11th " " Attendance on board vessel and noting progress of repairs.
- 12th " " Attendance on board vessel and noting progress of repairs.
- 13th " " Attendance on board vessel and noting progress of repairs.
- 14th " " Attendance on board vessel and noting progress of repairs, and attending Mooring Trial.
- 15th " " Attendance on board vessel and noting progress of repairs.
- 17th " " Attendance on board vessel and noting progress of repairs.
- 19th " " Attendance on board vessel and noting progress of repairs.
- 20th " " Attendance on board vessel and noting progress of repairs.
- 25th " " Attendance on board vessel and noting progress of repairs.

th Nov.	. TO:	Attendance on board vessel and noting progress of repairs.
7th "	"	Attendance on board vessel and noting progress of repairs.
8th "	"	Attendance on board vessel and noting progress of repairs.
1st Dec.	"	Attendance on board vessel and noting progress of repairs.
2nd "	"	Attendance on board vessel and noting progress of repairs.
3rd "	"	Attending Trials at Long Reach on the River Thames and reporting to you upon them.
		FOR THE ABOVE SERVICES including incidental expenses

£129. 7. 0.

E.&O.E. !!

173

A.T.

To note 168-173

Have we provision to meet this item, pl?

[Signature]
28/9/50

Honors.

We have no provision for this item.

The account C.W. has been completely used up. - This wd appear therefore to require a new item.

[Signature]
29/9/50.

A/T.

I note that Messrs F.B. & J's a/c is dated June '48. The C.A.A have taken a long time to pass it through. Are you quite sure we have'nt paid it once already.

2. Would you please let me see previous a/cs in connection with the purchase of this vessel.

[Signature]

2.10.50.

Honors.

I attach a rough details of the various payments made i. c. w. "Phipps" & think it is pretty safe to say that the account above has not paid once already.

[Signature]
5/10/50.

174

M.V. "PHILOMEL"

1944				
Sept	Adminially - Purchase price	5000	-	-
Oct	Insurance of vessel at E. India rates	21	5	9
Nov	Allocation of visual signal letters	1	1	-
Dec	Delivery - 1/2 of etc	1450	-	-
1948	Insurance outward voyage	814	18	-
Jan	Woolgar & Co. - Outboard motor	54	5	-
"	Woolgar & Co. - Engineers services	156	-	-
"	" - " - Engine parts	10	2	8
Mar	Townsend Bros Delivery contract 1/2 (and)	1450	-	-
May	Woolgar & Co. - Engine parts	432	1	3
	Townsend Bros. Dues handed over with vessel at 3.15	240	8	7
June	Russell & Co. Repair of vessel	3091	12	-
Aug	Townsend Bros Port wages & pens etc	1182	2	9
Nov	Anchor & caa.	19	6	5
Dec	Russell & Co Temp. lighting drawings etc.	376	-	-
	Port of Refuge expenses	183	-	8
	Anchor chain	105	12	3
		14587	16	4
	less amount of Port of Refuge expenses	181	4	-
	Port cost of ref. apparatus	14406	12	4
		93	7	8
		14500	-	-

Total amount of balance £14500

DECODE.

TELEGRAM.

175

No. 29.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: October 4th 19 50 Time: 14.50.

Received: October 5th 19 50 Time: 09.30.

Insurance M.F.V. 1185 expires 17th October please telegraph
renewal instructions. Reference your letter 0664/II of 5th June
insurance apparently unaffected by question of registration vide
our letter 86/281/17/3 of 22nd September.

Reply at 177

CROWN.

P/L.
LJH.

176

A.

A.C.S.

Pass file to H.P. for action on p. 175, which is urgent.

I will deal with 173 on return.

7/10/50.

B.

H.P.

Will you please advise on 175.

E. Jones
7.10.50

H.C.S.

175 is too vague I advise -

" please renew insurance and obtain from the insurer from a definite assurance that question of registration will not affect any claim which may be made

E.J.H.
7.10.50.

A.C.S.

Accordingly. 7/10/50.

177

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				9. 10. 50.

To

CROWN LONDON

(H. C. ACCOUNT)

175

Your telegram 4th October Insurance M.F.V. 1185 stop Please renew insurance and obtain from the insuring firm a definite assurance that question of registration will not affect any claim which may be made.

COLONIAL SECRETARY.

Time

L.H.

M.V. 176A

Y.E.

Pages 168-173. A very late a/c in respect of the original purchase of the "Philomel", for various services performed by Flannagan and Allen. It is dated June, 1948, and has only just been received from the C.A.A. The A/T has checked to make sure that we have not already paid it, and his list at p.174 of charges incurred i.r.o. the purchase and delivery of the "Philomel" is interesting. We shall have to go to Finance Committee for the additional provision.

[Handwritten signature]

10.10.50.

A friend of D. Stasos brought two of these ships for £3,000 each — I hope he found them in better condition than Philomel was. In settling Flannagan & Allen's claim attention should be drawn to the trouble we have experienced.

K.I.V.

Mc. 10/X

AT Above. Pl note for next F.C.

[Handwritten signature]
10/10/50.

Ken Co.
incd. thank you -

[Handwritten signature]
11/10

BW
27/10/50

A

Y.E.

181

Ref: E.E.'s proposed temporary repairs to "Philomel".
 The attached rough sketch may help to illustrate what is proposed. The part outlined in red is the propeller unit, through which the stern tube goes, held in place by the keyway. The stern tube projects beyond the propeller unit, ending in a threaded piece to which is secured the end piece nut. The end piece nut is the part shaded in blue which has come off and is missing. The propeller unit is at present held on by four nuts on the inward side (two shown, marked A in drawing). The threaded piece at the outward end of the stern tube has worn, but the threads nearest inboard are not so worn, suggesting that the leakage of salt water came from the outward end, and did not work down the stern tube from glands (off the drawing to the right).

2. What E.E. proposes is to put a bronze shield immediately next the propeller unit on the outward side (dotted line enclosing B), then a collar hammered on friction tight (dotted line enclosing C) and then weld the whole thing on to the outward end of the bronze plate (dotted line enclosing E & D).

3. On receipt of the new parts by the Biscoe he will burn off C and D, knock off B, extract old tail shaft, and then refit the new parts. He assures me that the temporary repair which he proposes can be executed without jeopardy to the fitting of the new parts when they arrive.

4. As suggested by Y.E., the advice of Mr. Cahill on this is being sought.



28.9.50.

B
 Very ingenious I hope he will succeed.

What is the cost of a new tail shaft assembly?

mc. 28/ix.

H/12

C
 Above fr. and for reply to para 2 of H.E.'s minute please.



128 SEP 1950

H.S.
 noted by ~~XXXXXXXXXXXXXXXXXXXX~~ The cost of the tail shaft and tube was £72 plus £3 freight
 Eff 5.10.50.

J.E.

Above minute by H/12 for information.

Eff 5/10/50.

CO.

Noted. It might be worse; I shall

1.80

Think that we should write technical advice on this
rearming difficulty and E.F. should certainly go
and see the Gunn Agents consulting engineers about it
(and NOT, incidentally, Flanagan Allen) when he goes on
leave. The primary aspect is the loss of revenue.

mc 6/x

H/OT.

B
Pl: see H.E.'s preceding minute.

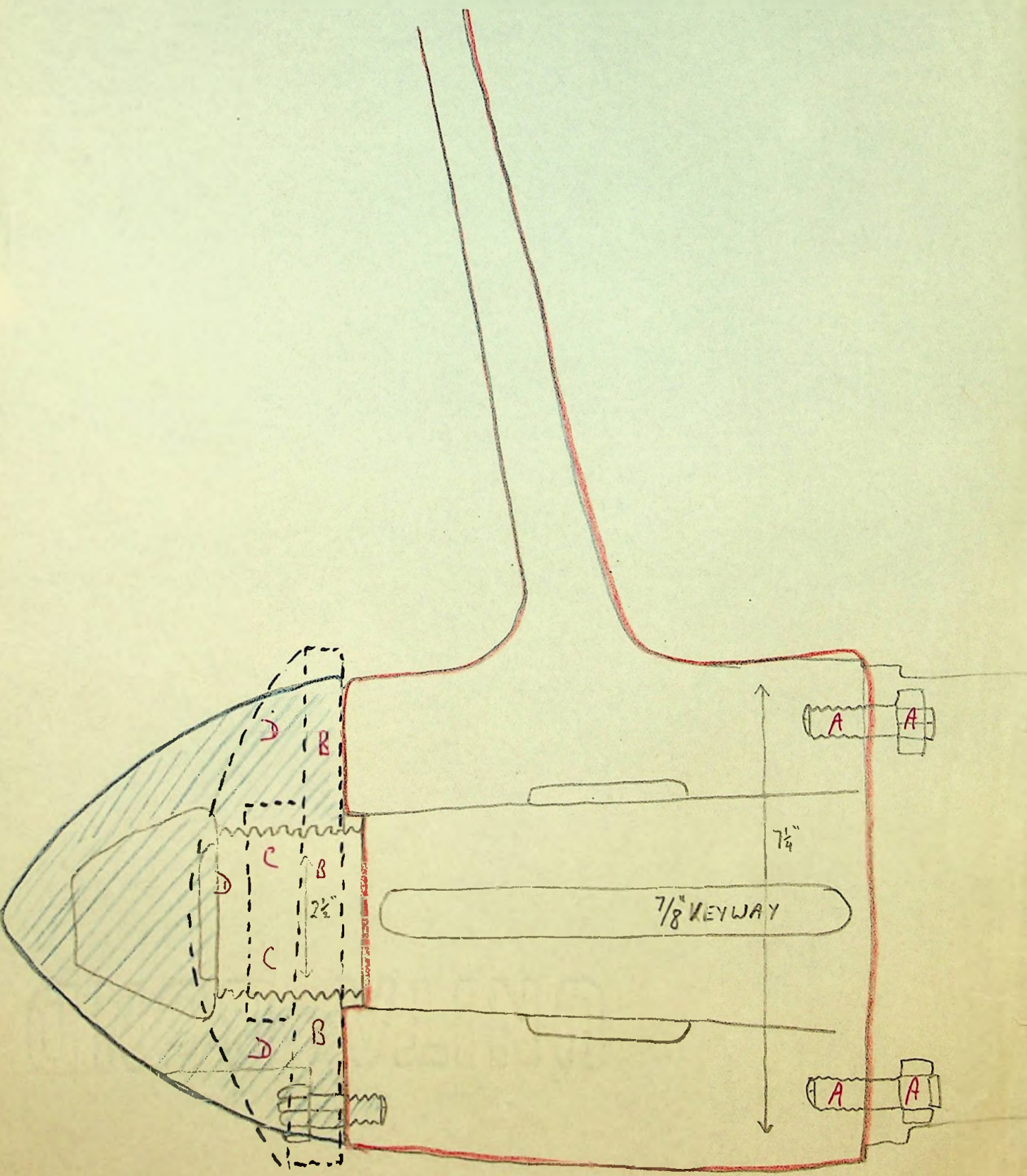
ll
5 OCT 1950

H.E.S.

C
Noted by. I will certainly do as HE suggests - I have kept
this paper pending the result of the repair. As you know the
Philomel left Stanley on Monday for Hill Cove (School)
Pebble Apex Bay & P.S. Carlos. She returned today 20 October
1950

Ell 20.x.50

File. ll
... 23/10/50



= Propeller unit.
 End piece not
 now missing.



182
m. v. " PHILOMEL".

31/10/1950.

