

C.S.O.

(Formerly)

SUBJECT:

M.V. "PHILOMEL"

NOT TO LEAVE THE OFFICE WITHOUT H.C.S.'S
AUTHORITY

Commencing with 242

CONNECTED FILES.

NUMBER AND YEAR.

0664 (Conf).

m.v. PHILOMEL (Kept in A.C.S.'s Safe).

See 0664 & subfiles.

0 6 6 4 / III

SHI/VES/10 # 3

0664/II

0

6

6

4

/

III

DECODE.TELEGRAM.

242

From The Colonial Secretary.*To* H.B.M. Consul, Punta Arenas, Chile.*Despatched :* 2nd June, 19 52 *Time :* 1100*Received :* 19 .. *Time :*

4 0014/II

Your telegram 29th May. Very many thanks. PHILONEL and warship sailing your 8th or 9th June. We can provide rivetter's assistants but he should bring all hand tools and forge. As PHILONEL is Government property and naval examination vessel designate grateful if harbour dues for her and warship can be waived.

COLONIAL SECRETARY

Reply at 244

243
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				7.6.52
To				
	<u>URGENT.</u>			
	BRITAIN PUFFIN ARENAS.			HON/C

PHILOMEL AND ESCORT PROBABLY NOT SAILING BEFORE TUESDAY
WILL KEEP YOU INFORMED.

COLONIAL SECRETARY

Time

DECODE.

244

TELEGRAM.

From Britain, Punta Arenas.

To The Colonial Secretary.

Despatched : 4th June, 19 52 Time : 1800

Received : 7th June, 19 52 Time : 0845

Copy in 0497/III - Have arranged harbour dues waived. Owners slipway state advisable bring plan PHILOMEL. Clerk in view who can proceed in frigate or PHILOMEL. (Following message is for VERYAN BAY.

Telegraph exact day arrival as this is necessary to know if possible berth alongside. Necessary fire national salute. Transmitting frequencies cash and stores being ~~xxxxxxxxxx~~ arranged. Endeavouring secure prompt air passage London via Buenos Aires for Lieutenant. Please telegraph full name number place and date issue passport as Argentine authorities require this information.)

BRITAIN.

(to) passed to W/T Station for onward transmission.

GTC
SS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

245

SENT

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

To	H/M Captain Vengon Bay,			TCR 1145
----	-------------------------	--	--	----------

Unless John Biscoe available I propose shift berth eastern of Fenwick this afternoon & pass a bawser to Photomel to help haul her off at high tide at 1950.

2) Please indicate earliest time she will be ready to sail preferably by moonlight. If this is successful & weather still set early.

Time

New Engineers can't start engine.

Does house at 1700 hours p.m.

Worked like one days trial with
new engineers before sail

2

After patient
his house 1700 O
if engines going well
satisfactorily he would
like days trial
with new engineers
and sail tomorrow
evening.

JBS

~~Mr.~~ Aowe for you from him. - delivered
verbally by Mr. Sallis, p.m.

11/6.

Bl Sec

12

GOVERNMENT TELEGRAPH SERVICE.

247

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
2	VERYAN BAY etat	22	1245	15/6/52

To
GOVERNOR STANLEY INFORMATION SHIPPING MASTER FROM PHILOMEL.

ARRIVING PUNTA ARENAS 1900^Z STOP ALL WELL ABOARD STOP MASTER
INFORMING NEXT OF KIN ENDS.

PA
19.6.

Time

SJS

248
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				24.6.52
To	CAPTAIN H.M. S. VERNAN BAY PUNTA ARENAS.			HOA/C

FOLLOWING FOR HUCKLE BEGINS GRATEFUL PROGRESS REPORT.

COLONIAL SECRETARY

Time

SS

Reply at 249 The report is in 25th

DECODE.

249

TELEGRAM.

From Mr. Huckle, m.v. PHILOMEL.

To The Colonial Secretary

Despatched : 25th June, 19 52 *Time :* 1235

Received : 26th June, 19 52 *Time :* 0845

Completed. Homeward bound. ETA 0900 28 R 28 June.

HUCKLE.

Amended at 253

P/L.
SS

Write
across

1	Warship Kenya Bay 63	0030 ²	26/55/52
	at Colonial Secretary		60
	Mr Budes has remained in Panta		65
	arenas to inspect New hall completing		70
	at Natalas at western end of Straits		75
	stop. Queens Harbour Master provisional		80
	ly, undertook to return in philomel		85
	in about fourteen days when		90
	craft should be ready for tow		95
	stop please confirm before		100
	i sail at 2300Z tomorrow		105
	Thursday whether philomel		110
	can be spared for this		115
			120
	Captain		125
	Kenya Bay		130
			135
			140
			145
			150

(FOURTEEN)

HH sent up by dunt
NFA 26/6. Phoned

0030² 26

Write
across

3. at 68	0040 ²	27/6/35	55
Colonial Secretary			60
Philomel wishes to communi-			65
cate with Stanley on broadcast			70
transmitter at 1000 local			75
time find a stop consider			80
you should speak personal-			85
ly in order to clear the			90
position of Philomel's return			95
to Punta Arenas stop			100
and listen on the			105
same frequency stop on			110
departure delayed 24 hours			115
now request you decide			120
whether bundles should			125
embark in Verman Bay			130
or remain in Punta			135
Arenas			140
Captain Verman Bay			145
			150

Spoke: H.E. who will take in ailing 27/6

Reply at 252

257

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
				27.6.52

To

CAPTAIN H.M.S. VERNAN BAY PUNTA ARENAS.

HOA/C

257

YOUR TELEGRAM 27TH JUNE STOP UNABLE CONTACT PHILONEL BY BROADCAST
TRANSMITTER STOP GRATEFUL YOU ADVISE HUCKLE THAT PHILONEL MAY NOT
REPEAT NOT RETURN TO PUNTA ARENAS STOPGLAD THEREFORE IF YOU WOULD
EMBARK BUNDLES STOP AM NOT CLEAR PHILONEL'S PRESENT WHEREABOUTS BUT
ASSUME YOU ARE ESCORTING HER FROM MAINLAND STOP CAN HUCKLE ADVISE
FOR INFORMATION CUSTOMS WHICH STAGNEY JETTY HE WILL USE AND IF HE
IS CALLING AT AJAX AND OR FOX BAY.

OFFICER ADMINISTERING THE GOVERNMENT

Time

1320c (For use with S. 1320b).

NAVAL MESSAGE

(Revised

October, 1935)

Write
across

1	ETD	12	0030 ²	27/6/52	55
	Philomel		Via GGSF =		60
	Colonial	Secretary	by =		65
			✓		70
	Delayed	24 hours	by fog		75
	amend	etc	accordingly		80
acs			Huckle	✓	85
					90

P.C.S.
P.L have the following announcement made
over broadcasting system.

The Philomel is not now expected
to arrive until Sunday next. 29th June.

Above broadcast as a Public Notice, phoned
to Studio 27/6/52 at 0945.

R.G.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
2	VERYAN BAY	44	0100	28/6/52

To
COLONIAL SECRETARY STANLEY.

CAPTAIN ASHORE BUNDES IS REMAINING IN PUNTA ARENAS STOP
PHILOMEL SAILED PUNTA ARENAS 0730q 25th JUNE HUCKLE WILL EXPLAIN
SITUATION STOP CAN WE CONTACT YOU AT 2245 TONIGHT PRIOR TO VERYAN BAY
SAILING PUNTA ARENAS UNABLE TO CONTACT PHILOMEL

OFFICER OF THE WATCH.


Time

SJS.

GOVERNMENT TELEGRAPH SERVICE. 256

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
4	VERYAN BAY	21	1230	28/6/52
To				
COLONIAL SECRETARY STANLEY.				

BUNDES HAS NOW DECIDED TO RETURN TO PORT STANLEY AND IS
EMBARKING IN VERYAN BAY

CAPTAIN.

Time

SJS.

28/6

28/6

DECODE.

257

TELEGRAM.

From The Officer Administering the Government.

To The Consul, Punta Arenas.

Despatched : 30th June, 1952 *Time :* 1530

Received : 19.. *Time :*

Very many thanks for all your assistance rendered
to PHILOMEL and warship.

OFFICER ADMINISTERING THE GOVT.

26
11

2nd July,

52.

Sir,

As your Engineer Officer and his staff have recently had a lot to do with the running and overhaul of the "Philomel's" engines, I am directed to state that it would be much appreciated if, for record purposes, a report could be furnished based on their experience and findings.

I am,

Sir,

Your obedient servant,

(Sgd) J.E. Briscoe.

ACTING COLONIAL SECRETARY.

The Captain,
H.M.S. "Vernan Bay",
STANLEY.

Report at 268

2nd July,

52.

Sir,

I am directed by His Excellency the Officer Administering the Government to express his thanks for all the help and advice you have given in connection with the "Philomel's" recent voyage to Punta Arenas.

I am,

Sir,

Your Obedient servant,

(Sgd) J.E. Briscoe.

ACTING COLONIAL SECRETARY.

The Captain,
H.M.S. "Veryan Bay",
STANLEY.

HTL

30th June, 1952.

Sir,

I have the honour to submit the following report of proceedings of the recent voyage of the M/V "Philomel" to Punta Arenas.

The M/V "Philomel" sailed from Port Stanley at 2200, June 12th, escorted by H.M.S. "Veryan Bay". The monotony of a completely uneventful voyage in perfect weather conditions was relieved by occasional gunnery exercises with the frigate, "Philomel" acting as target vessel. "Philomel" secured alongside H.M.S. "Veryan Bay" in Punta Arenas at 1645, June 15th.

"Philomel" was slipped on the morning tide of June 17th, and work immediately commenced upon the stern gear. Owing to the language difficulty and the fact that a new and totally inexperienced crew was employed in "Philomel", all work was left in the hands of the shipyard staff, periodical inspections being made by the Engineer Officer of H.M.S. "Veryan Bay" to ensure that all was proceeding according to specifications. Progress was most satisfactory, and I feel that the standard of workmanship and the speed at which the repair were effected did great credit to the Chilean shipyard staff.

The following repairs were made: the stern plate was removed and replaced by one made of cast brass. The old one will be despatched to the Royal Naval Research laboratories at Greenwich at the request of the Engineer Officer of H.M.S. "Veryan Bay". The propellor oil seal rings were replaced correctly, and it is satisfactory to note that loss of oil during the return voyage was negligible compared with the outward passage. Anti-corrosion zinc plates were fixed on the rudder, rudder post and the rudder shoe in accordance with the specifications of the frigate's engineer. A new rudder shoe bush was turned and fitted in the slipway workshops, and a spare one made and put aboard "Philomel" for possible future use.

A thorough examination of the hull showed that the frequent beachings of "Philomel" has damaged the copper sheathing on the keel, and this will have to be refitted at a later slipping: otherwise the hull appeared to be in excellent condition.

While on the slipway, "Philomel's" crew, assisted by the Chief Engine Room Artificer of the frigate, carried out necessary repairs and adjustments to the engines. Appendix 'A' contains the report of the Engineer Officer of the "Veryan Bay" upon the refit, and I would be grateful if, in the Government's official letter of thanks to the warship, special mention could be made of the excellent services rendered by her Engine Room staff.

All work was completed by June 23rd, and the "Philomel" was unslipped that day, returning to her berth alongside the man-of-war. Appendix 'B' contains details of the methods of slipping and unslipping used in Punta Arenas.

The next day, June 24th, was spent loading twenty tons of coal and twelve tons of Diesel Gas Oil in "Philomel" for the vessels' future use, after which she was in all respects ready to commence her homeward passage.

Nothing untoward occurred during the return voyage: fog in the Straits of Magellan necessitated a delay of twenty-four hours at Elizabeth Island. A gale during June 26th carried away the mizzen sail and smashed the mizzen boom in three places. Beauchene Island, "Philomel's" destined landfall (see Appendix 'C') was sighted at 1430, June 28th, and was investigated before course was set for Port Stanley.

Appendix
C. filed
in 0958/c

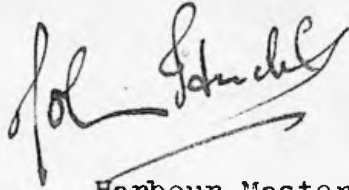
Port Stanley was reached at 0900, June 29th, "Philomel" berthing alongside the Government jetty.