Sir,

With reference to my report - by R T.- on 14th. September, 1950 and in accordance with your instructions I append the following:

Whilst lying at Bull Cove on this date (14th. Sept. 1950) the crew, with the exception of the 2nd, Engineer, were on shore assisting the mason with repair work on Porpoise Point Light.

The wind suddenly increased to gale force, with blinding snow, causing the vessel to drag her anchors; I was obliged to steam the ship to her anchors for the duration of this weather (Over three hours).

I was unable to give the ship any more chain owing to the proximity of a reef to leeward and the anchors could not be lifted owing to the absence of the crew.

During this period the painter of the lifeboat fouled the propeller with the result that the lifeboat was badly damaged.

I may add that in my opinion I consider it fortunate that the lifeboat only was damaged as quite possibly the Philomel herself could have been lost.

I am,

Sir,

Your obedient servant,

(signed)

E. V. DIXON.

Master Philomel.

Harbour Master.

Stanley.

H.E.S.

Regarding conversation (HES/EE) on this question Mr
1. Dixon submitted the above.

2. The boat can and will be repaired and meantime
the Philomel uses the F.D. lifeboat.

E.H. 2.11.50.

H/17.

Reverse. Can it be said whether this
mistake contributed towards the damage
recently suffered by the Philand herself
(stem tube etc)?

2 NOV 1950

H.C.S.

The evidence is that the collision between the boat
and the propeller could not have caused the loss
of the tail shaft nut - The first thing to have gone
would have been the propeller itself which was
not damaged

A further "proof" is that the threads
on the tail shaft were completely eaten away
indicating that the nut had been off.

The shaft some considerable time before being
noticed

E.H.S. 7.11.50.

pps

JE Pages 182-183 s.f.i.

Co.

Noted - the fact remains that this

116 NOV 1950

serious damage to Philand's life boat should
have been repaired at the time; she is

precluded to have the FIDS boat to use. When will
the life boat be repaired & can use be made of the
Stewart-Tomer inboard engine lying in Mr's workshop?

E.L.
Jy. 10. 11.

18/11/50

H.S. YL.

A

1. The lifeboat will be repaired on the return of Bowles from the Hill Cove School work. - anticipated early December.
2. I think it would be possible to use the Stewart Turner but the necessary transmission assembly for any given boat would have to be obtained.

BYB 20 Nov 1950.

21/11

B

I will inspect 1 and 2 with EE tomorrow.

If (2) is A we (it has been lying there since Tabain days) it can be transferred to Atlantic Dept and installed in (1) which would be better for an unboard engine.

MC 21/11

21/11

How to use

22/11

H.S. noted by BYB 23. Nov 1950.

faint handwritten notes

S6/281/17/3

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



4, MILLBANK,

23 OCT 1950 LONDON, S.W.1.

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

SLAN

22 SEP 1950

185

Sir,

162
186
We have the honour to refer to your letter No 0664/II dated 5th June regarding the insurance of MFV 1185 and to enclose a copy of a letter received from Insurance Brokers from which it will be seen that they are of opinion that the question of registration would not effect the cover provided under this particular insurance.

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

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

See 19

SLM

HVC

186

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

OUR REF **JFM/GS**
EXT. NO

MARINE AND AVIATION DEPARTMENT

YOUR REF

15th September, 1950.

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

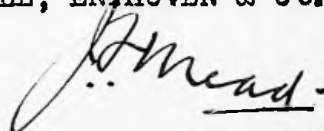
Dear Sirs,

Re: Motor Fishing Vessel No. 1185.
a/c Government of the Falkland Islands.

We understand from telephone conversation that the above vessel is unregistered, and confirm having notified Underwriters accordingly.

The main purpose of registration appears to us to be in respect of the benefits to be derived from the Merchant Shipping Acts, but as a Crown vessel can take advantage of these Acts by virtue of the Crown Proceedings Act 1947, the question of registration does not apparently affect our Underwriters, especially as the terms of insurance do not include liabilities to third parties for collision damage etc., which would normally be covered by the standard Running Down Clause. It seems that other liabilities, such as Salvage Charges and General Average covered by this particular insurance would not be affected by the question of registration.

Yours faithfully,
GLANVILL, ENTHOVEN & CO. LTD.



Manager - Marine Department.

188



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.

S6/281/17/3

A

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

AIR MAIL



3 NOV 1950

Sir,

177

We have the honour to refer to your telegram dated 9th October and to inform you that we have renewed the insurance of the M.F.V. No., 1185 for a further period of twelve months at 18th October, 1950, at a premium of £727. 5. - which sum will be found debited in our Falkland Islands account.

190

189

A copy of the relative debit note is enclosed for your information. We also enclose a copy of a letter from our Insurance Brokers from which it will be noted that an additional clause has now been incorporated in the cover to the effect that the fact that the vessel is unregistered will not prejudice the insurance.

B
I would like
H/17 to discuss
with me at his
convenience pl.

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

H/17

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

EM.

See 194

Mail from 186

HVC

189

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

S6/281/17/3.

OUR REF AEH/GS

MARINE AND AVIATION DEPARTMENT

YOUR REF JC.

EXT NO

20th October, 1950.

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



Dear Sirs,

M.F.V. 1185.

We thank you for your letter of the 12th inst., and for the instructions to renew the annual insurance of the above vessel for the amount of £10,000.

We note that your Principals made no mention of any outstanding claims, and on the assumption that this is the case, we have renewed this cover at the same rate as last year, namely 8%.

You will observe from the attached Cover/Debit Note that an additional clause has now been incorporated in this insurance, to the effect that the fact of the vessel being unregistered is not to prejudice the insurance. We trust that this point is now satisfactory to the Government of the Falkland Islands.

Yours faithfully,
GLANVILL, ENTHOVEN & CO. LTD.

for Manager - Marine Dept.

56/281/17/3. **DUPLICATE**

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

GLANVILL, ENTHOVEN & CO. LTD
INSURANCE

144 LEADENHALL STREET LONDON EC3
AND AT LLOYDS

a/c: Falkland Islands.

Please quote Reference:—

190

50M.H./30858

MARINE AND AVIATION DEPARTMENT

Date 20th October, 1950.

Crown Agents for the Colonies,



~~CYBER~~/DEBIT NOTE for INSURANCE effected
For A/c of Government of the Falkland Islands.

DETAILS MOTOR FISHING VESSEL No.1185

12 Months @ 18.10.1950.

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

Effected with:—LLOYD'S
Atlas Ass.Co.,Ltd., Group. Commercial Union Ass.Co.,Ltd.,
Alliance Ass.Co.,Ltd., Liverpool Marine & General Ins.Co.Ltd.
Orion Ins.Co.,Ltd.,/ Drake Ins.Co.,Ltd.,
Sun Insurance Office Ltd.,/ Royal Exchange Assurance.

£10,000.	@	8%	=	£800. 0. 0d
			less 9½%	<u>76. 0. 0d</u>
				£724. 0. 0d
			+ Policy, Stamp	<u>3. 5. 0d</u>
				<u>£727. 5. 0d</u>

Against Total or Constructive Total Loss of Vessel Only including
Salvage, Salvage Charges, Sue and Labour and General Average.
Including full Fire, Lightning & Explosion.
Institute Clauses but port retention 3% (R) and (F).

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

Agreed that the fact of vessel being un-registered is not to
prejudice this insurance.



GLANVILL, ENTHOVEN & CO. LTD

for [Signature]
MANAGER, MARINE DEPT
E. & O. E.

191

Am

185' onwards - fl see
B on 188

Am
22/11

H.S.
noted by Bm 188 noted by

Am 25. Nov. 1950.

ALL Bm 188
Mention to report
when you comes, fl
2/11



H/M.

We discussed the insurance of the "Philomel" and agreed that as the Marine Insurance Fund, which we are going to treat as a renewals Fund for the Harbour Dept;'s vessels, is built up we can afford to reduce the sum for which the "Philomel" is covered. The Marine Insurance Fund stood at £4,500 at the end of 1949. By the end of this year it should be up to £5,150 and by the end of 1951 it should have reached about £5,850. Allowing £1,850 for the "Alert", we should be £4,000 in hand and could afford to reduce the cover on the "Philomel" when the renewal of the insurance is due in October, 1951, to £6,500. This should save us about £280 in a year on insurance, which will be a useful set off against the annual contribution of £500 to the renewals fund.

2. You were going to look into the question of whether or not we get a "No claim bonus" on this insurance policy.

[Handwritten mark]

28.11.50.

H.C.S.

1. noted by.

- 2. I have looked into the policy and find no mention of a No-claim bonus.
- 3. I have spoken to FIC Manager who does not think that such a clause is incorporated in their policies (but that as they have so many claims this point is of no importance to them)

[Signature], Dec 1950.

J.E.

They wish to see the above minutes regarding Philomel's insurance.

[Handwritten mark]

The point of 'no claim' bonus shd. be

pursued.

the 7/xii

5 DEC 1950

H/P.

Will you please pursue with the Insurance Co.?

[Handwritten mark]

5/12/50.

H.C.S.

I have noted and will pursue when I leave *[Signature]* 26.1.51.

MEMORANDUM.

193

7th December. 1950.

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

To: The Honourable,
The Colonial Secretary,
Stanley.

From: Harbour Master,
Stanley, Falkland Islands.

SUBJECT :- Insurance m.f.v. Philomel.

Regarding the question of No Claim Bonus on m.v. Philomel I have the honour to append a draft letter to the Grown Agents.

"With further reference to the question of insurance of the m.f.v. 1185 (your letter S6/281/17/3 dated 3rd November refers), I am directed to enquire into the possibility of the incorporation of a "No Claim bonus" into the existing policy.

E. J. Bruntling
Harbour Master.

Issue Mean. H.

114 DEC 1950

12th December, 50.

Gentlemen,

188

With reference to the question of the insurance of the m.v. "Philomel" (m.f.v. 1185) (your letter 36/281/17/3 dated 3rd of November, 1950, refers), I am directed by the Governor to enquire into the possibility of the incorporation of a "No claim bonus" into the existing policy.

I am,

Gentlemen,
Your obedient servant,

(3gd) Michael R. Raymer

COLONIAL SECRETARY.

[Handwritten mark]

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

[Handwritten initials]
BN
29/1/51

195

J. McPH. CAMPBELL, A.M.I.N.A.

NAVAL ARCHITECT
MARINE SURVEYOR
BROKERDESIGNER OF MANY WELL KNOWN
YACHTS AND SMALL CRAFT

141 Orchard Park Avenue

THORNLIEBANK

Renfrewshire

11th November, 1950.

Mr. D. J. Sallis,
40 Warton Road,
South View,
Basingstoke, Hants.

Dear Mr. Sallis,

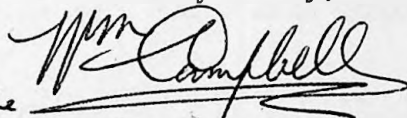
This is to confirm my promise to you to give you a letter regarding the discussion we had at the Station Hotel, Fraserborough, on metallic action on sterngear of Motor Fishing Vessel.

I would advise that as the rudder stock, rudder arms, rudder tube, and bearings, rudder skeg and bearing are all of steel, the propeller bronze, and the fact that the vessel is Muntz Metal sheathed, that you will have endless trouble with action between the non ferric metals and the ferric which will be continuous and progressive. Such subterfuges as the use of zinc plates tapped into the metal arms of rudder and skeg are merely playing with trouble and the other suggestion I made of removing the Muntz metal for about 15 ft. forward of the propeller aperture while lessening the rate of action is not fullproof either. I would very strongly recommend that all the steel work be completely removed and replaced by bronze, and if this is done I feel certain you will have no further trouble.

I have just returned from doing my Survey work from Buckie, and am now getting my reports off to the Admiralty, and hope this letter will be in time to catch you before you leave for home.

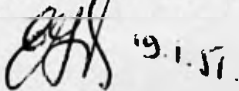
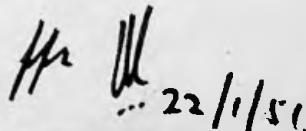
With all good wishes.

Yours very truly,



H.C.S.

- It appears that Mr Campbell was seeing the maker of the maps at Fraserburgh at the same time as Mr Sallis and thus the conversation referred to in 1 occurred.
2. The first cost of the replacements in bronze would be about £90 according to Mr Sallis and I suggest the matter be referred to Mr Huckle

196

H.

Y.E.

may be interested to see p.195. I have noted the matter as one for discussion with the Fleet Engineer when the "Superb" calls. I doubt whether they could do the work in the time which they will be here, but their advice on the matter would be worth having.

B.

[Handwritten initials]

This is certainly well worth pursuing - I doubt if 'Superb' will have the material available either but by all means take up with them; the diagnosis appears logical enough

23.1.51.

inc 23/1.51

H/n.

C.

Thank you. As seen above. I will arrange for the papers to be brought up to your succession on the appropriate date.

[Handwritten initials]

file returned from EE 26/1/51.

124 JAN 1951

D.

MCS
BN for Mr. Shuttle
to see 1/2/51 pl

- Yes pl. *[Handwritten initials]*

BN
1/2/51
3/2/51
1/22/51

0664/B. H.M.

H. J.

CP

24 JAN 1951

Philmund.

I understand that the
Naval Institute whose opinion
you shared me yesterday
is able and willing to
~~undertake~~ the placing of
the ads for the
~~necessary~~ materials.

Had we not better ask
him to do so?

me, 24/1

You will remember to have
inspections arranged by
Fleet Engineers? I understand

Philmund will be back by 9th or 10th February.

1955 - following
minutes. I did not get
an opportunity to discuss
while "Superb" was in.

2) Has anything further
been done?

8/3/51.

HCS This material has not
been ordered to date, shall I
submit order for it

CEL

14/3/57

A/E.

Could Mr. Sallis' acquaintance
set the necessary facts made
up a "sent out"? Can we fit
here?

27/3/51.

HES

A

I have spoken to Sollis and he stated Mr Campbell had the drawings of parts required, and he told Sollis he could purchase same and send to us if the necessary instructions were sent to him

ARh
28/3/57

A/E

B

We should proceed with this.



C

HES
Further to our conversation the parts required are.

- 1/ Rudder Trunk
- 2/ Rudder Post complete.
- 3/ Rudder Head.
- 4/ Rudder Shoe and plates

These items should be complete with bolts and screws and all items in Bronze.

Mr Sollis states Mr Campbell has blue prints of all parts required

ARh

6/4/57

A/E (W.D.)

Will you please submit the necessary Indent and at the same time furnish us with the name and address of the person to whom we should refer the Crown Agents for the supply of the items

ARh

7/4/57

HES

E

Noted and will act accordingly

ARh 8/4/57

Office
Please refer
to the Indent at
last page

A.

200

I 180/57. refers to 199c.

^{up} 30/4/57.

now file
ppc at court pl
28/3/4

1/17/3

... to be addressed
the Crown Agents for the
Colonies, 4, Millbank, London,
S.W.1, and the above refer-
ence quoted.



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

AIR MAIL

1 - FEB 1951

Sir,

We have the honour to refer to your
194. letter No. 0664/II of the 12th December and
to inform you that we duly approached our
Insurance Brokers regarding the incorporation
of a "No Claims Bonus" into the insurance of
the 'M.F.V. 1185'.

201
It will be seen from the attached copy
of their reply that whilst the Underwriters
are unwilling to accept any such inovation
at this stage, Messrs. Glanvill Enthoven
propose to raise the question again on re-
newal, when alternative forms of cover will
no doubt be put forward with a view to effect
ing some saving in premium.

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

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

RAW

HVC

202

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

MARINE AND AVIATION DEPARTMENT

OUR REF. JFM/GS

YOUR REF S6/281/17/3.

EXT. NO 5

23rd January, 1951.

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

Dear Sirs,

M.F.V. 1185 s/c - Falkland Islands Government.

We thank you for your letter of the 20th inst., enclosing copy of a letter received from the Colonial Secretary, Falkland Islands with reference to the insurance of the above vessel.

We have placed this enquiry before the Underwriters concerned, but regret that they are unwilling to consider the incorporation of a "No Claims" Bonus into the existing policy. It is very unusual for Marine Underwriters to agree to a rebate of this nature, but we shall certainly bear the request in mind, and raise it again at the expiry of the present cover.

If the Bonus cannot be obtained on renewal, the Government may like to consider a more restricted form of cover, whereby some saving in premium could be effected. We have taken a note to bring this question up for consideration on renewal.

Yours faithfully,
GLANVILL, ENTHOVEN & CO. LTD.



Manager - Marine Department.

203



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.

EM3/Falkland Is. 5249



14 MAR 1951

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

Sir,

4221-227

We have the honour to refer to your telegram dated the 12th October, approving a visit by Captain N.J. Sollis to Messrs. J.G. Forbes, the builders of M.F.V. 1185.

On his return, Captain Sollis reported to us that he had heard from the firm of some trouble that had been experienced with the type of Lister engine installed in his vessel in that cracks had developed in the region on the camshaft bearings.

We took the matter up with Messrs. Forbes without being able to obtain any satisfactory information, but on taking up the question with Listers, they have admitted that this trouble exists.

206 = 209
204 = 205

We now enclose copies of their letters dated the 13th and 22nd February together with sketches 627/51 and 626/51, shewing what should be done to alleviate the trouble.

You will note their remarks regarding the direction of the cut and the prevention of cuttings falling into the engine sump.

We have the honour to be,

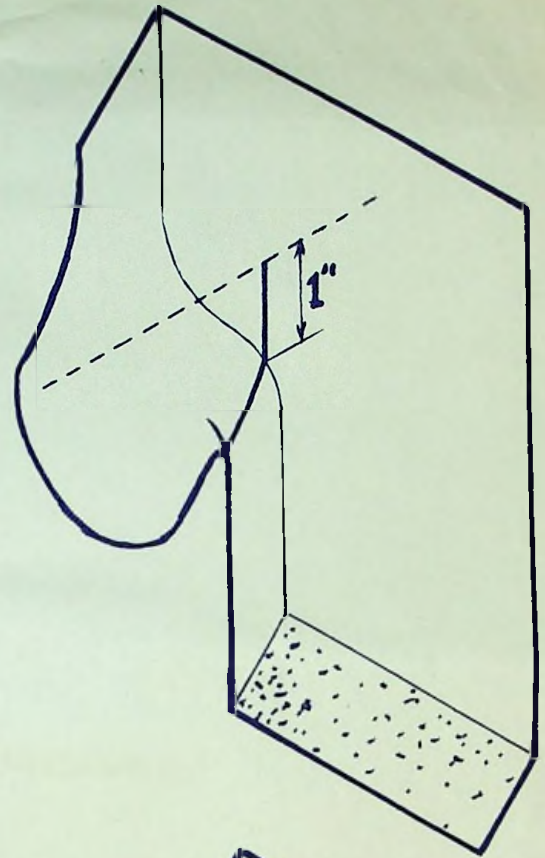
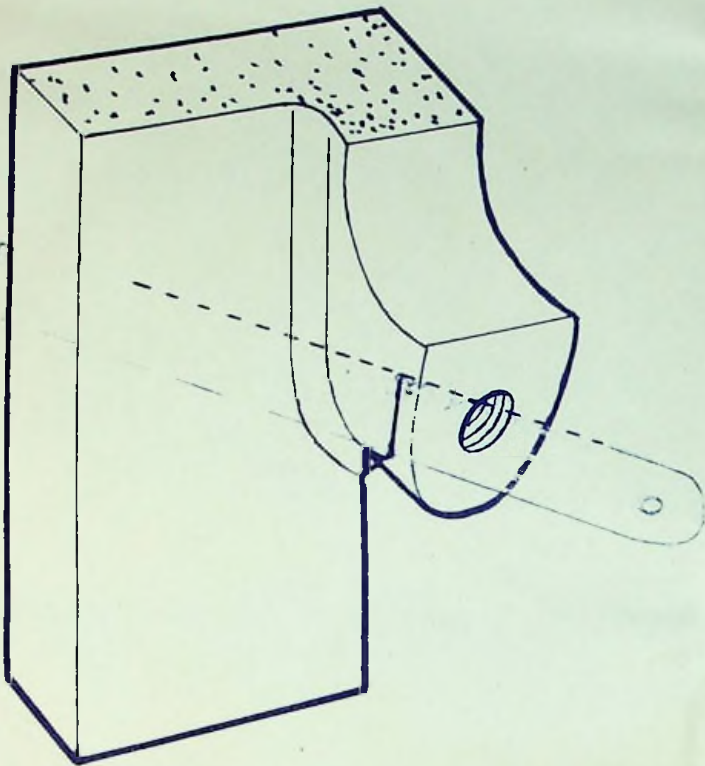
Sir,

Your obedient servants,

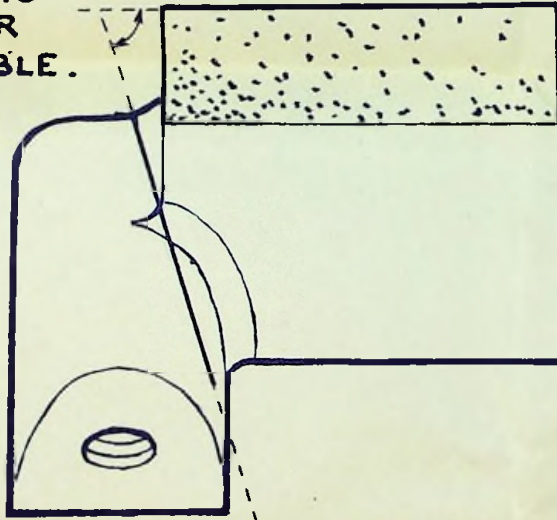
for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

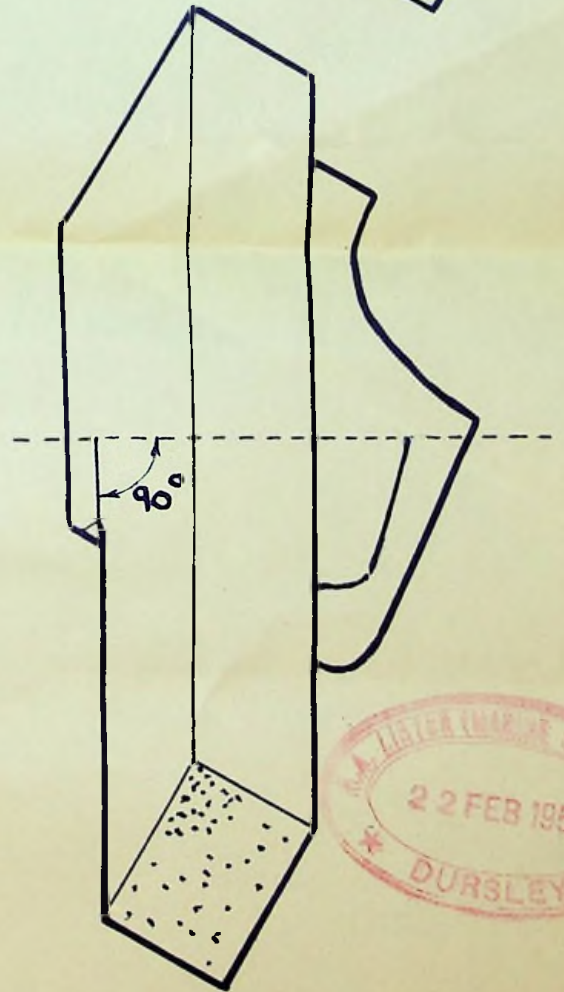
H/7
11/4/51



THIS ANGLE TO
BE AS NEAR
90° AS POSSIBLE.