Appendix 'D' gives very briefly an outline of the economics of this venture.

I have the honour to be,

Sir,

Your obedient servant,

A handwritten signature in dark ink, appearing to read "J. L. Schuchel", with a long horizontal flourish extending to the right.

Harbour Master.

262

APPENDIX 'D'.

Economically this voyage proved much more successful than was at first hoped, despite the fact that the repairs were more expensive than Mr Jone's original estimate. Firm figures are not yet available from the consulate in Punta Arenas, but estimate expenditure was as follows:-

Cost of repairs	£375
Cost of oil purchased	210
Cost of coal purchased	37
Crew's wages	30
Oil consumed on passage	80
Sundry charges	20
Total expenditure	£752

Against this figure must be placed the saving made by "Philomel" in obtaining and carrying for herself these supplies of oil and coal. A conservative estimate of this saving at current prices in Port Stanley is: -

Saving on coal	£600
Saving on oil	75
Total saving	£675

It would therefore appear that the actual cost to the Government has been something under £100, and it is to be hoped that this sum will be offset by the confidence in the vessel resulting from her undertaking this voyage and returning in first class running order.

263

A

Y. H.

You will wish to see attached which
makes interesting reading.

Appendix A & B. are not yet completed by H.M.

Appendix D. is rough and ready but is
sufficient to show that the project
was an economic one.

b

JH
2/7

Read with interest.

I would like to hear

C/Constable to see Appendix C &
we will have a conference on the
subject sometime next week.

c

JH
2/7

WCS. above.

Pl let W.D. & C.C. have app. C
to read & return p.p.

JH
2/7

Appendix C circulated, accy.

PO on file p.p.
JH
3/7

JH
2/7

C.S.

264

● In view of the mess
in which ex-engineer Jones
left the Philomel's engines,
I think it wd be a
good idea if we
had a periodical
(quarterly?) check on
them by S.P.H. or
some other expert.

Please ask S.P.H. for
his views.

P
117

P.V. on file

P.S./1

S/P.H.

P. 264.

May I please have your observation


9/7

H.S.

I suggest comprehensive logs to
life of main engine and auxiliary, I
can inspect quarterly and report to 14/11.



10-11-52.

G.H.

Above was 15 minutes at 264

H.M. to be instructed accordingly?

C.S.


11/7

yes. After S/P.H. to can expand to H.M. on
the type of record, required


12/7

11 th July, 1952

386
0030/111

Dear Mr. Jones,

Many thanks for your letter of the 13th of June, 1952, and for all your help and assistance over the "Philomel".

The trip over was, by all accounts, a great success and we are very satisfied with the work on the "Philomel" and the moderate charges made.

Gutteridge did not clinch the deal with the riveter as there were too many difficulties and uncertainties - not the least being the question of getting him and his benchmen back to Punta Arenas.

I am going into the question of petroleum and coal and will be writing to you further on these subjects.

One of our principal needs is diesel gas oil for the Power Station and sundry motor vessels. I am not quite clear whether this is the same as the 'diesel oil' you mention - Gutteridge seemed to think that gas oil was colloquially termed diesel oil in Punta Arenas!

Again the snag here may be transport to the Falkland Islands and an inability to provide a return payload, unless, of course, you will be running tankers.

I hope that you had a pleasant and successful trip to England.

Yours sincerely,

(Sgd) Colin Campbell.

T.P. Jones, Esq.,
Casilla, 21, B,
Punta Arenas,
Chile.

14th July,

52.

From: Colonial Secretary,

To: The Harbour Master,

STANLEY.

M.V. "Philomel"

Will you please arrange for logs in respect of the main and auxiliary engines of the above vessel to be kept and to be available to the Power House Superintendent for inspection. The Power House Superintendent is being requested to furnish you with the form in which the log should be kept.

(Sgd) J.E. Briscoe.

ACTING COLONIAL SECRETARY.

Superintendent, Power House,

Above for information, will you please furnish the Harbour Master with a specimen log sheet.

(Sgd) J.E. Briscoe.

ACTING COLONIAL SECRETARY.

1668
C on 263 has Appendix been
returned to you
and for it
167

It not done

How

You called for this file 167 Returned

268

H.M.S. VERYAN BAY
at Sea,
America and West Indies Station
8th July 1952

No 103/9/A.
The Colonial Secretary,
Falkland Islands.

EXPERIENCE AND FINDINGS IN CONNECTION WITH
THE RUNNING AND OVERHAUL OF M.V. PHILOMEL.

Reference : H.M.S. VERYAN BAY'S Letter
No 7/AA/61 dated 6th May 1952.

With reference to your letter no. 0664/III the following
report is forwarded.

2. Condition of machinery and repairs carried out.

MAIN ENGINES.

Several attachments to the main Lister Blackstone engine were either not working or not fitted. These were :-

Dynamo : A small dynamo is normally fitted at the after end of the main engine for battery charging purposes. This dynamo has either been removed or has never been fitted.

Air Compressor :- A small compressor is fitted at the after end of the main engines, in order that the air starting bottles may be charged without using the auxiliary engines. This compressor is out of action and there was insufficient time to examine and prepare it.

Reversing Gear Hydraulic Control Mechanism : This control mechanism was completely out of action, which meant that while one man worked the throttle, another man or sometimes two were required to operate the ahead and or astern mechanism.

It was necessary in this case to transfer a lubricating oil pump from the starboard forward end of the main engine to the port forward end for use as a hydraulic pump for the control mechanism. The former pump was replaced by a spare found amongst the spare gear.

This work involved a considerable amount of stripping at the forward end of the main engine and took four or five days to complete. H.M.S. VERYAN BAY's C.E.R.A. did the job with the aid of "PHILOMEL"'s staff.

Port Circulating Water Pump: This pump was found with its driving spindle fractured. A new spindle was fitted.

The crankshaft extension for driving the winch is sheared off close to the forward engine bearing. No new starting marks have been made on the sheared crankshaft.

/ AUXILIARY ENGINE.

AUXILIARY ENGINE

This engine had to be top overhauled before it would start. Two new exhaust valves were fitted. The governor gear was found to be sticky.

GENERATOR

The generator was examined and found to be very dirty. The commutator was cleaned and all dust blown out of the machine. The voltage regulator was not working satisfactorily due to a bad contact being made on some of the stud ~~contacts~~. This was remedied as far as possible, but the fitting of a new regulator is recommended.

BILGES

The bilges were very dirty. It is essential to keep them clean due to fire risk.

3.

Repairs to propellor, rudder and fittings.

Repairs on the whole were carried out satisfactorily with the following exceptions.

(a)

ZINCS

The zincs were not secured completely satisfactorily. More attention should have been paid to ensuring a good electrical contact between the zincs and the steel. It is recommended that this be done when the vessel is next beached.

(b)

RUDDER

It was recommended that the rudder shoe should be removed and thoroughly cleaned and coated with a protective paint before "unslipping". This was not done.

A quite considerable amount of corrosion has occurred on the rudder spindle just above the upper rudder coupling. It is hoped that the zincs fitted will prevent this, but the spindle is quite badly necked and should be kept under observation.

The cast iron stern plate referred to in the above report, was in fact, badly corroded and has been replaced by a brass plate.

4. Very little trouble was experienced with the main engine on either journey.

5. The temporary engine room personnel of M.V. PHILOMEL are to be commended for the manner in which they applied themselves to the running of the vessel and to the repairs.

6.

Recommendations for the future.

(a)

It is considered that there should be some form of supervision over the maintenance of "PHILOMEL"'s machinery. Apparently no records have been kept, and no drawings, apart from two old handbooks, were available. A record of all repairs, periodical inspections and overhauls should be kept, and a new set of drawings obtained from the makers.

(b)

The vessel should be beached at least once a year, or, if a yearly trip to Punta Arenas is foreseen and the expense allowable, slipped.

The propellor, rudder and fittings should be carefully examined (Particularly all steel parts) for corrosion and should be given a thorough cleaning and coating with protective paint, getting inside the rudder, as far as possible (Para. 3b)

shoe

/Zincs should be

(III)

Zincs should be examined to see that they are fulfilling their correct function. They should be cleaned off but not painted, and further tapped and screwed in to the steel of the fudder etc. as recommended in para. 3a. At least two screws should be fitted to each zinc.

(c) With regard to the general running of the machinery it is recommended that the auxiliary engine should be run up once a day and the main engine turned each day and run up at least once each week.

R. Horncastle

(R. HORNCASTLE)
Commander in Command.

H.M. / to see for p. 268.

[Signature]
28/7

H.C.S.

See Thank you

Also Captain & Engineer have seen.

John P. Collins

20/11/52.

RU on file
✓ *[Signature]*
24/7

[Signature]

0664

22nd August, 1952.

The Ag. Controller of
Communications,
Stanley.

To: The Hon. Col. Sec.,
Stanley.

271

Re: "Philomel".

She is an unregistered ship.

Relief Officers and Officers in charge of smaller ports should not make any entry in the register which is not fully covered by instructions and in case of doubt should submit to the Registrar at the head port a draft on Form 20.

The Principle Act of 1894 (U.K.) declares that every British ship shall, unless exempted, be registered. Exemptions are specified in section 3 of the Act which I have not got to consult so I don't know of any grounds for "Philomel" being exempt..

An unregistered ship may in strictness be detained until the Master if required produces the certificate of registry.

As a rule ships are not allowed to carry goods from one port to another without Customs clearance or Transire and such is never granted for unregistered ships unless exempted under Section 3: also an unregistered ship that should be registered might not be limited in liability if it were to occasion loss of life, injury or damage.

There is a special Order in Council made at the Court of Buckingham Palace 25th June, 1925 as to how F.I. Government ships may be registered, Under this, application for registry should be made in writing under Your hand or other Governor's nominated Officer, with listed particulars.

This Order in Council relaxes part of the Merchant Shipping Act 1894 relating to the requirement of Officers to hold certificates of competency and the production of same.

I would point out that in going to Sandy Point to tow over the hull etc. she will require clearance there and cannot be treated by the Authorities there as a Naval Auxillary again unless accompanied by one of H.M. ships.

I would therefore be pleased for instructions and the particulars if it is considered she should be registered and Certificate to prove her British ownership issued to her before sailing: and note that Governor's or Persons Administering the Government of a British Possession are entrusted with the powers which in U.K. are vested in or exercised by the Commissioners of Customs & Excise with regard to the performance of any duty relating to the registry of a ship.

John P. Blair
Ag. Controller of Communications.

Ass.

In favor of your every observations, pl.

J.P.B.
23/8/52.

Hon. Col. Sec.,

The "Philomel" is not exempt from registry under Sec 3 of the Merchant Shipping Act 1894.

The procedure for the registration of B. G. Government vessels is laid down in the Imperial O. i. C. of 26th June, 1925. (p. 128 of the 1925 Gazette).

J.P.B.
Registrar
3. VIII. 52.

over.

272

3. If a ship required to be registered is not registered she is not recognized as a British ship.

H.B.
Register
23. viii. 54.

A.C.S.

I cannot understand this -

Philomel was obtained in U.K. she is not exempt from registration - then presumably she must have been registered there?

John - try and trace 26/8

any ref. to "Philomel's" UK registration

ACS

cannot find any record of registration in UK of Philomel

Since traced 27.8.

27/8/52

NOR

Philomel is not registered in UK -
fl. See 114, 115 & 152 flagged below.

27.8.

C.S. The tonnage has apparently never been registered
 & we have not been concerned in the past as
 the insurance was not affected - see (186) 0664/11

2) I query the necessity of ~~there~~ registering her
 under the 1894 Act.

3) Sec 74 of the Act provides the necessary exemption.

Sec 80 of the 1906 Act shows how Govt ships may
 be registered & our G.N. 64/25 sets out the method -
 but there is no compulsion.

4) I discussed with Mr Creece possible snap of
 an unregistered vessel in Punta and he seemed
 to think that the only person interested was the
 Consul as his ship's articles are deposited with
 him.

I have however draft telegram at cover to
 issue, subject to any comments by you. R. or
 or R.S.C.

4/9

P.S. Law books belong to R.S.C.