INVERTED VIEW



NOT DRAWN TO SCALE

SKETCH.

DRAWING NUMBER

626/51

DRAWN BY J.M.

DESCRIPTION:

METHOD OF RELIEVING STRESS IN
BLACKSTONE "A" FRAME

CHECKED:

UNIT:

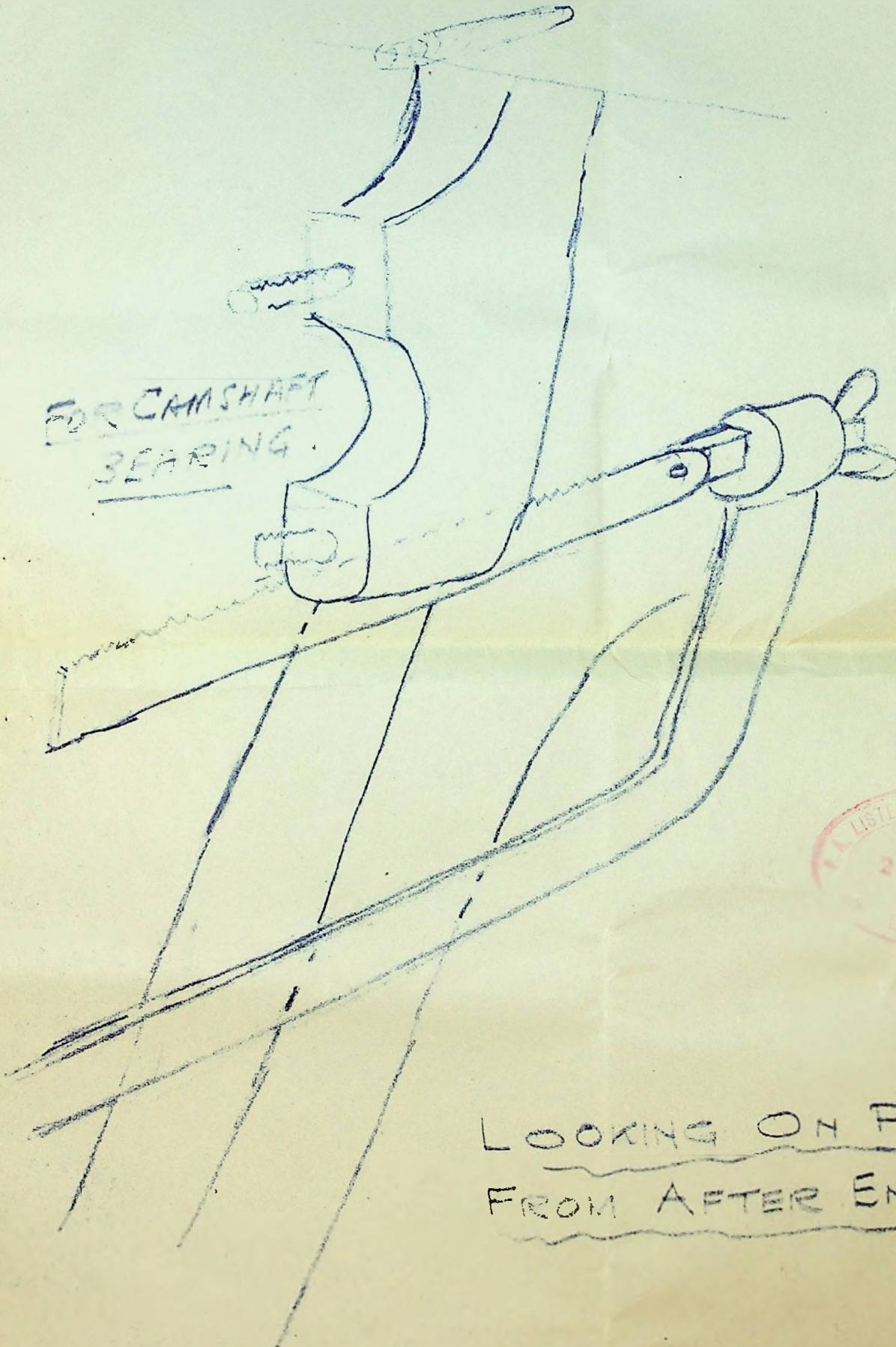
DATE 13-2-51

SCALE:

R.A. LISTER & CO. LTD., DURSLEY, GLOS.
MARINE SALES.

SKETCH
DRAWER NO. BOX FILE

FOR CAMSHAFT
BEARING.



LOOKING ON PORT SIDE
FROM AFTER END

DRAWN BY: <i>[Signature]</i>	DESCRIPTION: EPI Stress Relieving Sawcut	DRAWING NUMBER
CHECKED: <i>[Signature]</i>	UNIT:	G27/51
DATE	SCALE:	DRAWER NO: <i>[Signature]</i>

R.A. LISTER MARINE SALES LTD

KINDLY REPLY TO DURSLEY, GLOUCESTERSHIRE, ADDRESSING YOUR COMMUNICATION TO THE COMPANY AND NOT TO INDIVIDUALS

250



R.A.LISTER (MARINE SALES) Ltd

DURSLEY · GLOUCESTERSHIRE

TELEGRAMS POWER DURSLEY

TELEPHONE 2577 DURSLEY

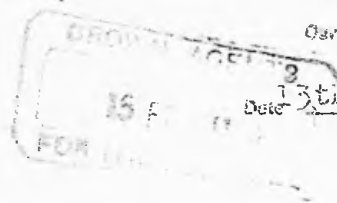
PROPULSION AND AUXILIARY
MARINE ENGINES

CODES:
AT ALL 5th EDITION
BENTLEY'S & PRIVATE

E.I. 5/FALKLAND ISLAND
Year 249.
Our Ref: H.M.S. 15/EH. Ext?

DIRECTORS:
R. B. LISTER
A. C. LISTER
C. E. MELLERUP

The Crown Agents For The Colonies,
4, Millbank,
LONDON, S.W.1.



Date 15th February 1951.

For the attention of the Chief Mechanical Engineer.

EM

Dear Sirs,

M.V. "HARRISON".
EPV.604 ENGINE NO. 46185.
M.F.R.V.1. EPV.604 ENGINE NO. 19305.

We acknowledge receipt of your letter of the 7th instant and note that you have under your control the above two vessels. We have had a number of engine failures in the past where failure of "A" Frames has occurred on the port or camshaft side of the engine. In view of this therefore we have carried out a modification which in effect is the partial separation of the camshaft driving bracket from the "A" Frame leg. This separation is made on all legs where the camshaft bearing bracket is off set, but will not be on the pit leg where the camshaft bracket is on the centre line.

For your assistance we attach hereto drawing showing this modification and you will note that it is essential to have the cut in the "A" frames vertically upwards and parallel to the leg of the frame so that the cross section area of the metal is not reduced.

We are aware that it is an awkward position to cut and considerable care must be taken that all cutting are prevented from falling into the engine sump.

Trusting the above information is satisfactory.

Yours faithfully,

p.p. R.A.LISTER (MARINE SALES) LTD.

207



R.A. LISTER (MARINE SALES) Ltd

DURSLEY · GLOUCESTERSHIRE

TELEGRAMS 'POWER DURSLEY

TELEPHONE 2377 DURSLEY

PROPULSION AND AUXILIARY

MARINE ENGINES

DIRECTORS
R. E. LISTER
A. C. LISTER
C. E. MELLERUP

COGN
A1 A.B.C. SIX EDITION
BENTLEY'S & PRIVATE

Your Ref. ASA/LV
Our Ref. L7/HMS. 15/EH. Ext 3

22nd February 1951

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

Handwritten notes:
N
EM'S
2/2/51
W5

Dear Sirs,

We thank you for your letter of the 20th instant also our sketch showing the method of relieving stresses in the "A" Frames of our Blackstone engines. We must apologise for the irregular lines shown on the upper left and also lower right sketches but these were to show the hack saw marks. However we have rectified this to show in each case a straight line.

As requested we are enclosing 3 copies of blueprints of this sketch and trust that they will be satisfactory.

Regretting any inconvenience caused.

We are,
Yours faithfully,

p.p. R.A. LISTER (MARINE SALES) LTD.,

P.S. We also include an additional sketch which should be self-explanatory and we hope will also be found useful.

.....

0654/II

Copy to: C.I/c. P.W.D., also to S/P.

209.

21st May, 51.

To: 1st Officer,

From: The Colonial Secretary,

S.V. "John Biscoe"

Survey of M.V. "Philomel's" engines.

His Excellency wishes the Chief Engineer of the "John Biscoe" to inspect and report on the engines of the M.V. "Philomel". I have therefore to request that you will arrange for this to be done at your early convenience.

(Sgd) Michael R. Kaymer

COLONIAL SECRETARY.

See report at 211

21st May, 51.

To: 1st Officer,

From: The Colonial Secretary,

s.v. "John Biscoe"

Survey of m.v. "Philomel's" engines.

His Excellency wishes the Chief Engineer of the "John Biscoe" to inspect and report on the engines of the m.v. "Philomel". I have therefore to request that you will arrange for this to be done at your early convenience.

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

HCS
Completed this morning
22/5

File. *[Signature]*
22/5

See 211

S. V. "John Biscoe"

Tues: 22nd May 1951

M.F.V. "Philomel". Report on engines.

I carried out a visual inspection of the engines of the "Philomel" and found them in a stripped condition. All parts were cleaned and after thoroughly cleaning the lubricating oil sumps and lapping the bearing journals the engine should be ready for assembling tomorrow (25rd.). The holding down bolts of the engine were badly corroded owing to being in the bilges. After the new bolts and nuts are fitted they should be coated with apexior paint.

2. The cause of the engine trouble as far as I can ascertain was sand in the lubricatin oil which entered the lub oil storage tanks from the upper deck. I would suggest that all lubricating oil be filtered before filling the engine. The lubricating storage tank should be thoroughly cleaned out.

X 3 I think that the reason that so long a time has been taken on the job is that the men are taken away for other work. If two men are on the job permantly the engine should be complete in ten to fourteen days.

H. G. Ward
Chief Engineer
S. V. "John Biscoe"

ACS

To A/E for any comments he may wish to make before I put it to H.E. H.

22/5/51.

C. J. P. H. D.

to you accordingly, pl

ACS
22/5/51.

212

HES

A

I would like to state Jones has done no other work to my knowledge since the MV "Philonel" arrived in port last. Beatty the 2nd engineer has been employed on the MV Philonel since the Penelope arrived here about the 8th May and no other work.

Mr Lohan has also worked on MV Philonel as mate to Jones for 206½ hrs to date

Atkinson
22/5/57

B

JE

211-212 for information.