H.M. No. J.P.O. 5/15/52 P.S. Have made previously at
 R.S.C. No comments J.P.O. 5.11.52.
 Above. any comment?

[Signature]
 4/9.

DECODE.

TELEGRAM.

From The Colonial Secretary

To Consul, Panto Arenas.

Despatched : 5th September, 19 52 *Time :* 1555

Received : 19 .. *Time :*

52-0664/E

My telegram 9th July. Glad to know if any complications likely arise yours because PHILOMEL though Government vessel is not registered under Merchant Shipping Act, 1894.

COLONIAL SECRETARY

Reply at 215

DECODE.TELEGRAM.

275

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

To The Colonial Secretary

Despatched: 8th September, 1952 Time: 1700

Received: 9th September, 1952 Time: 1150

274

Your telegram 6th September. No complications likely to arise. Information as to kind and quantity cargo to be loaded by PHILOMEL and or hull if any required well in advance for export licence. As hull will be towed only permitted to load up to a maximum of 20 tons of cargo.

BRITAIN.

GTC
SS

Y.A.
To see - refer to.
Non Registration of Philomel.

See 279
9/9
275

276.

A.M.

To see 275.

Will you pl say what cargo you require.

Oil ?

Coal ?

Our A.M.S. also wishes some fencing timber brought over.

J.P.B.
12/9

H.C.S.

The Captain requires to bunker in Sandy Point.
say 2,000 Galls. Gas oil.

We propose to send 50 empty drums to be filled
that is another 2,000 Gallons.

This together with some wood would make up load.
As cannot have any deck cargo owing to towing.

John P. Oliver 16/IX/62.

P.S. 4,000 Galls = $14,183\frac{3}{4}$ litres approx. A.H.M.

via P.N.D.

Some time ago you sent a list over
re loading some fencing timber (I think it was)
re Philomet from Punta - it appears to
have got in some other file - can you please
to save time state again what it was
you wanted.

H.C.S.

yes. as follows

Re. 100/ 7ft Cypress posts

" 50/ 7ft x 5" x 5" Sandy Point Pine posts.

A.H. 22/9.

H.M.

Above - can this quantity of wood be
carried as well as your oil?

H.C.S.

yes.

John P. Blair

A.H.M.

23/IX/52.

No. 1

MEMORANDUM.

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

27th. September, 19 52.

To/ The Honourable,

The Act. Col. Sec.,

Stanley.

From/ Supt. Power Station.

Stanley, Falkland Islands.

SUBJECT :-

I have the honour to submit following specification of fuel suitable for m.v. Philomel as requested.

X Marine Diesel Fuel.

Gross Calorific value, Min. 18750. B.T.U. per lb.

Hard asphalt content, not to exceed 2%.

Ash content not to exceed 0.03%.

Viscosity Redwood at 100 deg. F. Not to exceed 60 seconds.

Water content not to exceed 0.5%.

Pour Point. 30deg. F. X



Supt, Power Station.

Copy in 0664/E

GOVERNMENT TELEGRAPH SERVICE

279

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				29.9.52

To

BRITAIN PUNTA ARENAS.

HOA/C

275
41

YOUR TELEGRAM 8TH SEPTEMBER STOP PHILOMEL WILL WISH TO BUNKER REQUIREMENT ABOUT 2000 GALLONS OIL STOP NEWPARA 2 SHE WILL ALSO BRING FIFTY EMPTY DRUMS FOR REFILLING REQUIREMENTX APPROXIMATELY TWO THOUSAND TWO HUNDRED GALLONS STOP NEWPARA 3 SPECIFICATION OF OIL REQUIRED IS MARINE DIESEL FUEL STOP GROSS CALORIFIC VALUE MIN 18750 STOP BTU PER LB STOP HARD ASPHALT CONTENT NOT TO EXCEED TWO PERCENT STOP ASH CONTENT NOT TO EXCEED 0.30 PERCENT STOP VISCOSITY REDWOOD AT ONEHUNDRED DEGREES F NOT TO EXCEED SIXTY SECONDS STOP WATER CONTENT NOT TO EXCEED 0.5 PERCENT STOP FOUR PINT STOP THIRTY DEGREES F STOP NEWPARA 4 THE FOLLOWING TIMBER ALSO REQUIRED ONEHUNDRED SEVEN FOOT CYPRESS POSTS AND FIFTY NUMBER SEVEN FOOT BY FIVE INCH BY FIVE INCH SANDY POINT PINE POSTS STOP NEWPARA 5 OWNER OF HULL TO BE TOWED HAS BEEN ADVISED AND WILL MAKE HIS OWN ARRANGEMENTS REGARDING CARGO TO BE CARRIED IN HULL STOP NEWPARA 6 PHILOMEL HOPES TO MAKE TRIP MID OCTOBER BUT FIRM ARRANGEMENTS AWAITS ENGINE SPARES TO BE RECEIVED NEXT TRIP OF FIFEROY FROM MONTEVIDEO STOP PARA 7 GRATEFUL IF YOU WOULD ADVISE WHEN FORMALITIES COMPLETED.

COLONIAL SECRETARY

See 282

DECODE.

TELEGRAM.

280

From The Crown Agents for the Colonies.

To The Colonial Secretary

Despatched : 26th September, 19 52 Time : 1340

Received : 27th September, 19 52 Time : 0845

Insurance m.f.v. 1185 expires 17th October.

Please cable renewal instructions.

CROWN.

Reply 281

Repay
You — Please Renew insurance MFV 1185 on
same terms as present policy.

P/L.
SS

30/9.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				30.9.52

To

CROWN LONDON

HOA/C

280
YOUR TELEGRAM 26TH SEPTEMBER ~~XACNROGEE~~ PLEASE RENEW INSURANCE MOV
1185 ON SAME TERMS AS PRESENT POLICY

COLONIAL SECRETARY

Time

See 288.

SS

B.O. (279) 10/10/52
J/12

DECODE.

TELEGRAM.

282

From Britain, Punta Arenas, Chile.

To The Colonial Secretary.

Despatched : 4th October, 1952 *Time :* 1140

Received : 5th October, 19 52 *Time :* 0845

Bunker specifications and quality as shipped
previously and same as obtainable at Montevideo
empty drums and timber available. Formalities
completed within two weeks please confirm also
date arrival.

BRITAIN.

P/L.
SS

Reply at 283

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				7.10.52
To				
BRITAIN PUNTA ARENAS.				HOA/C

282
 YOUR TELEGRAM 4TH OCTOBER STOP GRATEFUL YOU ORDER AND ARRANGE EXPORT
 LICENCE OIL AND TIMBER ACCORDINGLY STOP ESTIMATED ARRIVAL FOURTH WEEK
 OCTOBER.

COLONIAL SECRETARY

Time

SS

See.

Do see 279-283

H.C.S.

Seen Thank you
J.R.S.

8 x.

Pa

A/H N.

0664

Stanley.

284

To Acting Harbour Master,

14th. October 1952

Stanley.

Sir,

The deck of Philomel is badly leaking and requires caulking, could this be done as soon as possible. The water being taken in board is accumulating in the forward bilge which cannot be pumped out, we urgently require a pump for same.

There is a suitable salvage pump at Albemarle, could this be aquired for this purpose?

Before making another voyage the ship must be beached in order to inspect the stern gland which is making excess water.

I would point out that as she is the cargo is getting wet from both above and below. The repairing of the auxilliary engine would allow the forward bilge to be pumped.

As regards the stern gland she made 18 inches of water on a direct passage from Beaver Island to Roy Cove.

I am, Sir,

Yours Obediently ,

J. Solli

*Recd
Can this
be done? Is it a pump?
to pump out?*

*Spoken on PWS.
who is arranging caulking*

JA

*Santhi's Anti tank
27/10*

*Saturday Evening
or Sunday*

*Northwest
Guttering*

*Bu file
9/1*

22/8/52

H.C.S.

Was with the Engineer.
 Report on condition of Philomel's
 beaching.

The light of some I would
 independent to the deck caulking
 next week. Load Philomel
 for pebble who are going out
 for cement as this is en route
 for Rance Bay.

And would be pleased to know
 if after the repairs to stern tube
 she could proceed to Fox Bay
 to clear & continue on to Sandy
 Point?

Have you made any arrangements
 with Cahill respect the engine?

John D. Blair

A 14 M

21st October, 1952.

28

To; Ag. Harbour Master,
Stanley.

Philomel was beached to-day by Government slip and at low water it was found that the outer rubber washer on the stern gland was missing and the felt washer interior to same is half way out. To renew same propellor must be removed. The Captain recommends Ranee Bay in Reef Channel for this operation which it is imperative should be done before sailing on an extensive trip.

RW Ross

Stanley.

To The Acting Harbour Master,
Stanley.

14th. October 1952

Sir,

In respect of the Philomel's engine, I would bring it to your notice that whilst towing the Flora into Stanley from North Arm the temperatures registering on the exhaust gauges were consistently 380 Centigrade this is 716 Fahrenheit where as the recommended maximum temperatures for these as stated by the makers as 700 Fah.

The main engine will have to be given a general overhaul before going to Puente Arenas, and I wish to bring to your notice the matter of these temperatures and overload are caused by towing.

I believe the hull to be towed over from Natales is 58 feet long where as the Flora is 33 feet, thus being a heavier and longer tow.

I am,

Yours Obediently,

Robt Kerr

? Cahill
Spoke Manager. F.F.C.
who agreed to Mr. Sutherland
consult Mr. Cahill.
24/10

Returned by S.P.H.
26/10
P.V. file *24/10*

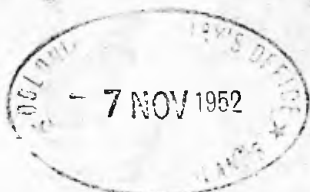
5/281/17/3

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



288
4, MILLBANK,
LONDON, S.W.1.

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



Sir,

21] We have the honour to refer to your
telegram of the 30th September, and to
confirm that the insurance of the M.F.V. 1185
has been renewed for a period of 12 months
from the 18th October, 1952.

22] We have paid to our Insurance
Brokers the premium of £410, as shown in the
attached copy of debit note, and this amount
will be found debited in our Falkland
Islands account in due course.

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

L. Leadley

for the Crown Agents.

Colonial Secretary,
Falkland Islands.

AHB

56/281/17/3

File

TELEPHONE AVENUE 4622 TELEGRAMS GLANVILL STOCK LONDON CABLES GLANVILL LONDON

GLANVILL, ENTHOVEN & CO. LTD

a/c - Falkland Is. INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

Please quote Reference :-

52 MH/69352

MARINE AND AVIATION DEPARTMENT

Date 11th October, 1952

NOV 1952
FALKLAND ISLANDS

Quoting: Col. Sec. telm. of 30/9/52

Crown Agents for the Colonies

DUPLICATE

COVER/DEBIT NOTE for INSURANCE effected

For A/c of

Government of Falkland Islands

DETAILS

MOTOR FISHING VESSEL NO 1185

12 Months @ 18.10.1952

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

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

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

Effected with:- Lloyds

£9,000

@ 5%

Less 9½%

Policy Stamp

£450. 0s. 0d

12. 15s. 0d

407. 5s. 0d

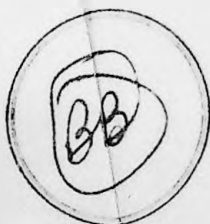
2. 15s. 0d

£410. 0s. 0d

GLANVILL, ENTHOVEN & CO. LTD.

MANAGER, MARINE DEPT

E. & O. E.



21/10/14.51

Handwritten notes and signatures:
J.P.O. in M.
13/11/52
C.T. ✓
Do see 288-289
Redwards
11/11

290

Office

287 - further action was taken on this
+ a ref. shd. be made re.

I
11/11

Carroll's trace

Copy in 0664/III and 0664/E.

GOVERNMENT TELEGRAPH SERVICE.

291

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				19.11.52
To				
BRITAIN FORTA ARENAS (VIA UNITED KINGDOM)				HOA/C

GRATIFUL TO LEARN MOVEMENTS OF PHILONAL.

COLONIAL SECRETARY

Time

SS

DECODE.

Original in 0664/E
TELEGRAM.

292

From
Britain, Punta Arenas, Chile.