C

23/5/57

Advis is to be taken as in para 2 on reverse and to be reported on completion. It sounds also as if the decks need re-cantling. Are these engines not fitted with air oil cleaners as in the case of our engines? If not could one be incorporated?

2. A above does not appear to square with X on reverse and it would be interesting to know where Mr Ward got this from?
3. Is any help required from Brave engineers with reasonable? MC, 23/V

A/E

A

H.E.'s minute on previous page. Action as in
 page 1, please. The suggestion in para 3 is
 good. You are ordering a second set of
 washers to come to R/V in case the first
 set doesn't get to Puntia before the "Fitzroy"
 sails?

W
 25/5/51

B.

HES

I have instructed Jones to act as on page 212 (C)
 Filters are already fixed to engine and deck have been
 recaulked. Paragraph 3 is very helpful but owing
 to limited space there is no room for extra men

W
 29/5/51

C.

B.J. to N. Handke to see.

W
 2/6/51

214

delet

CS

I looked in on
 "Mildred" this afternoon - the
 engineer now talks of it
 being ready by the 8th! She
 will have been out of commission for
 just over 2 months; it seems a
 pity that the news stories that she
 couldn't have been filled during
 this idle period.

MC 31/V

BW 6/6/51

JE

asked for this file i.c.w. Mr. Ward's report
 at p. 211.

5 JUN 1951

I spoke to Mr. Ward about this (i.e. his
 inspection of 21st May) and he said that
 10-14 days was a ~~more~~ generous allowance
 in view of the inexperience of the Engineer;
 he himself would have expected to complete
 in 4 days. The 14 days has elapsed
 and still the ship is not ready for sea.
 2. X on 211 came, Mr. Ward informs me,
 from the Engineer (Jones).

A/E →

Li.
Any news?

5/6/51

MC 31/V

I have today spoken to Jones, he informs me the boat will be ready for trial about the 14th June and if fit will be ready to sail on a test trip on the 18th June

WPK
6/6/57

ACS
To Mr. Huckle Esq.

WPK
9/6/57

Mr. Huckle
Accordingly, per
WPK
9/6/57

C.S. I have read the above correspondence - upon investigation I see no reason why "Philomel" should not sail earlier than the 13th. I have accordingly arranged following itinerary: Voyage E.1. to Port Louis - there is a full cargo for this port & this will provide a useful engine trial. Sailing date Wednesday 13th.

Voyage W.2. Chartres, Roy Cove, West Point, Carcasse Is, Hill Cove, Saunders Is, Pebble Is, Port Howard (where there is a charter contract for the vessel), calling if requested at Ajax Bay to pick up deck passengers on her return to voyage to Stanley. Sailing date Friday 15th. There is also a full cargo for this voyage.

I would like to discuss with you a revision of "Philomel's" freight & charter rates which I consider necessary, but the purposes of

2-16
of these two voyages it would probably be best
to change normal freight rates.

It appears to me to be unfortunate
that "Philomeli" decker could not have been re-caulked
during this re-fit - but no more time can be
allowed her now & this must be done during her
visits to Port Stanley - a little each time she is
in.

As regards the stem-tube: this necessitates
beaching - an operation that has in the past proved
singularly disastrous to "Philomeli". I have recently
surveyed a suitable beach suggested by Mr Sollis
and will try to arrange this work to fit in with
a voyage so that running time is not lost. In
any case I wish to delay this until the office
is sufficiently settled to allow me to accompany
the vessel. The beach Mr Sollis suggests has
the great advantage that it is 10 miles from any
settlement so there will be no incentive to
"remain on the beach"!!

JRA 9. vi. 52.

217

ROUTINE SAILING ORDERS.

M/V "PHILOMEL".

1. The captain is responsible at all times for the safety of the vessel and the well-being of the crew, and he will place these before all other considerations.
2. The captain is free to act at any time on his own initiative without consulting the Harbour Master or any other authority when convinced that such action is in the best interests of the Government of the Colony.
3. The captain is responsible for the safe navigation and general routine of the vessel. He may if he so wishes delegate the responsibility for working cargo to his second-in-command.
4. The engineer is responsible to the captain for the efficient maintenance of the engines and the routine of the engine-room personnel.
5. When at sea, the captain will report daily by R/T at a time selected by himself before sailing. If the itinerary is being followed, this daily report need not consist of more than present whereabouts and ETA at the next port of call.
6. The captain will endeavour as far as he is able to advise the manager at the next port of call of the ETA and the intentions regarding cargo, in order that the working programme there can be re-arranged before the ship's arrival.
7. Two days before the ship expects to reach Port Stanley after a voyage the captain will inform the Harbour Master by signal of his requirements on arrival of (a) Fresh water (b) Fuel and lubricating oil (c) provisions, sufficient to completely re-victual the ship for a cruise to maximum endurance. He will also report in this signal as paragraph (d) all defects necessitating a delay of more than 24 hours in harbour, and whether shore staff assistance is required to make good.

For example:- To Harbour Master. From Master "Philomel".
(a) 100 gals (b) 440 gals and 44 gals (c) 20 lbs bread 1 carcassee mutton etc. (d) deck to be recaulked shore assistance required.

8. Except in exceptional circumstances, the captain will ensure that he has at all times sufficient oil fuel aboard to allow him to steam 200 miles at economical cruising speed, and victuals and water for 5 days on full allowance. He is to advise the Harbour Master immediately by signal if these limits are ever reached.
9. It is essential that to prove her worth the M/V "Philomel" be kept running as much as possible. This is a matter for team work between the ship's crew and the administration, and I shall be available at all times to talk over any difficulties which may arise. But problems occur at sea which can only be settled by the man on the spot, and on these occasions do not sit back and wait for orders. If you do something you are almost sure to be right - if you do nothing you will certainly be wrong.

John Samuel

5-

JE

Please see H.P.'s memo for 1.21. I have submitted papers re freight charges separately.

U
... 12/6/51.

See. I too regret that the deck could not have been re-caulked during this long period of idleness; was any request made by the Captain that it should be, and if so when?

M.C. 12/6/51.

Harlow Noster.

H.E.'s memo above. ?

U
... 12/6/51.

H.C.S. I have spoken to H.E. on the 'phone about this — Solis requested caulking on arrival for refit & again 3 weeks ago. Mr. Hivermore informs me it was impossible to supply labour as this was required to repair the air service boat etc.

[Signature]

JE

Above fi.

U
... 15/6/51.

F

Noted. But we must try and fit jobs in together: Philmond has been out of action for 10 weeks and the caulking ought to have been done in that time. A/E to note.

M.C. 15/6/51

0664/11

S. V. "John Biscoe"


Sat: 9th June 1951

M. F. V. "Philomel"

I carried out an inspection of the engines of Philomel today and found them in a nearly completed condition. Philomel should be ready for trials at the latest on Tuesday 13th June.

The reason of the hold up in completion of the work is the fact of the slowness of the job due I think to lack of experience and quite a number of bolts had to be drilled out and renewed.

W. G. Sand
Chief Engineer
S. V. "John Biscoe"

JE
Above fi. 

11 JUN 1951

Seen by me 11/6

file 2 to
Harbourmaster H.



11 JUN 1951

of Prod.

2 notes F on 218, re.

19/6/51

Am.

219

18/6

18.6.

ra.

21/6/51

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 4th October, 1951 *Time* : 1330.

Received : 5th October, 1951 *Time* : 0845.

Insurance M/V 1185 expires 17th October. Minimum premium rate quoted inclusive 10 percent surcharge now operative all hull rates is 8 pounds 16 shillings percent subject satisfactory claims position. Premium rate could be reduced by excluding fire lightning explosion and further reduced by excluding salvage clauses. Please telegraph basis on which we should renew insurance and advise any outstanding claims.

CROWN.

221

A

W.H.
For your r/s: on 220 pt
W.H.C.S.
8/10/51

B

H.C.S. As we have now £1000 in the renewal fund,
& suggest we cover "Philamel" for £9000 total loss,
& omit in future fire, lightning, explosion & Salvage
clauses as suggested by C.A. This would reduce
our ~~prop~~ premium to around the £600 mark & estimate.

W.H. 14/10/51.

15/10/51

ACS Refs accordingly H. W. 16/10/51.

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 15th October, 19 51 Time : 1600.

Received : 16th October, 19 51 Time : 0845.

220 Reference our telegram 4th October Insurance MFV 1185.

Telegraph renewal instructions by return.

CROWN.

P/L.
SS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

223

SENT

Number	Office of Origin	Words	Handed in at	Date
				16. 10. 51.
	GROWN LONDON.			NO ✓

YOUR TELEGRAM 4TH OCTOBER STOP INSURANCE NOV 1185 STOP PLEASE
 INSURE FOR NINE THOUSAND POUNDS AGAINST TOTAL LOSS AND OMIT
 FIRE COMMA LIGHTNING COMMA REPLETION AND SALVAGE CLAUSES AS
 YOU SUGGEST.

COLONIAL SECRETARY.

only 17/10/51

See 224.

Time

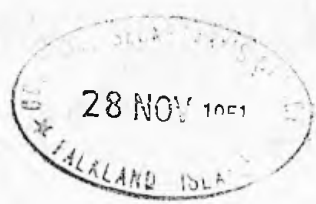
224

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



S6/281/17/3

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



4, MILLBANK,
LONDON, S.W.1
11 NOV 1951

Sir,

223 We have the honour to refer to your telegram of the 16th October, regarding the renewal of insurance of M.F.V. 1185, and to advise you that renewal has been effected for a further 12 months from the 18th October, 1951, as requested, i.e. cover of £9,000 against total or constructive total loss only at a reduced rate of 5% (less 9½% discount thereon).

225 We have paid to our Insurance Brokers a premium of £410 as per copy of debit note attached, 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,

K. Landchild

THE COLONIAL SECRETARY
FALKLAND ISLANDS.

for the Crown Agents.

GFD

AHB.

130 NOV 1951

H/A.

29

36/28117/3

File

225

F

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

Please quote Reference :-

51 MR/49837

MARINE AND AVIATION DEPARTMENT

Date 19th October 1951.

GLANVILL, ENTHOVEN & CO. LTD

a/c - Falkland Is INSURANCE

144 LEADENHALL STREET LONDON EC3

AND ATTORNEYS

Authy: Col. Sec. telm. 16/10/51

Crown Agents for the Colonies

DUPLICATE



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

DETAILS MOTOR FISHING VESSEL No. 1185

12 Months @ 18.10.1951

On Hull Materials Engines etc and all connected therewith
valued £9,000

Total or Constructive Total Loss of Vessel Only
Institute Clauses
(Port Retention 30/- A. & B.)

Employed coastal waters of Falkland Islands only or held covered
(inter-isular communications carrying stores & replacements etc.)
Agreed that the fact of vessel being unregistered is not to prejudice
this insurance

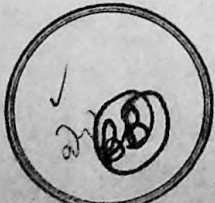
Effected with:- Lloyds

£9,000	•	5%	£450.	0s.	0d
		Less 9½%	62.	15s.	0d
			<u>487.</u>	<u>5s.</u>	<u>0d</u>
		Policy Stamp	2.	15s.	0d
			<u>£410.</u>	<u>0s.</u>	<u>0d</u>

GLANVILL, ENTHOVEN & Co. LTD.

A. G. S. Fullis

FOR MANAGER, MARINE DEPT



E. G. S.

H.C.S.