To
The Colonial Secretary.

<i>Despatched :</i>	20th November,	19 52	<i>Time :</i>	1657
<i>Received :</i>	20th November,	19 52	<i>Time :</i>	1400

PHILOMEL towing hull left daybreak today ETA Stanley 22nd.

BRITAIN.

H.C.S. has seen - copy to H.M.

copy sent 20/11.

P/L.
SS

DECODE.

COPY.

Original in 0664/15

TELEGRAM.

293

From Britain, Punta Arenas, Chile.

URGENTE

To The Colonial Secretary

Despatched : 21st November, 19 52 Time : 1508

Received : 22nd November, 19 52 Time : 0845

PHILOMEL delayed through bad weather left Dungeness
this morning expecting contact Stanley by W/T tomorrow.

BRITAIN.

(Phoned) H.M. informed 21.11.52
(Intld) J. B.
22.11.

P/L.
SS

26th November, 1952. 294

From: The Ag. Controller of
Communications,
Stanley.

To: The Hon. Col. Sec.,
Stanley.

The Master of the "Philomel" has asked if it could be arranged for a telegram of thanks to be sent to the Chilean Authorities for all their kindness and assistance to the ship whilst over there and their very kind and ample weather reports on the return trip.

He would also very much appreciate if thanks could be sent in particular to Mr. Santa Cruz (Mr. Jone's, Brit. Consul's Son-in-law) Manager of Bores Refrigerifigo, Natales who helped them there and gave them victuals.

John P. Blair
Ag. Controller of Communications.

Telegram at 295

GOVERNMENT TELEGRAPH SERVICE.

295

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				27.11.52
To				
BRITAIN PUNTA ARENAS (VIA UNITED KINGDOM)				HGA/C

PHILONEL ARRIVED SAFELY WITH TOW IN GOOD ORDER ON 25TH STOP GRATEFUL
IF YOU WOULD CONVEY TO APPROPRIATE AUTHORITIES THANKS FOR THEIR
KINDNESS AND ASSISTANCE TO SHIP DURING ITS STAY AND FOR WEATHER REPORTS
ON ITS RETURN TRIP AND ALSO TO MR. SANTA CRUZ FOR HIS HELP WHILST SHIP
WAS AT NATALES.

COLONIAL SECRETARY

Time

SS

There is a memo to Mr. Sany
that may prove of use on arrival at P.A. from Hatters
make the decision to P.A. have and at the arrival at P.A. from Hatters

Mr. H.
Page 290
Book, drawer
10/12

6/281/17/3.

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



296

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

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON,"
OVERSEAS: "CROWN, LONDON:"
TELEPHONE: ABBEY 7780.

2 DEC 1952

2 JAN 1953

Sir,

With further reference to the
insurance of the M.F.V. 1185, we now enclose,
for your records a copy of the policy
covering the 12 months from ~~the~~
18th October, 1952.

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

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

file See 238

BW.

AHB.

INSTITUTE STANDARD T.L.O. CLAUSE (HULLS).

1. This insurance covers only :—

Total Loss (Actual or Constructive) of the Vessel

(Including total loss directly caused by :—

- Accidents in loading discharging or shifting cargo or fuel
- Explosions on shipboard or elsewhere
- Bursting of boilers breakage of shafts or any latent defect in the machinery or hull
- Contact with Aircraft
- Negligence of Master Officers Crew or Pilots

provided such loss or damage has not resulted from want of due diligence by the Assured, Owners or Managers.

Masters Officers Crew or Pilots not to be considered as part Owners within the meaning of this clause should they hold shares in the Vessel.)

In ascertaining whether the Vessel is a constructive total loss the insured value in the policies on hull and machinery shall be taken as the repaired value and nothing in respect of the damaged or break-up value of the Vessel or wreck shall be taken into account.

No claim for constructive total loss based upon the cost of recovery and/or repair of the Vessel shall be recoverable hereunder unless such cost would exceed the insured value in the policies on hull and machinery.

2. The Vessel is covered subject to the provisions of this Policy at all times and has leave to sail or navigate with or without pilots, to go on trial trips and to assist and tow vessels or craft in distress, but it is warranted that the vessel shall not be towed, except as is customary or when in need of assistance, or undertake towage or salvage services under a Contract previously arranged by Owners and/or Managers and/or Charterers. This clause shall not exclude customary towage in connection with loading and discharging.

3. Held covered in case of any breach of warranty as to cargo, trade, locality, towage, salvage services or date of sailing, provided notice be given immediately after receipt of advices and any additional premium required be agreed.

4. Should the Vessel at the expiration of this Policy, be at sea, or in distress, or at a port of refuge or of call, she shall, provided previous notice be given to the Underwriters, be held covered at a *pro rata* monthly premium, to her port of destination.

5. If the Vessel is sold or transferred to new management then unless the Underwriters agree in writing to continue the insurance this Policy shall become cancelled from the time of sale or transfer, unless the Vessel has cargo on board and has already sailed from her loading port or is at sea in ballast, in either of which cases such cancellation shall, if required, be suspended until arrival at final port of discharge if with cargo, or at port of destination if in ballast. A *pro rata* daily return of premium shall be made.

This clause shall prevail notwithstanding any provision whether written, typed or printed in the Policy inconsistent therewith.

6. 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.

7. TO RETURN :—

7/1 per cent. for each uncommenced month if this Policy be cancelled by agreement ;
and as follows, for each period of 30 consecutive days the Vessel may be laid up in port (with special liberties as hereinafter allowed) :—

- (a) *5/-* per cent. not under repair and with no cargo on board.
- (b) *5/-* per cent. not under repair and with cargo on board.
- (c) *5/-* per cent. under repair and with no cargo on board.
- (d) *5/-* per cent. under repair and with cargo on board.

and arrival

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

Provided always :

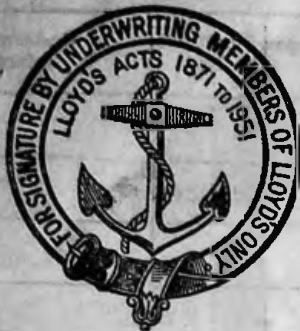
- (i) that in no case shall a return be allowed when the within named Vessel is lying in a roadstead or in exposed or unprotected waters.
- (ii) that in the event of a return for special trade or any other reason being recoverable, the above rates of return of premium shall be reduced accordingly.

The return for a laid up period of 30 consecutive days which falls on two policies, effected for the same Assured, shall be apportioned over both policies and this Policy shall pay such proportion thereof as the number of days attaching hereto bears to thirty. Such overlapping period shall run, at the option of the Assured, either from the first day on which the Vessel is laid up or the first day of a period of 30 consecutive days as provided under (a) or (b) or (c) or (d) above.

8. It is agreed that no assignment of or interest in this Policy or in any moneys which may be or become payable thereunder is to be blinding on or recognised by the Underwriters unless a dated notice of such assignment or interest signed by the Assured, and by the assignor in the case of subsequent assignment, is endorsed on this Policy and the Policy with such endorsement is produced before payment of any claim or return of premium thereunder ; but nothing in this clause is to have effect as an agreement by the Underwriters to a sale or transfer to new management.

No Policy or other Contract dated on or after 1st Jan., 1924, will be recognised by the Committee of Lloyd's as entitling the holder to the benefit of the Funds and/or Guarantees lodged by the Underwriters of the Policy or Contract as security for their liabilities unless it bears at foot the Seal of Lloyd's Policy Signing Office.

(No. 2007/29332)



Any person not an Underwriting Member of Lloyd's subscribing this Policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Lloyd's Acts.

S.G.

£ 9,000.

Printed at Lloyd's, London, England.

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 insured, lost or not lost, at and from

and for and during the space of Twelve Calendar Months commencing on the 18th October, 1952 and ending on the 17th October, 1953, both days inclusive, beginning and ending with Greenwich Mean Time,

upon any kind of Goods and Merchandises, and also the Body, Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furniture, of and in the good Ship or Vessel called the

MOTOR FISHING VESSEL NUMBER 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 same Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Goods and Merchandises from the loading thereof aboard the said Ship as above upon the said Ship, &c., as above and shall so continue and endure during her Abode there, upon the said Ship, &c.; and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandises whatsoever, shall be arrived at as above upon the said Ship, &c., until she hath moored at Anchor Twenty-four Hours in good Safety, and upon the Goods and Merchandises until the same be there discharged and safely landed; 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 and wheresoever for all purposes without Prejudice to this Insurance. The said Ship, &c., Goods and Merchandises, &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 £9,000.**

Against Total or Constructive Total Loss of Vessel only as per Institute Clauses attached.

Warranted employed in coastal waters of the Falkland Islands only or held covered at a premium to be arranged (inter-insular communication, carrying stores and replacements, etc.).

It is agreed that the fact of vessel being unregistered is not to prejudice this insurance.

Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us 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 said Goods and Merchandises and Ship, &c., or any Part thereof; 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 Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his Sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, 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.

And so we the Assurers, are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured

at and after the Rate of

FIVE POUNDS PER CENT.

IN WITNESS whereof we, the Assurers, have subscribed our Names and Sums assured in LONDON.

3rd October, 1952.

N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded.

Now know Ye, that We the Assurers, members of the Syndicate(s) whose definitive Number(s) in the attached list are set out in the Table overleaf, or attached overleaf, hereby bind Ourselves, each for his own part and not one for another, and in respect of his due proportion only, to pay or make good to the Assured all such Loss and/or Damage which he or they may sustain by any one or more of the aforesaid perils, and so that the due proportion for which each of Us the Assurers is liable shall be ascertained by reference to his proportion as ascertained according to the said List of the Amount, Percentage or Proportion of the total Sum assured which is in the said Table set opposite the definitive Number of the Syndicate of which such Assurer is a member.

IN WITNESS whereof the Manager of Lloyd's Policy Signing Office has subscribed his Name on behalf of each of Us.

Government of Falkland Islands

LLOYD'S POLICY SIGNING OFFICE,

A. X. Agnew

MANAGER.



(12-11-52)
(12-9-52)
50-1-52

FP 1

(In the event of accident whereby loss or damage may result in a claim under this Policy, the settlement will be much facilitated if immediate notice be given to the nearest Lloyd's Agent.)

Definitive Numbers of Syndicates and Amount, Percentage or Proportion of the Total Amount assured shared between the Members of those Syndicates.

[illegible]

DUPLICATE

In all communications please quote
the following reference

532

52MH/69352

297

LLOYD'S



LONDON

2 JAN

LONDON, 3rd October, 1952.

MOTOR FISHING VESSEL NO. 1185

12 months @ 18.10.1952.

£9,000.

THIS POLICY REQUIRES
ENDORSEMENT

(In the event of accident whereby loss or damage may
result in a claim under this Policy, the settlement
will be much facilitated if immediate notice be given
to the nearest Lloyd's Agent.)

7/1/54

BU 2/19/53
(Rover insurance)

298

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.

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



19 JAN 1953

Sir,

299
298
With reference to the insurance of the M.F.V. 1185, we
now enclose a copy of an endorsement for attachment to the copy of
the policy forwarded with our letter of the 2nd December, 1952.

We have the honour to be,

Sir,

Your obedient Servants,

A handwritten signature in dark ink, appearing to read "J. H. Massey".

for the Crown Agents.

THE COLONIAL SECRETARY,
FALKLAND ISLANDS.

AHB

2/21/53

532

DUPLICATE

299

Additional Premium No. 52MH/70604

17/12 JMS

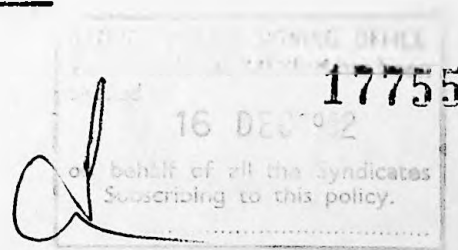
ENDORSEMENT attaching to, and forming part of Policy No. 52MH/69352

Insured with LLOYD'S

MOTOR FISHING VESSEL No. 1185

To be settled hereon an ADDITIONAL PREMIUM of 20/- per cent in consideration of which it is agreed to allow the vessel hereby insured to make one voyage from Port Stanley (about 5.11.1952) to Strait of Magellan, including risk whilst there and thence return with small schooner in tow to Port Stanley.