"Philomel" is temporarily incapacitated by trouble with her stern tube fittings and the assistance of H.M.S. "Burghead Bay" will be required to make good the defect. I do not know if you are interested in the technical details, but the attached drawings illustrate fairly simply what is wrong.

We have recently received all the necessary spares to replace the stern tube fittings, and fortunately they are all of the one metal (brass) which means that this trouble will not again occur.

However, it will be necessary for the vessel to be beached at Port San Carlos, and in her present state she will require an escort on her outward voyage. Once there, the Engineer Officer of H.M.S. "Burghead Bay", whom I have consulted, estimates ~~two~~ days will be required to complete the work in which he is willing to assist. I would therefore be grateful if the necessary steps could be taken to request the Commanding Officer of H.M.S. "Burghead Bay" to escort "Philomel" to Port San Carlos on March 23rd approximately and give such assistance there as he considers necessary.

While we wait for the next spring tides, "Philomel" need not be idle - we have on hand a voyage to Berkeley Sound and she can also attend the lights in Port William. She cannot tackle any runs outside closed waters unfortunately, but if these lights are refitted, then her time will not be altogether wasted.

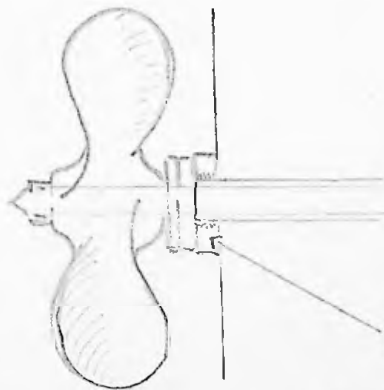


A. H. H. H.
H.M.

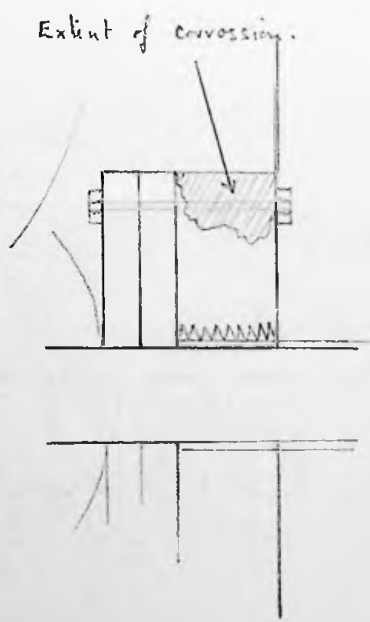
11.3.52.

Y.F. can may I approach Captain, Burghead Bay

Please do so - I have already mentioned this already. H.C. iii



Stem tube locking nut.



Made of steel at present, with the result that galvanic action between the propeller & this nut has completely eaten the nut away. This allows the seal ring between the nut & the propeller to work loose & let water into the stern tube.

A fundamental error in design
H.C.

14th March, 52.

Sir,

I am directed to state that the Government motor vessel "Philomel" is temporarily incapacitated owing to trouble with her stern tube fittings.

2. The Controller of Communications advises that all spares are available, but it will be necessary, in order to effect the repairs, to beach the vessel at Port San Carlos for about two days.

3. The Controller of Communications further states that in the "Philomel's" present state an escort will be required for the outward voyage and I am to enquire whether you would be kind enough to afford such escort.

4. The Controller of Communications would like to sail about 23rd March, but arrangements would be made to suit your convenience.

I am,

Sir,
Your obedient servant,

C. CAMPBELL

Colonial Secretary.

The Commanding Officer,
H.M.S. "Burghead Bay",
STANLEY.

WR.

Copy to Controller of Communications.

B.V.
18/3.



241

REPAIRS TO PHILOMEL.

From .. THE COMMANDING OFFICER, H.M.S. BURGHEAD BAY

Date .. 17th March, 1952

No: 23/80/8.

To .. THE COLONIAL SECRETARY, PORT STANLEY.

(Copy to :-

THE CONTROLLER OF COMMUNICATIONS)

228

With reference to your letter No. 0664/II dated 14th March, I shall be pleased to assist as necessary in providing escort and in effecting repairs.

2. I regret however that H.M.S. BURGHEAD BAY will not be ready to sail before 25th or 26th March and I suggest therefore that details of the movement should be arranged directly between the Controller of Communications and myself keeping you informed of the final arrangements.

J.A. Tevers.

CAPTAIN R.N.

MA
10/3

0664/11

230

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
				24. 3. 52.
<i>To</i>				
	CAMERON, PORT SAN CARLOS.		A/C FIDS.	

PLEASE KEEP WATCH ON FOUR POINT FIVE METRES FOR
 BURGHEAD BAY FROM NOON STANLEY TIME TOMORROW 25th TO
 ENABLE HER ADVISE ETA PARA TWO PLEASE REPORT ARRIVAL
 PHILOMEL.

GOVERNOR

F+PA

me.

Time

TELEGRAM.

251

From Harbour Master, Port San Carlos.

To The Colonial Secretary.

Despatched : 31st March, 19 52 Time : 0830

Received : 31st March, 19 52 Time : 1100

Trial_s show oil rings assembled by Navy wrongly consequently still in trouble. Returning Stanley when tides permit but further beaching necessary next moon.

AcP
Bu 3 days
214

232

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
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2.4.52.

To

HARBOURMASTER PHILIPPS (AT PORT SAN CARLOS)

HGA/G

231

YOUR TELEGRAM 31ST MARCH RECEIVED STOP WHEN DO YOU EXPECT TO RETURN STANLEY.

COLONIAL SECRETARY

B.V.
5/4
2/4

Reply 233

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
1	PHILOMEL	14	0930	3 / 14 / 52

To

Colonial Secretary Stanley

Hope to refloat Saturday stop St John chapter five verse 3

Harbourmaster

" waiting for the moving of the "wakes"
 3/4

S.S. / Enquire position? 2/4

Yes

B.V. 1/4/52

Time

SJS

1/4

Spoke S.S.

234

GOVERNMENT TELEGRAPH SERVICE

PAKLAND ISLANDS AND DEPENDENCIES

RECEIVED

Office

For note I sent on this an pl.



8/4

I.L.

"Philomel" failed to
 float this morning but
 they fixed some empty
 drums to her hull &
 hope that she will
 float on the 6 pm
 tide, pl.

8/4

8/4

Philomel now re-floated - E.T.A.
 Stanley Thursday night

8/4

8/4

8/4



236
The Harbour Master's Office,
Port Stanley,
Falkland Islands.

10th April, 1952.

Sir,

I have the honour to submit the following report on the refitting the M/V "Philomel" at Port San Carlos.

PART ONE.

The M/V "Philomel" sailed from Port Stanley at 0600 on March 24th, arriving at Port San Carlos at 1800 that evening after an uneventful passage. Hourly contact with H.M.S. "Burghead Bay" was maintained by R/T during the voyage in case an emergency arose, but this fortunately proved to be an unnecessary precaution.

With the morning tide of March 25th the vessel was successfully beached and work that day proceeded according to plan: by the time H.M.S. "Burghead Bay" arrived (1630) both the propellor and the rudder had been removed, and little further could be accomplished without the assistance of the warship's engineering staff.

On Wednesday, March 26th, H.M.S. "Burghead Bay" landed two E.R.As. and then proceeded to Port Howard. Shortly after she had sailed the first difficulty was encountered, and I was advised by the senior E.R.A. that nothing further could be done until the warship returned, as it would be necessary to turn out longer bolts in her workshop. It was just this type of eventuality that had prompted the original request for H.M.S. "Burghead Bay" to assist. A signal was despatched through Port Stanley informing her Commanding Officer of the situation, but it was not until 1300 on March 27th she was able to return, and in consequence two complete periods of low water were wasted.

By working through that night the E.R.A's were able to produce the necessary bolts in time for Friday's low water, and as H.M.S. "Burghead Bay" was sailing that evening every effort was made to reassemble the propellor fittings during the limited time available. Unfortunately, at a critical point in the assembly, it was found that the drawings of the stern gear had been left in H.M.S. "Burghead Bay" by one of the E.R.As, and as the tide was rapidly making, there was insufficient time to fetch these. The fittings were therefore replaced to a certain extent by guesswork - the senior E.R.A. being convinced that he could remember the correct sequence.

That evening the warship sailed for Port Stanley. The Philomel's crew completed the refit on Saturday, encountering a fair amount of difficulty in replacing the seven hundred weight rudder, but otherwise without mishap. Unfortunately it was discovered that the propellor oil rings had been incorrectly reassembled on the previous afternoon, but as the warships workshop was no longer available, the only course remaining was to run the vessel into Stanley as she stood and beach her again at the next moon tides - the risk of damage was not very great, excepting that a felt washer was almost bound to become badly worn.

Thereafter the attention of the crew was concentrated upon unbeaching the "Philomel", but this proved a hopeless task as the tides were fast approaching the neaps. The assistance of the A/K "Penelope" and the M/I "Silver Spray" was sought, and the Manager of Port San Carlos kindly loaned equipment, but all efforts proved in vain and it finally became obvious we should have to await the next spring tides before refloating.

The work actually accomplished during the refit was:-

- (1) The stern tube nut was replaced.
- (2) The rudder post was built up by welding.
- (3) The propellor shaft was renewed.

Left undone at the end of the refit was the re-welding of the rudder shoe bush to the shoe, while the propellor oil rings were wrongly reassembled during the renewal of the stern fittings, and will again have to be removed and replaced.

Vancouver.
The assistance of the warship was greatly appreciated and her crew did much to help us. The mishaps which occurred can be traced to the regrettable decision to send H.M.S. "Burghead Bay" to Port Howard, resulting in her assistance being denied to us at the most critical period of the refit. Had this decision been made known to me before I left Port Stanley, then I would have proposed that instead of using H.M.S. "Burghead Bay's" workshop, P.W.D. labour and equipment should have been sent with the "Philomel". This will now have to be done before the vessel can be put into operation.

When making requests for assistance of this type, I normally estimate as closely as possible what is required: you will recall that my original memorandum on this subject asked for the warship to remain for two days. I am still convinced that had it done so all would have been well. It is most discouraging to me personally to have to spend a fortnight in vain on the beach at a most uncomfortable angle through a decision to send the warship elsewhere, without even my being advised of this prior to my sailing.

PART TWO.

The investigation of the underwater fittings of the "Philomel" has brought to light a disconcerting state of affairs. The stern gear was in a very much worse condition than I anticipated and it is indeed remarkable that a disaster did not occur during the last few voyages of the vessel.

The defects develop owing to the use of two metals (brass and steel) in close proximity in the underwater fittings leading to galvanic action. The methods adopted in the Falkland Islands to remedy this consist merely of patching up, and no cure is effected. The "Philomel" may be likened to a man suffering from T.B.: every time an attack develops he is put to bed, but gets up again as soon as he looks better. The disease remains however, and will break out from time to time with increasing violence. This patching up may be continued, in my opinion, for another five years, after which the vessel will have to be written off or towed away for a very major refit. During this period it is possible that an undetected flaw may cause a break down with loss of the "Philomel" and some lives.

True.
Here it must be remembered that "Philomel" is not alone: The South Atlantic Sealing Company's vessels "Protector III" and "Golden Chance" have both had precisely similar difficulties, the "Chance" being very nearly lost on one occasion when her rudder dropped off, and the "Protector" is at the moment undergoing an expensive (£6000) refit in Montevideo to replace her stern gear. The reason why these defects are so serious in this Colony is the complete absence of docking or slipping facilities. Were these available, annual inspections and replacement of corroded parts would be simple.