HERETO: £9,000 @ 20/- per cent



mh

London, 6th November 1952

Dr. Glanvill, Enthoven & Co. Ltd.

300
~~240~~

H.M.S. "SNIPE",
at Sea.

18th. February, 1953.

No. 2389/26

The Officer Administering Government.
Stanley, Falkland Islands.

On 11th. February 1953, when M.V. "PHILOMEL" was lying alongside "SNIPE" transferring 6" shell, opportunity was taken by "SNIPE's" Chief Engineerroom Artificer to talk with the Engineer of "PHILOMEL" and to have a look at the engine-room.

301
~~241~~

2. The attached Appendix shows, briefly, the defects known to exist.

3. None of the defects is serious and with the help of the Falkland Island Company milling machine, there is no reason why "PHILOMEL" should not be in reliable running order.

Very
true

4. The impression was obtained that the Master of "PHILOMEL" liked to use the small defects as an excuse whenever he did not wish to go to sea.

CP
see invest-igate
23/2

D. G. D. Hall

(D.G.D. HALL - WRIGHT).
COMMANDER - IN - COMMAND.

J. Hall
8
2/2

301 241

Appendix to the Commanding Officer H.M.S. "SNIPE's"
Letter No. 2389/26 dated 18th. February 1953.

REPORT ON THE MACHINERY OF M.V. PHILOMEL.

The engine room was clean and the machinery appeared to be well maintained, although it would be impossible to assess the internal condition of the machinery as regards wear etc., without stripping it down.

MAIN ENGINE. The winch pulley and starting marks on the forward end of the main shaft have broken off. This in no way affects the running of the engine as jury starting marks have been made, but the winch is out of use.

The lubricating oil scavenge pump loses suction when the engine is idling allowing the sump to fill with oil. This would appear to be due to excessive clearance in the pump and can be rectified easily.

AUXILIARY MACHINERY A thrust race on the auxiliary shaft has broken and requires replacing. A new race can be probably obtained locally.

The chain gear wheel driving the bilge pump is badly worn and requires renewal. This can be done with local resources.

The priming pump spindles and bushes are badly worn. New brushes have already been made, and the new spindle is almost complete. Outside assistance may be required to cut ~~cut~~ woodruff key-way.

These are the main defects, and whilst it would be desirable to have the auxiliary plant in full running order, it is considered that once the lubricating pump is refitted the "PHILOMEL" is perfectly seaworthy.

302

~~242.~~

H.M.

300-301

P. p. ~~240-241~~

Will you please look into the matter.

J.P. 28/2

H.C.S.

yes the which referred to overleaf is now swapped & dumped on the O.C. 82.

The lubricating oil scavenge pump has been rectified

The thrust race the chain gear wheel & the bilge pump We find cannot be obtained or done locally. I will therefore indent for replacements.

The priming pump new spindle & key way have been made with out outside help.

John P. Blair

A.H.M. 16/11/53

RA/

DECODE.

TELEGRAM.

~~245~~
303

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched . 1st October, 19 53 Time : 1715

Received : 2nd October, 19 53 Time : 0845

Insurance MFV 1185 expires 17th October. Please
cable renewal instructions.

CROWN.

B.U.F.
(Intld)J.B.
2/10

Reply at ~~245~~ 305

Yes

Mr. Sugars we reduce insurance by £500
this year in view of General Dand now in being?

C.S. above
for your news ps. 3/10

S
2/x.

P/L.
SS

304
~~21/4~~

H.C.S.

243.

There is no relationship between Insure & Renewals Fund, neither is there any authority for Govt. to carry its own insurance on property valued in excess of £3000.

Policy should be renewed, - replacement cost would be for in excess of amount for which Philomet is insured.

ACB

No reduction authorized.

5/10

JB
3/10/53

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~245~~
305

Number	Office of Origin	Words	Handed in at	Date
				5.10.53

To

303 CROWN LONDON

HOA/C

~~243~~

YOUR TELEGRAM 1ST OCTOBER PLEASE RENEW INSURANCE REF 1185.

SECRETARY

Shu. / O.c.

5/x.

314
See ~~254~~

H.C.S. Noted by. 6.x.

Time

88

CONFIDENTIAL

File

~~211~~
307

CS

I had a talk with
Mr. Hardy the other day when he brought
up the question of the "Philomel"
which he considers to be "competing"
unfairly with the "Protector" in which he is
interested financially. I said that
the instructions were that where
freight could be lifted by "Protector"
(or any other ship commercially engaged)
without undue delay to the consignee
"Philomel" would not accept but I
reminded him that one of the
reasons for her purchase had been
"to improve Camp communications"
and I could not accept his suggestion
that she should not publish her

~~211~~
308

insurance in advance. We felt

that she had quite sufficient
Government work to occupy her
and although I agree there is plenty for her to do now this
fully - (a somewhat surprising
comment from the particular source
and with nothing for future guidance!

I can quite appreciate his point of
view albeit he is a little 'overstated'
for he went on to tell me of a
consignment of freight for (?) Patbroun
which FIC were proposing to send
out in December 'Fitzroy' but which
he lifted under their noses and took
out some days back - he seemed
to be quite surprised that FIC were
a little hurt over this. Incidentally
FIC are charging the InterCoastal Trading
Co (Australia) £250 p.a. plus 5%
on the 'take' for acting as their

Agents which seems to be enough? The ship's company get another 5% plus 5/- per day reckoning so that the "overheads" must be fairly substantial. Wages will not be on the FIC.

I understand that the Company has an issued capital of about £12,500 of which some £1,300-1,500 is in hand as working capital: of this some £3/400 is committed for new equipment and the need refit (due soon)
It is likely to ~~add~~ make a large hole in the balance.
The main shareholder is Davis - £4,000; then, Mr Pollock £1,000,

~~22~~ 310

Anderson (the paint shipper) £1000,
Tollan (to my surprise - thought he would
have had more!) £500, Hardy £500,
Bonner £500 and others.

I gather that he is proposing to
get her refit done at Punta, which
is sensible, and that he hopes to
get Mark to take her over; as
an alternative he thought we might
be willing to lend him "Hucker".

If any local operator can make
a success of the venture, Hardy
will and it will be very useful
if he can; but I think it
would be very unwise of the
Administration to give up the
"Philomel"

PH

16/11

MC 15
Xi

KIV 306
~~244~~

BH 3078/54

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



22 NOV 53
311
4, MILLBANK,

LONDON, S.W.1

S6/281/17/3

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

26th October, 1953.

Sir,

~~305~~
We have to refer to your telegram of the 5th October, and to confirm that the insurance of the M.F.V. 1185 has been renewed for a further period of 12 months from the 18th October, 1953.

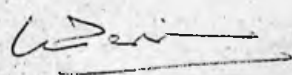
We have paid to our Insurance Brokers from Falkland Island funds, the sum of £410 in respect of the premium due as shown on the attached copy of the debit note. ~~312~~

We have the honour to be,

Sir,

Your obedient Servants,

THE COLONIAL SECRETARY,
FALKLAND ISLANDS.


for the Crown Agents.

GFD.
(42)

HVC

56/287/17/3

FILE

AVENUE 1622 TELEGRAMS GLANVILL STOCK LONDON CABLES GLANVILL LONDON

PLIFICATE
Please quote Reference:

53MH/87204

MARINE AND AVIATION DEPARTMENT

Date 13th October, 1953

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYD'S

Acc Falkland Islands
Ed. Sus. film. of 5/10/53

The Crown Agents for the Colonies.

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

DETAILS

Motor Fishing Vessel No. 1185

12 Months @ 18.10.1953

Hull, Materials, Engines etc., and all connected
therewith.

Valued £9,000.

Total or Constructive Total Loss of Vessel only Institute Clauses.
(Port Risk retention 30/- A, B, C & D).

Employed coastal water of Falkland Is. only or held covered (inter
insular communication, carrying stores and replacements etc.)

Agreed that the fact of vessel being unregistered is not to
prejudice this insurance.

Effected with:- LLOYD'S

£9,000 @ 5%	=	£450. 0. 0.
Less 9%		42. 15. 0.
		£407. 5. 0.
Policy Stamp		2. 15. 0.
		£410. 0. 0.

BB

GLANVILL, ENTHOVEN & CO. LTD

For Manager
E. & G.

✓

313

H.M.
A.T.

To note 311-312
~~252-252~~ pl.

23. 11. 53.

H.C.S.

Noted t.g.

24.x1.

Hon. p.

notes r.y.

23/11/53.

BU 30/8/54
(renew insurance)

K.I.V 250

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

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

19th November, 1953.

Sir,

With reference to your telegram of the 5th October,
and further to our letter of the 26th October, we have the honour to
enclose a copy of the policy in respect of the insurance of the
M.F.V. No. 1185 for a further period of 12 months from the 18th October,
1953.

We have the honour to be,

Sir,

Your obedient Servants,

THE COLONIAL SECRETARY,
PORT STANLEY.

L. E. Evans
for the Crown Agents.

GFD.

HVC

A. J. f. h. w.

To note pl.

aff'd 9/11

H. C. S.

Noted T. y.

10/12/53.

11.12.53.

INSTITUTE STANDARD T.L.O. CLAUSE (HULLS).

1. This Insurance covers only :—

Total Loss (Actual or Constructive) of the Vessel

(Including total loss directly caused by :—

Accidents in loading discharging or shifting cargo or fuel

Explosions on shipboard or elsewhere

Bursting of boilers breakage of shafts or any latent defect in the machinery or hull

Contact with Aircraft

Negligence of Master Officers Crew or Pilots

provided such loss or damage has not resulted from want of due diligence by the Assured, Owners or Managers.

Masters Officers Crew or Pilots not to be considered as part Owners within the meaning of this clause should they hold shares in the Vessel.)

In ascertaining whether the Vessel is a constructive total loss the insured value in the policies on hull and machinery shall be taken as the repaired value and nothing in respect of the damaged or break-up value of the Vessel or wreck shall be taken into account.

No claim for constructive total loss based upon the cost of recovery and/or repair of the Vessel shall be recoverable hereunder unless such cost would exceed the insured value in the policies on hull and machinery.

2. The Vessel is covered subject to the provisions of this Policy at all times and has leave to sail or navigate with or without pilots, to go on trial trips and to assist and tow vessels or craft in distress, but it is warranted that the vessel shall not be towed, except as is customary or when in need of assistance, or undertake towage or salvage services under a Contract previously arranged by Owners and/or Managers and/or Charterers. This clause shall not exclude customary towage in connection with loading and discharging.

3. Held covered in case of any breach of warranty as to cargo, trade, locality, towage, salvage services or date of sailing, provided notice be given immediately after receipt of advices and any additional premium required be agreed.

4. Should the Vessel at the expiration of this Policy, be at sea, or in distress, or at a port of refuge or of call, she shall, provided previous notice be given to the Underwriters, be held covered at a *pro rata* monthly premium, to her port of destination.

5. If the Vessel is sold or transferred to new management then unless the Underwriters agree in writing to continue the insurance this Policy shall become cancelled from the time of sale or transfer, unless the Vessel has cargo on board and has already sailed from her loading port or is at sea in ballast, in either of which cases such cancellation shall, if required, be suspended until arrival at final port of discharge if with cargo, or at port of destination if in ballast. A *pro rata* daily return of premium shall be made.

This clause shall prevail notwithstanding any provision whether written, typed or printed in the Policy inconsistent therewith.

6. 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.

7. TO RETURN:

7/11 per cent. for each uncommenced month if this Policy be cancelled by agreement; and as follows, for each period of 30 consecutive days the Vessel may be laid up in port (with special liberties as hereinafter allowed) :—

- | | | | |
|-----|------------|--|-------------|
| (a) | <i>5/-</i> | per cent. not under repair and with no cargo on board. | and arrival |
| (b) | <i>5/-</i> | per cent. not under repair and with cargo on board. | |
| (c) | <i>5/-</i> | per cent. under repair and with no cargo on board. | |
| (d) | <i>5/-</i> | per cent. under repair and with cargo on board. | |

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

Provided always:

- that in no case shall a return be allowed when the within named Vessel is lying in a roadstead or in exposed or unprotected waters.
- that in the event of a return for special trade or any other reason being recoverable, the above rates of return of premium shall be reduced accordingly.