X
Without laying any claims to being a marine constructional engineer, I personally believe that we could cure this defect for all time by refitting the "Philomel" with complete non-ferrous

underwater fittings. I have already received an estimate of the cost of these fittings, £750 f.o.b. in England, but with the very limited resources available in the Falkland Islands camp, where the work would have to be undertaken if carried out in the Colony, I would not guarantee its successful completion here. If it were decided to properly refit the vessel, I would suggest the possibility of sailing her to Thorneycroft's yard at Southampton or to the whaling station at South Georgia be considered.

But before any such drastic action is taken, it would be advisable to reach a firm future policy decision regarding the "Philomel". This is not quite so simple as it would seem at first sight. As stated above, the vessel may run for a further five years with periodical patch-ups: by refitting properly this would extend to twenty five years.

But shall we require her services to that extent? In my opinion the boom period is now past its peak, and the following figures are relevant. The S.S. "Fitzroy" normally completes twelve camp voyages per annum. That means she can carry 8500 tons of cargo from Stanley to the camp each year if required, or approximately 270 tons to each settlement annually. With the decline of the expansion and improvements schemes of the farms this figure is more than adequate, and in consequence the only work left for the "Philomel" is uneconomical sheep shifting, fencing charters etc.

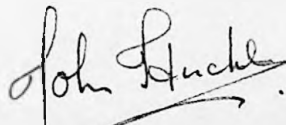
I would be most sorry to see the Government again give the F.I.C. a complete shipping monopoly in the islands carrying trade, but with operating costs so high I cannot advise that we shall in the future be able to make ends meet with the "Philomel". If she undergoes the expensive refit essential to make her absolutely A.I., then it is necessary that we should have a clearly defined policy for her future use. There are of course many amenity services for which she is suited: lighthouse, lights, mails, and cinema, all of which have to suffer while she is on cargo carrying. But are these considered worth the expenditure of £5000 per annum?

In conclusion, once the Government has decided upon future policy, and supposing it is decided that the "Philomel" should undergo a major refit in dockyard hands, then I think it may be fairly assumed that a method will be found of taking the vessel either to the United Kingdom or to South Georgia.

I have the honour to be,

Sir,

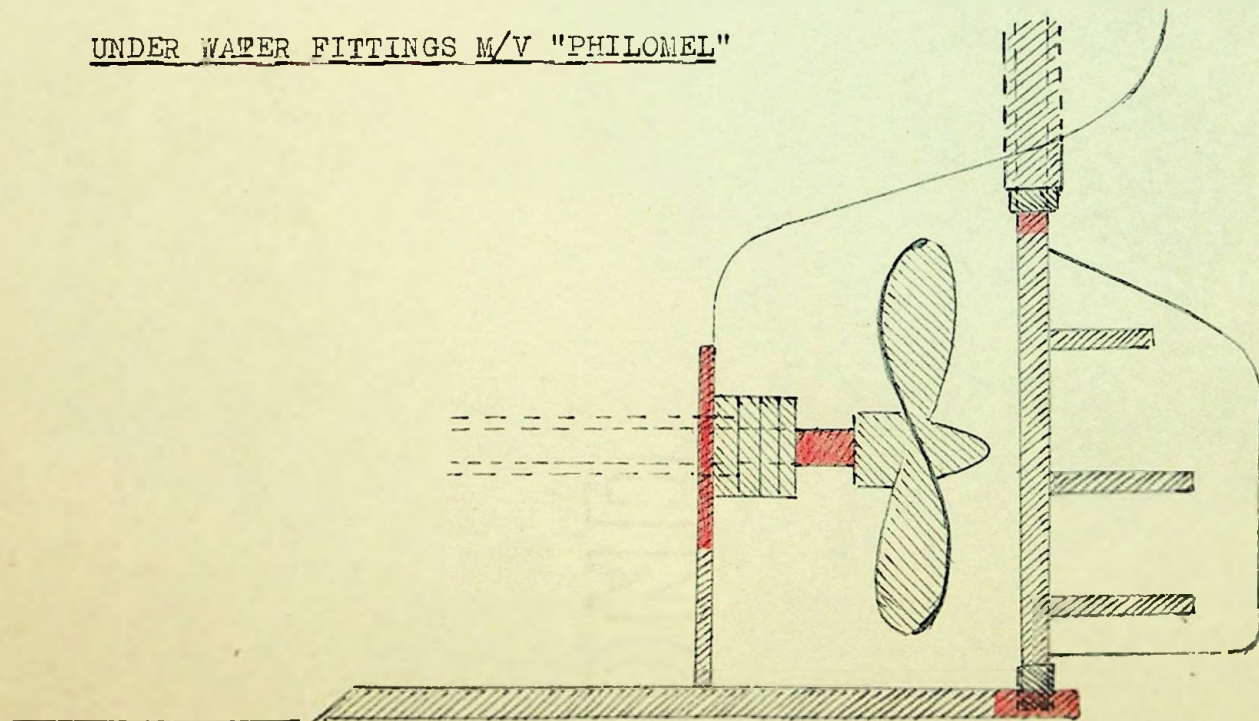
Your obedient servant,



Harbour Master.

APPENDIX 'A'.

UNDER WATER FITTINGS M/V "PHILOMEL"



BRASS.



STEEL.



AREAS DANGEROUSLY AFFECTED BY GALVANIC ACTION.

Y.E.

Attached is rather a disturbing report and I would like, if I may, to discuss the long range implications.

2) As regards the immediate repairs H/M reports that he would have to sail on 20/4 to ^{catch} ~~get~~ the next tides.

He should so arrange

3) He now seems to wish to dispense with the heavy and carry out repairs with Prod. assistance. This seems inadvisable:

Agree

a) Danger of mechanical breakdown en route - H/M says there is a very present danger if he has to go ashore.

b) A threat we would miss the opportunity of getting expert Naval opinion on the general state of the Platoon. This perhaps could be obtained from Buryhead Bay, but would take time.

Agree

4) I suggest we ask Captain Vezan Bay, if he could go out & assist in effecting the repairs.

5) I feel the tone of Part I of the report leaves much to be desired, as Y.E. arranged for ^{H.M.S.} B.B. to visit Port Howard. There is nothing ⁽²²⁷⁾ to indicate that the warship was required to stand by as a floating workshop.

So don't the operative claims on 227 is & end I left H/M to discuss with Capt. Jones in exactly what help was needed. Capt. J. complains to me that H/M had not "come up on" with this.

6) I have not yet approached Vezan Bay as I do not know if Y.E. wishes to proceed in her to S. Georgia.

16/4

Please discuss paragraph to consideration with Mr. He would not stand his neck out in this manner

ACS Bu. 10/5;

229

The Harbour Master's Office,
Port Stanley,
Falkland Islands.



1st May, 1952.

Sir,

With reference our recent conversations concerning the stern gear of the M/V "Philomel", I have the honour to acquaint you with the following advice received from the Engineer Officer and Commanding Officer of H.M.S. "Veryan Bay", and from the British Consul in Punta Arenas.

(a) The Engineer Officer recommended that the following defects should be attended to as soon as possible;-

- ✓ The oil glands replaced wrongly by the Engine Room staff of H.M.S. "Burghead Bay" should be refitted.
- ✓ The rudder shoe bush should be re-welded.
- ✓ The anti-corrosive zincs should be resited and new ones added.
- ✓ The stern plate should be further inspected and probably renewed.

(b) In view of the fact that it appears unlikely that all this work could be satisfactorily performed on the beaches of the Falkland Islands, the Commanding Officer recommended that the "Philomel" should proceed to Punta Arenas where adequate facilities exist. In view of the poor state of the stern gear at the present moment he considered that it would be advisable for the "Philomel" to be escorted by the frigate, but that his ship would not be available for this duty until a few days after her return from South Georgia.

(c) The British Consul advised me that he anticipated no difficulty in obtaining the necessary permits for the "Philomel" to enter and leave Punta Arenas, and that at the present rate of exchange, repairs would not be expensive.

From the above it would appear advisable for the Government to approach H.M.S. "Veryan Bay" with a view to her escorting the "Philomel" to Punta Arenas after her return from South Georgia.

This voyage need not become a loss to the "Philomel". I am informed by the British Consul that coal can be very cheaply obtained at Punta Arenas (£4 - £5 per ton). "Philomel" consumes approximately one ton of coal per month, and the price of this amounts to nearly £35 per ton by the time we receive it aboard. The vessel could bring back from Punta Arenas some twenty tons in her hold, which is more than a years supply and would cost us at the outside £100 compared with £700 if bought locally. In fact the saving thus secured might offset the price of the refit!

I have the honour to be,

Sir,

Your obedient servant,

(2)

Yes
4th I have gone into the matter & consider the above the best solution. We will get telegraphic advice from the Jones re price of repairs & permits.

Harbour Master.

Yes.
2) Even if the Philomel can't use the coal we have 60 tons on order from Fox Bay & Philomel brings it there will be a considerable saving.
2/5
BU. 10.52.
44

GOVERNMENT TELEGRAPH SERVICE

230

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

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

12.5.52.

To

BRITAIN

~~XXXXXXXX~~ PUNTA ARENAS

HOA/C

FOR JONES FROM CAMPBELL STOP VERY GRATEFUL EARLY ADVICE IF REPAIRS TO PHILMEL CAN BE CARRIED OUT AT PUNTA ARENAS TOWARDS END OF MONTH AND ESTIMATED COST AND TIME INVOLVED STOP CAN ^{SHE} ALSO ENTER AND LEAVE WITHOUT DIFFICULTY STOP GLAD ALSO TO LEARN IF SHE CAN BRING BACK RIVETTER AND EQUIPMENT PROVIDED I CAN MAKE ARRANGE RETURN PASSAGES ABOUT JULY.

COLONIAL SECRETARY

See
X in 229
1108 74.
1575

Reply at 235

60
22/5/52

Time

Subins admiral's report pt.

231

CS.
The conclusion in para 5 appears inescapable; how is it to be effected?

H.M.S. VERYAN BAY,
52° 40' S, 48° 02' W.
6th May, 1952.

A

Sir,

REPAIRS NECESSARY TO M.F.V. PHILOMEL.

I have the honour to submit the following report in connection with the defects in the vicinity of the propellor and rudder in M.F.V. PHILOMEL.

2. The following defects were reported by the Queen's Harbourmaster:-

- (a) Brass bush in rudder shoe loose due to corrosion of welding.
- (b) Considerable corrosion due to galvanic action in the vicinity of the propellor and rudder.
- (c) Gland ring on stern tube assembly to be reversed.

3. M.F.V. PHILOMEL was beached at Port San Carlos, but the rise and fall of the tide was insufficient to allow examination of item (a). Although the job has not yet been reviewed, it is considered that some alternative method should be arranged as welding is prone to galvanic action. Some form of locking bolt is a possible solution.

4. An inspection of zincs showed:-

- (i) They were wrongly attached, being fixed to the wood of the rudder instead of to the metal straps.
- (ii) They had been painted over and therefore would not perform their intended function.

Who was responsible for this? And this?

A certain amount of resiting of zincs is therefore necessary and it is considered that several more zincs should be fitted in places where corrosion is thought likely to develop.

5. The stern plate, into which screw the bolts supporting the after stern tube assembly could not be examined thoroughly without breaking its lead covering. This was not done owing to uncertainty of replacement. It was reported that this plate has corroded and become spongy as H.M.S. BURGHEAD BAY found when trying to drill and tap it.

It is considered that a thorough examination of this plate is necessary and while its function cannot be entirely appreciated without a more detailed examination on stripping down the stern gear or a scrutiny of drawings, which M.F.V. PHILOMEL does not carry, it would appear that the galvanic action could be avoided by the replacement of this steel plate with a brass one. If this idea is found impracticable, a zinc should be sited on this plate.

6. Leakage has occurred into the vessel from the tube through which the rudder post passes, but as this leakage has been stopped with concrete, it is not possible to see whether it is due to corrosion or to a faulty gland at the base of the tube.

/The latter solution ..

B

ACK Pse send to HQM for comment on HQ's marginal notes at para 2.

16/5

The latter solution is more likely. It will be necessary for the concrete to be removed so that a thorough examination may be made.

7. No examination has yet been made of the rudder shoe. Depending on its condition it may be found necessary to renew it, perhaps with a brass one.

8. In view of the nature of the repairs discussed it is considered that it is necessary to slip M.F.V. PHILOMEL in order to effect them satisfactorily.

9. Provided that M.F.V. PHILOMEL can be beached annually for a thorough examination of zincs and replacement as necessary, there is no reason why the remaining steel items of the hull, rudder and fittings should undergo corrosion. This will be further assured by an adequate coating of all such items, but not the zincs, by a protective paint.

I have the honour to be,

Sir,

Your obedient Servant,

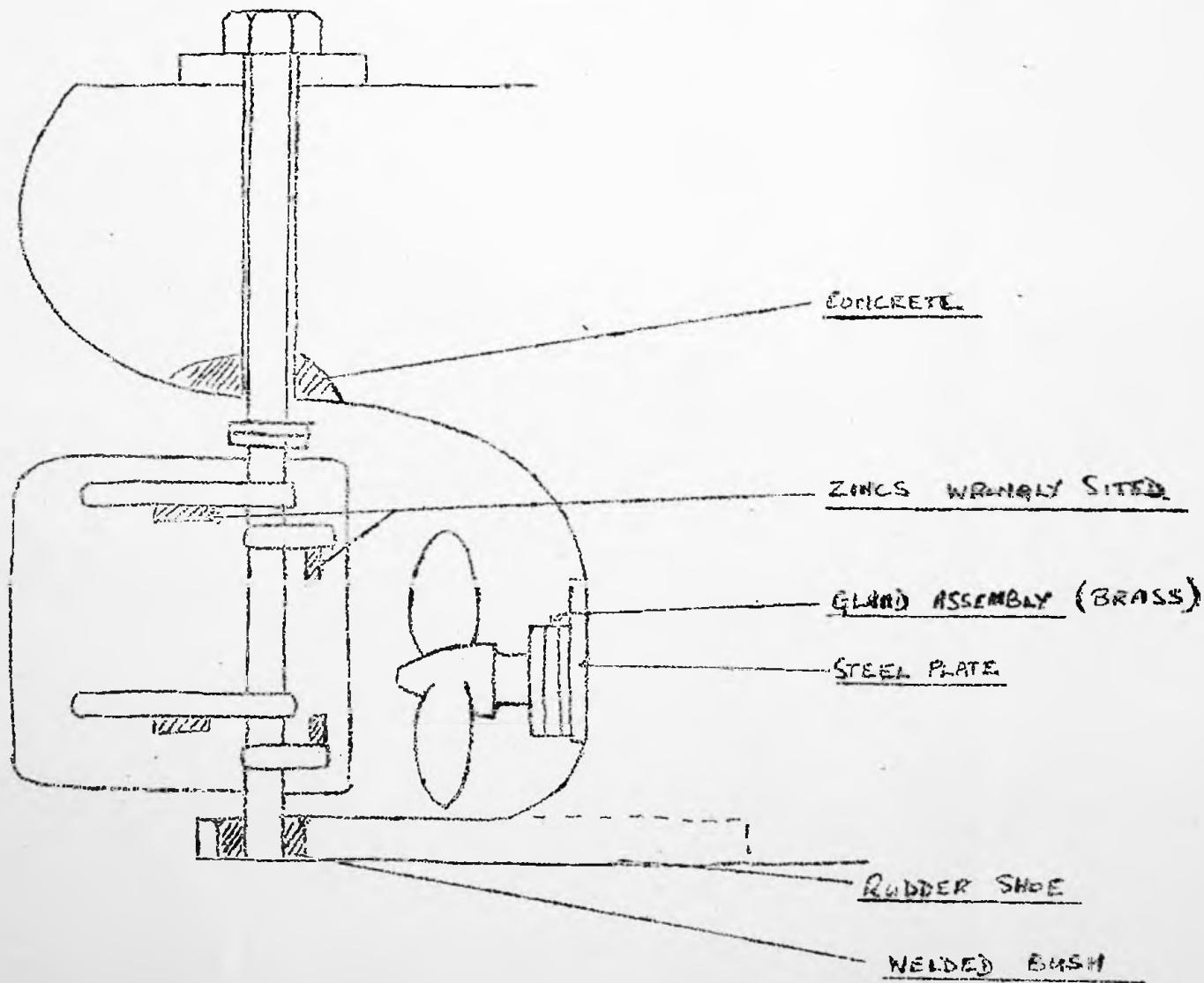
R. Horncastle

(R. HORNCASTLE),
COMMANDER IN COMMAND.

His Excellency the Governor and Commander-in-Chief,
The Falkland Islands.

233

DIAGRAMMATIC VIEW OF STERN OF M.E.V. PHILOMEL
SHOWING RUDDER & PROPELLOR & FITTINGS.



0664/II
H. C. S.

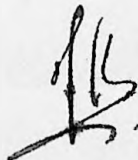
234

I saw Commander Horncastle this morning regarding the future of the "Philomel": we agreed basically on all points, and the conclusion reached was that the "Veryan Bay" should escort "Philomel" to Punta Arenas on approximately June 7th. Prior to that date the frigate's commitments are such that it is doubtful whether she would be able to stand by the "Philomel" during the refit - this is desirable to ensure that we have expert opinion in the shape of her Engineer Officer available.

Commander Horncastle was disturbed at the possible expenditure of "hard currency" involved and I wondered if we could assist him by meeting half of his harbour dues while in Punta Arenas from the Colony's funds - as far as the Empire's concerned of course it's immaterial who pays for it, but it might ease the Commander-in-Chief's feelings if the Colony offered to meet half.

Commander Horncastle wishes to investigate the possibility of slipping the "Philomel" in Port Stanley this afternoon. He is, I am sure, merely clearing his own conscience in this matter, and I am quite sure that we shall not succeed in this if it is attempted.

One last point arose: I feel that were Commander Horncastle to see the amended version of the naval section of the defence scheme, he would be better able to judge where the "quid pro quo" comes in so far as the Navy is concerned. At the moment he labours under the impression that we are taking naval aid for granted without endeavouring to offer anything in return.



H. M.

15.5.



Copy in 0014/E.

235

DECODE.

TELEGRAM.

From Britain, mission Punta Arenas,

To The Colonial Secretary

Despatched : 15th May, 19 52 Time : 1850

Received : 16th May, 19 52 Time : 1400

See
230

Repairs can be effected when required. Cost placing and refloating slipway including five days stay about one hundred pounds excluding materials work being carried out by crew which will be permitted. Plate can be turned in workshop but require further details and dimensions to furnish estimate.

2. Looking for rivetter to send you difficult to find what equipment does he require. Twenty tons coal per PHILOMEL about seventy shillings per ton fob.

BRITAIN

HS for see (235)

Very helpful. I will consult with Mr + Ed/A. -
reply accordingly. (P/S)

P/L.
98

KIV 231 + 234

236

OP

More helpful. Pl. Mark here and
send fullest possible information regarding
(a) material for Philmont (b) delta for revolution.
I have spoken to Capt. H. re delta.

2. The point in last para of 234 shd. be
punned

Mc. 17/6.

Discussed with
Charles Hornum etc.
19/6

237

No. _____

MEMORANDUM.

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



18th May, 19 52

To. The Hon. Colonial Secretary.

From. The Harbour Master.

Stanley, Falkland Islands.

SUBJECT:- PROJECTED VOYAGE TO PUNTA ARENAS.

235

With reference Mr Jones very encouraging telegram, I cannot give exact specifications for the stern plate until we have stripped down the "Philomel", but roughly speaking we shall require a plain brass plate 1½ feet by 1 foot and approximately 1½ inches thick.

I would also be grateful if you could enquire whether it would be possible for "Philomel" to bunker with 1500 gallons of diesel gas oil while in Punta Arenas. As we pay dollars in Montevideo for this, there would be no additional expenditure of hard currency, and we should save the freight and agents fees by topping up in Punta Arenas - to say nothing about the assistance this would be to our dwindling reserves here.

H.M.

18.5.

DECODE.

238

TELEGRAM.

From The Colonial Secretary.

To Britain, Punta Arenas.

Despatched : 20th May, 19 52 Time : 1555

Received : 19 .. Time :

Your telegram 15th May. Very Many thanks. PHILOMEL and escort now sailing for yours about 7th June. Approximate details of stern plate is plain brass 1½ feet by 1 foot by 1½ inches thick.

2. Can PHILOMEL bunker with 1500 gallons of deisel gas oil.

3. Rivetter required erect one Mild Steel Oil Fuel Tank, capacity 300 tons dimensi-on 30 ft.diameter by 18 ft. high. Tank to be hot rivetted type of rivet Panhead number of rivets 9,586, size of rivets diameter 5/8", 1/2", 3/8", length of rivets 2 inches down by sixteenths of an inch to 9/16". Mild Steel plate thicknesses 1/8", 1/4", 5/16", 3/8". Rivets are here but no repeat no rivetting gear available. All tools including pneumat-ic hammer, compressors etc., must be supplied by contractor.

COLONIAL SECRETARY

GTC
SS

PL CLOSE NON VOL

Bu. 28/5

235

Extracted
to
0014/11

239

Am.

B m 231, p.

126/5.

H.C.S.

- (1) New rudder zincs fitted by E/R personnel of H.M.S. "Bughead Bigbury Bay" early 1950.
- (ii) Painted over by "Philamel's" crew when at Port San Carlos with H.M.S. "Bughead Bay". E/R staff of that ship inspected zincs on the rudder & did not comment upon this.

H.C.S.

Grateful if you could confirm that is now agreed that "Philamel" will be sailing to Punta Arenas about June 7th.

CS

We saw Mr. Paulini (Mechanic P.W.D.) with the Harbourmaster on Friday evening - this upon the suggestion of Mr. A.L. Hardy whose concern in the matter is not altogether apparent to me; his contention, in discussion with me, was that Philomet could have been put right by the late S/PH - Mr. Hammah - but I don't know how the latter would have managed to get her up on to the F.I.C. slipway which successive 'experts' have stated to be impossible.

2. The only relevant fact which emerged from the discussions with Mr. Paulini was that the propeller might drop off en route and he recommended that it should be examined before the ship sails. As it would be quite useless (and extremely costly) to have the ship at Punta without a propeller I accepted Mr. Paulini's recommendations and she should

examined accordingly. (Capt Johnson, Lt (E) Wilson & Mr Ward).

3. I understand from you that whether or not the propeller is considered to be safe Mr. Sallis will decline to go in the ship on the grounds that Mr. Muckle is himself taking command for this trip; while I do not esteem his attitude very highly I must accept it. I assume that subject to an assurance about the propeller, the rest of the crew will proceed.

M.C. 9/vi

P/A.
 9/26/52

CLOSED
 SEE

VOL III

Q8/1