The return for a laid up period of 30 consecutive days which falls on two policies, effected for the same Assured, shall be apportioned over both policies and this Policy shall pay such proportion thereof as the number of days attaching hereon bears to thirty. Such overlapping period shall run, at the option of the Assured, either from the first day on which the Vessel is laid up or the first day of a period of 30 consecutive days as provided under (a) or (b) or (c) or (d) above.

8. It is agreed that no assignment of or interest in this Policy or in any moneys which may be or become payable thereunder is to be binding on or recognised by the Underwriters unless a dated notice of such assignment or interest signed by the Assured, and by the assignor in the case of subsequent assignment, is endorsed on this Policy and the Policy with such endorsement is produced before payment of any claim or return of premium thereunder; but nothing in this clause is to have effect as an agreement by the Underwriters to a sale or transfer to new management.

No Policy or other Contract dated on or after 1st Jan., 1924, will be recognised by the Committee of Lloyd's as entitling the holder to the benefit of the Funds and/or Guarantees lodged by the Underwriters of the Policy or Contract as security for their liabilities unless it bears at foot the Seal of Lloyd's Policy Signing Office.

(No. 5314.H./87204)



Any person not an Underwriting Member of Lloyd's subscribing this Policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Lloyd's Acts.

S.G.

£9,000

Printed at Lloyd's, London, England.
14-4-53

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 insured, lost or not lost, at and from and for and during the space of Twelve calendar months, commencing on the 18th October, 1953, and ending on the 17th October, 1954, both days inclusive, beginning and ending with Greenwich Mean Time,

upon any kind of Goods and Merchandises, and also 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 same Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Goods and Merchandises from the loading thereof aboard the said Ship as above upon the said Ship, &c., as above and shall so continue and endure during her Abode there, upon the said Ship, &c.; and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandises whatsoever, shall be arrived at as above upon the said Ship, &c., until she hath moored at Anchor Twenty-four Hours in good Safety, and upon the Goods and Merchandises until the same be there discharged and safely landed; 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 and wheresoever for all purposes without Prejudice to this Insurance. The said Ship, &c., Goods and Merchandises, &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 £9,000.

Against Total or Constructive Total Loss of Vessel only, as per Institute Clauses attached.

Employed coastal waters of Falkland Islands only or held covered at a premium to be arranged (inter insular communication, carrying stores and replacements etc.)

Agreed that the fact of vessel being unregistered is not to prejudice this insurance.

Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us 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 said Goods and Merchandises and Ship, &c., or any Part thereof; 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 Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his Sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, 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.

And so we, the Assurers, are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured at and after the Rate of

FIVE PER CENT

IN WITNESS whereof we, the Assurers, have subscribed our Names and Sums assured in LONDON, 12th October, 1953 as hereinafter appears.

N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar, Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded.

Now know We, that We the Assurers, members of the Syndicate(s) whose definitive Number(s) in the attached list are set out in the Table overleaf, or attached overleaf, hereby bind Ourselves, each for his own part and not one for another, and in respect of his due proportion only, to pay or make good to the Assured all such Loss and/or Damage which he or they may sustain by any one or more of the aforesaid perils, and so that the due proportion for which each of Us the Assurers is liable shall be ascertained by reference to his proportion as ascertained according to the said List of the Amount, Percentage, or Proportion of the total Sum assured which is in the said Table set opposite the definitive Number of the Syndicate of which such Assurer is a member.

IN WITNESS whereof the Manager of Lloyd's Policy Signing Office has subscribed his Name on behalf of each of Us.

LLOYD'S POLICY SIGNING OFFICE,

DLW

A. X. Apperand

MANAGER.



(13-11-58)
(15-6-53)

(In the event of accident whereby loss or damage may result in a claim under this Policy, the settlement will be much facilitated if immediate notice be given to the nearest Lloyd's Agent.)

aa22

A/o Government of Falkland Islands.

Definitive Numbers of Syndicates and Amount, Percentage or Proportion of the Total Amount assured shared between the Members of those Syndicates.

Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.
£ 685	16	(S.90) 8/10
170	263	8/10/53
50	901	"
115	999	"
135	422	(O.F.)
25	420	9/11/53
315	683	9/11/53
65	637	"
685	108	8/10
685	448	(FOL.81)
615	711	9/10/53
70	713	"
685	369	8/10
255	632	8/10
255	633	"
410	590	8/10
275	592	"
170	742	"(1001) 9/10/53

Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.
685	335	(1001) 9/10/53
345	304	n/a
345	764	(BT) 9/10
550	185	(T.2.99)
55	187	" n/e
80	2	" "
345	123	
170	247	
345	31	9/10
345	535	8/10
70	536	8/10

In all communications please quote
the following reference

532

53M.H./87204

LLOYD'S



LONDON

LONDON. 12th October, 1953

Motor Fishing Vessel
No. 1185

12 months @ 18.10.1953 incl.

£9,000.

THIS POLICY REQUIRES
ENDORSEMENT

GLANVILL, ENTHOVEN & CO LTD.
INSURANCE,

TELEPHONE:
LONDON 4022

TELEGRAMS
GLANVILL STORA LONDON

MARINE DEPARTMENT

14, LEADENHALL STREET,
(OPPOSITE MAIN ENTRANCE TO LLOYDS)
and at Lloyd's LONDON, E.C.3.

(In the event of accident whereby loss or damage may
result in a claim under this Policy, the settlement
will be much facilitated if immediate notice be given
to the nearest Lloyd's Agent.)

BU 30/8/55
Insurance
renewal

2/11/55

DECODE.

Copies sent to Treasury

TELEGRAM.

From The Crown Agents

To The Colonial Secretary

Despatched : 6th October, 19 54 Time 1555

Received : 7th October, 19 54 Time : 0845

Insurance MFV 1185 expires 17th October. Please
cable renewal instructions.

CROWN.

U.a. & let Try & H.M.know pl.
(Intld)W.H.

Reply ~~317~~

P/L.
SM

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				7.10.54
To				
CROWN LONDON				MDA/G
316 YOUR TELEGRAM 6TH OCTOBER STOP PLEASE RENEW INSURANCE MPV 1185				
SECRETARY				
316				
Time				
DRM/SN				

~~250~~
318
X



H.C.S.

Shipping of M/V "Philomel"

The "Philomel" is now overdue for an underwater refit & as certain defects are known to be requiring attention I propose that she should sail for Punta Arenas on January 1st for shipping. She will require approximately four days on the slipway, so I would be grateful if you could enquire telegraphically from the British Consul whether a slipway could be made available to the "Philomel" between January 10th & January 14th, both dates inclusive.

^{bring from}
~~drugs~~ "Philomel" could also bring back with her 15 tons of coal & 4,000 gallons of gas oil, all for her own use later, & the saving thus effected should pay for the shipping.

These dates would be the most suitable for this work: her absence from the Colony will matter little as there will be charter vessels coasting at that time. There will also be long hours of daylight available for the voyage to & from Punta Arenas. After this work the vessel will be in good shape for the Ajax Bay sheep shifting & the Pebble Charter.

I have allowed ten days for the passage to Punta Arenas: this will give the Master a chance to choose his weather for the hop across the open sea. In the event of her early arrival in the Straits I suggest she anchors at Elizabeth Island until it is time to proceed & thus avoid harbour dues.

JS 18.11.

HCS

Pl see from 229 in Vol. II
attached.

WJ
22/11

Buf. with
p.1. 1 for Rep

Santa Arenas
Along commenced
at page 229 in
1664/15

DECODE.

Original filed in 0664/III Copy in 0664/B

TELEGRAM.

319

From The Colonial Secretary

To Consul, Punta Arenas.

Despatched: 25th November, 19 54 Time: 1145

Received: 19 .. Time:

Glad to know if arrangements could be made for Government m.v. PHILOMEL to be slipped and given routine underwater refit at Punta Arenas between January 10th and 14th inclusive.

2. If so grateful also you order 15 tons coal and 4000 gallons diesel gasoil on Government account for her to bring back.

COLONIAL SECRETARY

Reply ~~210~~
320

But 1/12
No Reply
SM

GTC.
Dates
checked correct

DECODE.

Copy in 0604/8/12

TELEGRAM.

~~315~~
320

From Britain, Punta Arenas.

To The Colonial Secretary

Despatched . 30th November, 19 54 Time : 1230

Received : 1st December, 19 54 Time : 0845

319
~~317~~

Your telegram 24th November. PHILMEL can be
slipped on the date indicated at an approximate
cost 2500 please advise if your crew will assist
in refit. Ordering diesel oil and coal as requested.
Please confirm order.

BRITAIN.

Reply 321

DECODE.

Copy in 0664/131/2

321

TELEGRAM.

From The Colonial Secretary

To Consul, Punta Arenas.

Despatched . 3rd December, 19 54 Time : 0845

Received : 19 .. Time :

320
235 in Vol II
Your telegram 30th November. Figure of 3500 appears excessive compared with 3100 quoted in your telegram 15th May 1952. Is there any prospect of reduction?

2. Crew will assist in refit.

SECRETARY

Bu 8/12

Reply 34

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



32
4, MILLBANK,
LONDON, S.W.1.

S6/281/17/3

TELEGRAMS { INLAND : " CROWN, SOWEST, LONDON."
OVERSEAS : " CROWN, LONDON,"

TELEPHONE : ABBEY 7730.

26th October, 1954.

5 DEC

Sir,

Motor Fishing Vessel No. 1185.

317 ~~317~~
323
I am directed to refer to your telegram of the 7th October, 1954, and to inform you that the insurance of the above vessel has been renewed for a further period of twelve months from the 18th October, 1954, in accordance with your instructions. The premium of £410 0s. 0d., as shown on the attached copy of the debit note, has been paid to the Insurance Brokers and will be debited in the Falkland Islands' account in due course.

I am, Sir,
Your obedient servant,

Rayner

The Colonial Secretary,
Falkland Islands.

SCP
26.

HVC

56/281/113

TELEPHONE AVENUE 4622 TELEGRAMS GLANVILL STOCK LONDON CABLES GLANVILL LONDON

GLANVILL, ENTHOVEN & CO. LTD

INSURANCE

144 LEADENHALL STREET LONDON EC3

AND AT LLOYDS

Please quote Reference:—

54MH/5774

MARINE AND AVIATION DEPARTMENT

Date 20th October, 1954

5 DEC 14

The Crown Agents for the Oversea
Governments and Administrations

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

DETAILS

Motor Fishing Vessel No. 1185

12 Months at 18.10.1954

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

Total or Constructive Total Loss of Vessel Only. Institute Clauses
(Port Risk retention 30/-d% A.B.C. & D.)

Employed coastal waters of Falkland Islands only or held covered
(inter insular communications, carrying stores and 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%	£2. 15s. 0d.
				£407. 5s. 0d.
			Policy & Stamp	£2. 15s. 0d.
				£410. 0s. 0d.

GLANVILL, ENTHOVEN & CO. LTD.

MANAGER, MARINE DEPT

E. & O.E.



DECODE.

Copy in 0664/B/2

324

TELEGRAM.

From Britain, Montevideo.

To The Colonial Secretary

Despatched : 6th December, 19 54 Time : 1600

Received : 8th December, 19 54 Time : 0845

321

Your telegram 3rd December. Only slipway now
belonging to Chilean Navy rate quoted being
official cannot obtain reduction. Please confirm.

BRITAIN.

B.U.F.
(Intld)C.C.

Reply 325

Repts

tel 15/12

No - 200 (324) 0

see 325 / order confirmed despite
high costs quotes.

See

DECODE.

Copy : 0664/R/a

325

TELEGRAM.

From The Colonial Secretary

To The British Consul, Punta Arenas.

Despatched : 9th December, 19 54 Time: 1215

Received : 19 .. Time:

324
Your telegram 6th December. Order confirmed despite
high costs quoted.

SECRETARY

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

327

Number

Office of Origin

Words

Handed In at

Date

31.12.54

To

CROFT LONDON

HOA/C

EXTENSION

YOUR LETTER B6/281/17/3 26TH OCTOBER STOP PLEASE ARRANGE EXISTING
INSURANCE POLICY TO FULLY COVER MEV 1185 FOR VOYAGE STANLEY TO
STRAITS OF MAGELLAN AND RETURN STOP VESSEL SAILING ABOUT 3RD JANUARY
1955.

SECRETARY

'PHONED TO W/T STATION 1600/31st

Time

Am
326 M.

KIV 16 HM 326
H.C.S. NOTED BY *[initials]*

31/1/55

DECODE.

328

TELEGRAM.

From The Crown Agents

To The Colonial Secretary

Despatched : 3rd January, 19 55 *Time :* 1820

Received : 4th January, 19 55 *Time :* 0845

Your telegram 31st December. MFV 1185. Vessel
~~held covered but to enable underwriters fix rate~~
please inform locality visited in Straits Magellan.

CROWN.

A.C.S.
F.N.A.
(Intld)C.C.
4/1

Reply 329

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

329

Number	Office of Origin	Words	Handed in at	Date
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4.1.55

To

CROWN LONDON

HCA/C

328 YOUR TELEGRAM 3RD NOV 1185 VISITING PUNTA ARENAS ONLY.

SECRETARY

Time

10/01

2nd January, 1955.

Master, M.F.V. "Philomel".

The M.F.V. "Philomel" being in all respects ready and fit for sea, you are requested and required to sail on January 3rd, 1955, or as soon as possible thereafter for Punta Arenas, Chile.

2. After the M.F.V. "Philomel" has been cleared by the Customs Officer in Port Stanley you will not visit any other port in this Colony during the said voyage to Punta Arenas, excepting as may be necessitated by stress of weather.

3. On arrival in Punta Arenas you will, in addition to your routine reports to the Port Authorities, report to the British Consul, and receive instructions from him regarding the slipping of the M.F.V. "Philomel".

4. The Chilean Naval Slipway has been booked for the M.F.V. "Philomel" from 10th - 14th January, both dates inclusive. While on the slipway you will be responsible for carrying out such underwater repairs as may be necessary and which cannot be adequately performed in the Colony. In order that these repairs may be effected as speedily as possible it is desirable that the crew of the M.F.V. "Philomel" should be utilised as far as practicable, but the extent of this utilisation is dependent upon the local labour regulations in force in Punta Arenas, and is left to your discretion.

5. While on the slipway it may be necessary for the crew of the M.F.V. "Philomel" to be accommodated ashore, in which case you should arrange such accommodation with the British Consul.

6. It is essential that the costs of this voyage should be kept to the minimum, and you are therefore instructed that no victualling stores are to be embarked in Punta Arenas, your vessel being completely provisioned before departure from Port Stanley. In the unlikely event of any of these stores deteriorating during the voyage and requiring replacement in Punta Arenas, you will be required to produce a certificate condemning them as unfit for consumption signed by yourself and the British Consul. Any victualling stores purchased in contravention to this instruction will be charged against the crews' wages on the vessel's return to Port Stanley.

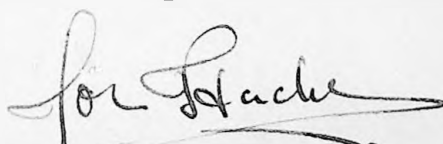
7. While the M.F.V. "Philomel" is on the slipway in Punta Arenas you will arrange adequate safeguards against the theft of property from the vessel during the absence of the crew.

8. On completion of the repairs to the M.F.V. "Philomel" you will load cargo for Port Stanley as advised by the British Consul, after which you will return to Port Stanley with all due speed.

9. During the return voyage you will not visit any other port in the Colony until the M.F.V. "Philomel" has been cleared by the Customs Officer at either Port Stanley or Fox Bay, excepting as may be occasioned by stress of weather.

10. You will report by R/T on the agreed frequency daily at 1145 Stanley Time throughout the passage to and from Punta Arenas, and at 0845 and 1545 Stanley Time if you desire. Should R/T contact be lost before your arrival in Punta Arenas, you will arrange to send an arrival notice through the British Consul. A departure notice should be sent by the same means.

11. You should acknowledge the receipt of these sailing orders.


Harbour Master.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

332

Number	Office of Origin	Words	Handed in at	Date
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6.1.55

To

BRITAIN PUNTA ARENAS

HQA/C

325
BY TELEGRAM 9TH DECEMBER PHLOMEL SAILED AND EXPECTS ARRIVE YOURS

8th OR 9TH

SECRETARY

Time

JB/SM

Pa.
2/1

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

333

Number	Office of Origin	Words	Handed in at	Date
				18.1.55
To	BRITAIN PUNTA ARENAS (VIA LONDON)			HCM/C

GRATEFUL LEARN WHEN PHIDOMEL EXPECTED SAIL.

SECRETARY

CONFIRMATORY COPY. PHONED TO W/T STATION 18/1/55

Bu 22/1

Time

JB/SM

DECODE.

334

TELEGRAM.

From Britain, Punta Arenas,

To The Colonial Secretary

Despatched : 19th January, 19 55 *Time :* 1700

Received : 21st January, 19 55 *Time :* 0845

PHIMOMEL SAILING ABOUT TWENTYSEVENTH.

BRITAIN

H. M. INFORMED.

See 335

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

335

Number	Office of Origin	Words	Handed in at	Date
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To

21.1.55

BRITAIN PURTA ARENAS (VIA LONDON)

HOA/C

YOUR TELEGRAM 19TH GLAD TO KNOW REASON FOR PHILOMEL'S DELAY

SECRETARY

CONFIRMATORY COPY PHONED TO W/T STATION 1000/21st.

Copy sent H.M. under C.S.

Reply 336

Sms
21/1

Bu 25/1

DECODE.

Copy sent to H.M.

TELEGRAM.

From Britain, Punta Arenas, Chile.

To The Colonial Secretary

Despatched : 22nd January, 19 55 Time : 1040

Received : 24th January, 19 55 Time : 0845

Your cable 21st. Tide prevents PHILOMEL leaving
slipyard until tomorrow or Monday.

BRITAIN

H.C.S. has seen - send copy to H.M.pl.

(Intld) J.B.

22/1.

H.C.S. I cannot understand this: the slipway I went on with "Philomel"
in P.A. could be used at any tide. I'm afraid the F.I.D.S. member aboard
may miss the "Sitzroy" through this which is very unfortunate.

25.1.

26.1.

336

P/L.
SM

DECODE.

337

TELEGRAM.

From Britain, Montevideo

To The Colonial Secretary

Despatched : 28th January, 19 55 Time : 1630

Received : 29th January, 19 55 Time : 0845

Owing to new tailshaft PHILOMEL expects leaving
29th will confirm departure.

BRITAIN

HM informed.

~~Intld~~ (Intld) J.B.
29/1

(Intld) C.C.

See 338

DECODE.

338

TELEGRAM.

From Britain, Punta Arenas,

To The Colonial Secretary

Despatched : 29th January, 19 55 *Time :* 1230

Received : 31st January, 19 55 *Time :* 0845

PHILOMEL sailed 1030 29th.

BRITAIN

H.M. has contacted PHILOMEL by R/T
this morning - she was 160 miles
north of Cape Meredith this morning
- should arrive Wednesday.

(Intld) J.B.

31/1

P.A.

(Intld) J.B.

31/1

23/2/4-55.



British Consulate,
Punta Arenas, Chile.
January 26th, 1955.

Sir,

I am to report that the M.V. Philomel arrived here a.m. on Saturday the 8th instant and entered the Slipyard on the morning of Tuesday the 11th (2 a.m.).

2. The necessary repairs to the hull, keel, propeller, rudder, etc., being completed, she was ready to be refloated on the 14th, but the tide not being high enough as anticipated, prevented her from coming off the slipway until the morning of Tuesday the 25th.

3. I would like to place on record that the personnel of the Naval Slipyard and that of the Philomel performed an excellent work in the minimum of time. Of course they all had to work overtime and the Navy even had to employ skilled men from the Supplementary list to have the work completed for the tide of the 14th.

4. As to the expenses involved, these will amount to roughly £1500.0.0 at the present rate of exchange (i.e. \$560 = £1), which includes: Slipway charges for stay (10th-14th January), grounding and refloating vessel; materials for preparing slipway and for repairs; tug hire; taxi hire (Slipyard being two km. distant from centre of town); cash to crew; hotel for crew; cables; stores, etc.

5. It will be observed that a large amount was spent on wages and overtime and on enquiring it was explained to me that overtime, according to Navy Regulations on Navy Slipyards and for services rendered by its personnel, is subject to 250% surcharge, and that had they known what repairs were necessary to be effected they would have had the materials and everything ready for that purpose, but they were only asked to undertake the work when the vessel was actually on the slipway, as it was understood that repairs, if any, would be effected by the crew, and the estimate submitted when asked if the Philomel could be slipped was that for grounding and refloating the vessel, no provision for wages for the repairs and/or materials were contemplated therein.

6. On enquiring as to the charges for stay on the slipway in Dockyard from 14th to 25th, the Captain in charge said they would not put a claim for that.

7. I am asking for a detailed account of the work and am making a protest against the charge of 250% on the wages of the Naval men engaged on the work. This charge is according to a regulation which came into force about fifteen years ago and it was really levied to keep people from taking work to the Naval Foundry. Now that the Navy are the only people who have a Slipway it should make a difference

and/

THE COLONIAL SECRETARY,
PORT STANLEY.

See 353

C? For take action as suggested
in para 8 of cable
briefly that we are adopting
his suggestion. Then ff back
to me pre. 2/2

Hon. CS

Action taken

4.012

See 356

341

I have hopes that this charge will be foregone. However, the matter must be referred to Valparaiso and it may be some time before we get a reply.

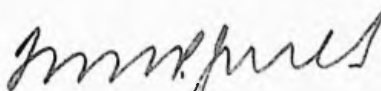
8. One way that has occurred to me to reduce the charge would be if you were to deposit sterling to my private account at Barclays Bank, Norbury Branch in London, I would be willing to sell it on the free market here which is perfectly legal. My sterling on the free market could be sold at £900 to the £1, whereas selling drafts through the Bank the exchange to-day is \$560, so that if you do as I suggest it would almost half the account. ~~and~~ We have already sold £1,000 at \$560, but the balance as I say could be sold for around £900.

9. If you care to adopt my suggestion will you please arrange to pay at once to my account in London and cable me that you have done so and meantime I will settle the Navy's account out of my own pocket. Cable me in any case as if you do not want to adopt this method we must sell a draft to the Bank at the rate of \$560.

With kindest regards,

I am,

Yours very sincerely,



Tom P. Jones.
British Consul.

P.S. I am enclosing copy of translation of a letter I sent to the Actg.C-in-C. of the III Naval Base here in connection with the above, this for your information.

342

Translation.

Captain Jorge Bornscheuer Schenke,
Acting Commander of the Third Naval Base,
Punta Arenas.

Sir,

First of all I want to thank you and through you all the personnel of the Arsenal and Slipway who have with such courtesy cooperated and taken such an interest in the repairs to PHILOMEL, belonging to the Falkland Islands Government. Captain Sollis informs me that the work has been most efficiently carried out and from my own personal observations I saw that the men worked very well.

However, now that I am in receipt of the detailed accounts I must confess that I am astonished at the charge which is made of a surcharge of 250% on the men's wages amounting to no less a sum than over \$270,000.

I am told that this surcharge has existed for about fifteen years and the regulation was made in order to discourage private work being brought to the Naval Foundry and so as not to compete with commercial firms which reasons I can well appreciate.

However, I had no idea that this regulation existed and I am afraid it is going to be a disagreeable shock for the Falkland Islands Government.

In any case the situation to-day in Punta Arenas has changed entirely. The Navy are the only people who possess a slipway and there can be no question of entering into competition with private firms.

And so on behalf of the Government of the Falkland Islands ~~Government~~ with all respect I appeal to you please to forego this charge at least on this occasion as we were quite ignorant of the existence of this regulation and therefore omitted to advise the Government in Falkland Islands.

If it is not within your power to do this would you please submit my claim to ~~higher~~ higher authority in ~~Valparaiso~~ Valparaiso.

Page 2.

As you know I have done all in my power to foment closer business relations between the Falkland Islands and Punta Arenas and to bring this work of ship repairing to Punta Arenas rather than that it should be done in Montevideo and I am afraid charges of this nature will effectively undo a lot of my efforts and will stop work of this nature being done over here in future.

Thanking you in anticipation for any help you can give me about cancelling this charge and assuring you of my highest consideration,

I have the honour to be.

Yours etc. etc.

(signed) Tom P. Jones.

British Consul.

E31-D-E2950E33D43D

SEÑOR
CONSULADO BRITANICO
TRABAJOS EFECTUADOS AL BUQUE MOTOR "PHILOMET"
PUNTA ARENAS.

Sírvase pagar al Arsenal Naval de Magallanes, quién depositará en Tesorería Provincial de PUNTA ARENAS, con abono a la cuenta F-37 TRABAJOS PARTICULARES, la cantidad de \$ 255.484,55 (DOSCIENTOS CINCUENTA Y CINCO MIL CUATROCIENTOS OCHENTA Y CUATRO PESOS 55/100), valor correspondientes a la Varada-Desvarada, 5 días de estadía y trabajos efectuados al Buque buque Motor "PHILOMET", del Gobierno de las "MALVINAS", en el Subdepartamento de Ingeniería Naval del Arsenal Naval (1).--

PORTA ARENAS, 26 de Enero de 1955

Flavio GOMEZ Garcia
Teniente Io. Contador
CONTADOR DE CAJES.

German SEPULVEDA Pereira
Capitán de Navío (Ing.)
COMANDANTE.-

DETALLE;	PARCIAL	TOTAL
<u>REGLAMENTO No.1059 .-</u>		
Art. 27 a. Sueldos ordinarios.....	13.486,10	
Art. 27a-2 Sueldos extraordinarios.....	46.438,00	59.924,10
Art. 27 b. 250% Recargo sobre sueldos ordina- rios y extraordinarios.....	149.810,25	
Art. 27 a Sueldos extraordinarios de Oficiales.....	4.048,20	
<u>MATERIALES PROPORCIONADOS POR EL BUQUE.</u>		
Art. 27 a. Factura S/n.....	41.818,00	
id.	4.429,00	
id.	11.834,70	58.081,70
<u>VARADA DESVARADA Y ESTADIA.-</u>		
Art. 27 a. Varada.....	10.000,00	
Art. 27 b. Varada gruesa a 12,00 C/u. diaria.....	6.384,00	16.384,00
Art. 27 c. Varada.....	288.248,25	
Art. 27 d. Varada proporcionados por el buque.....	58.081,70	
Art. 27 e. Varada.....	230.166,55	
Art. 27 f. Varada impuesto de cifras de negocios.....	25.318,00	
Art. 27 g. Varada.....	255.484,55	
TOTAL.....		

Y CINCO MIL CUATROCIENTOS OCHENTA Y

SEÑOR
CONSULADO BRITANICO
TRABAJOS EFECTUADOS AL BUQUE MOTOR "PHILADELPHIA"
PUERTA ARENAS.-

Sírvase pagar al ARSENAL NAVAL DE
sitara en Tesorería Provincial de PUERTA ARENAS
TRABAJOS PARTICULARES), la cantidad de \$ 216.920,10 (DIEZ Y SEIS MIL NOVECIENTOS VEINTI SEIS pesos 10/100), valor
diente a los trabajos efectuados al buque Motor "PHILADELPHIA"
Gobierno de las "TARTANAS", según Acta de Trabajos No. 1
Arsenal (10), como sigue:

Reparar quilla, embobinar y retornear bocina del timón,
tornera de timón, cambiar cuatro planchas protectoras etc.

PUERTA ARENAS, 26 de Enero de 1955

Flavio García
Teniente de Contador
C. J. A. A. A.

German J. V. V. V. V.
Capitán de Navío (Ing.)
COMANDANTE.

U. T. A. L. A. B. I.

PROVINCIAL R.

REGULAMENTO No. 1039 .-

Art. 27 a.	Sueldos ordinarios.....	19.293,00
Art. 27-a-2.	Sueldos extraordinarios.....	28.643,70
Art. 27 b.	250. Recargo sobre sueldos ordi- narios y extraordinarios.....	1
Art. 27-a	Sueldos extraordinarios de Ofic.....	
Art. 27-a-4	MATERIALES PROPORCIONADOS POR LA ARMADA DE S/G. Asignación.....	19.343,00
Art. 29-a	100. Recargo.....	1.934,30
Art. 30 a	<u>SABORIA ELECTRICA:</u> 70 a. a. a. 40,00 c/u.....	2.800,00
GUARDAS.....		19.442,50
Art. 27-b-3	11. Impuesto de cifras de negocios.....	426,40
TOTAL.....		176.920,10

SON: DICIENOS DIEZ Y SEIS MIL NOVECIENTOS VEINTI SEIS PESOS 10/100

DISTRIBUCION:

- C. General
- C. Armada.
- D. Cont.
- C. J. A. A. A.
- Interesado
- Archivo.-

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

346

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			2/2/55

To CROWN LONDON

PLEASE PAY SUM OF THREE HUNDRED AND TWELVE POUNDS TO BARCLAYS BANK
NORBURY BRANCH LONDON FOR CREDIT OF ACCOUNT TOM P JONES AND DEBIT
COLONY'S GENERAL ACCOUNT

TREASURER



Time

DECODE.

TELEGRAM.

From The Colonial Secretary

To British Consul, Punta Arenas.

Despatched : 2nd February, 19 55 Time : 1615

Received : 19 .. Time :

340 Your letter 23/2/4 -55 January 26th. Philomel.

Your suggestion paragraph 8 adopted. Crown Agents
requested deposit £312 to your private account.

SECRETARY

Hm

33

Plse see (340) - (345) & let me have
your comments.
We have taken advantage of the
Jones suggested fiddle thereby saving
about £200.

Q
5/2

H.C.S.
Full Report + drawings in process of preparation.

Q

ons to be addressed to
The CROWN AGENTS
GOVERNMENTS AND ADMINISTRATIONS
giving reference and the date
this letter being quoted.



4, MILLBANK,

LONDON, S.W.1.

S6 281/17/3.

NLAND "CROWN, SOWEST, LONDON."
JVER: "CROWN, LONDON."

AB: 7730.



2nd February, 1955.

Sir,

M.F.V. 1185.

322

350 I am directed to refer to this Office letter of
the 26th October, 1954, and to enclose a copy of the insurance
policy issued on renewal of the insurance of the above vessel
for a further period of 12 months from the 18th October, 1954.

I am, Sir,
Your obedient Servant,

Morgan

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

NCD

HVC

INSTITUTE STANDARD T.L.O. CLAUSE (HULLS).

1. This insurance covers only :—
Total Loss (Actual or Constructive) of the Vessel
(including total loss directly caused by :—
Accidents in loading discharging or shifting cargo or fuel
Explosions on shipboard or elsewhere
Bursting of boilers breakage of shafts or any latent defect in the machinery or hull
Contact with Aircraft
Negligence of Master Officers Crew or Pilots
provided such loss or damage has not resulted from want of due diligence by the Assured, Owners or Managers.
Masters Officers Crew or Pilots not to be considered as part Owners within the meaning of this clause should they hold shares in the Vessel.)
In ascertaining whether the Vessel is a constructive total loss the insured value in the policies on hull and machinery shall be taken as the repaired value and nothing in respect of the damaged or break-up value of the Vessel or wreck shall be taken into account.
No claim for constructive total loss based upon the cost of recovery and/or repair of the Vessel shall be recoverable hereunder unless such cost would exceed the insured value in the policies on hull and machinery.
2. The Vessel is covered subject to the provisions of this Policy at all times and has leave to sail or navigate with or without pilots, to go on trial trips and to assist and tow vessels or craft in distress, but it is warranted that the vessel shall not be towed, except as is customary or when in need of assistance, or undertake towage or salvage services under a Contract previously arranged by Owners and/or Managers and/or Charterers. This clause shall not exclude customary towage in connection with loading and discharging.
3. Held covered in case of any breach of warranty as to cargo, trade, locality, towage, salvage services or date of sailing, provided notice be given immediately after receipt of advices and any additional premium required be agreed.
4. Should the Vessel at the expiration of this Policy, be at sea, or in distress, or at a port of refuge or of call, she shall, provided previous notice be given to the Underwriters, be held covered at a *pro rata* monthly premium, to her port of destination.
5. If the Vessel is sold or transferred to new management then unless the Underwriters agree in writing to continue the insurance this Policy shall become cancelled from the time of sale or transfer, unless the Vessel has cargo on board and has already sailed from her loading port or is at sea in ballast, in either of which cases such cancellation shall, if required, be suspended until arrival at final port of discharge if with cargo, or at port of destination if in ballast. A *pro rata* daily return of premium shall be made.
This clause shall prevail notwithstanding any provision whether written, typed or printed in the Policy inconsistent therewith.
6. 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.
7. TO RETURN :
4/1 per cent. net for each uncommenced month if this Policy be cancelled by agreement ;
and as follows, for each period of 30 consecutive days the Vessel may be laid up in port (with special liberties as hereinafter allowed) :—
(a) 5/- per cent. net not under repair and with no cargo on board.
(b) 5/- per cent. net not under repair and with cargo on board.
(c) 5/- per cent. net under repair and with no cargo on board.
(d) 5/- per cent. net under repair and with cargo on board.
The returns (b) to (d) inclusive shall be applied notwithstanding that the Vessel has cargo on board and/or is under repair during a part only of the period of 30 days for which a return is claimable.
Provided always :
(i) that in no case shall a return be allowed when the within named Vessel is lying in a roadstead or in exposed or unprotected waters.
(ii) that in the event of a return for special trade or any other reason being recoverable, the above rates of return of premium shall be reduced accordingly.
The return for a laid up period of 30 consecutive days which falls on two policies, effected for the same Assured, shall be apportioned over both policies and this Policy shall pay such proportion thereof as the number of days attaching hereto bears to thirty. Such overlapping period shall run, at the option of the Assured, either from the first day on which the Vessel is laid up or the first day of a period of 30 consecutive days as provided under (a) or (b) or (c) or (d) above.
8. It is agreed that no assignment of or interest in this Policy or in any moneys which may be or become payable thereunder is to be binding on or recognised by the Underwriters unless a dated notice of such assignment or interest signed by the Assured, and by the assignor in the case of subsequent assignment, is endorsed on this Policy and the Policy with such endorsement is produced before payment of any claim or return of premium thereunder ; but nothing in this clause is to have effect as an agreement by the Underwriters to a sale or transfer to new management.

DUPLICATE

12030 * -5 NOV 1954

No Policy or other Contract dated on or after 1st Jan., 1924, will be recognised by the Committee of Lloyd's as entitling the holder to the benefit of the Funds and/or Guarantees lodged by the Underwriters of the Policy or Contract as security for their liabilities unless it bears at foot the Seal of Lloyd's Policy Signing Office.

SAM. H. 5714
(No.)



Any person not an Underwriting Member of Lloyd's subscribing this Policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Lloyd's Acts.

S.G.

£ 9,000

Printed at Lloyd's, London, England.

14-1-53

Be it known that CROWN AGENTS FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS.,

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 insured, lost or not lost, at and from

and for and during the space of Twelve Calendar months, commencing on the 18th October, 1954, and ending on the 17th October, 1955, both days inclusive, beginning and ending with Greenwich Mean Time,

upon any kind of Goods and Merchandises, and also 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 same Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Goods and Merchandises from the loading thereof aboard the said Ship as above

upon the said Ship, &c., as above and shall so continue and endure during her Abode there, upon the said Ship, &c.; and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandises whatsoever, shall be arrived at as above upon the said Ship, &c., until she hath moored at Anchor Twenty-four Hours in good Safety, and upon the Goods and Merchandises until the same be there discharged and safely landed; 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 and wheresoever for all purposes

without Prejudice to this Insurance. The said Ship, &c., Goods and Merchandises, &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 £9,000.

Against Total or Constructive Total Loss of Vessel only, as per Institute Clauses attached.

Employed coastal waters of Falkland Islands only or held covered at a premium to be arranged (inter insular communication, carrying stores and replacements etc).

Agreed that the fact of vessel being unregistered is not to prejudice this insurance.

Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us 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 said Goods and Merchandises and Ship, &c., or any Part thereof; 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 Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his Sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, 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.

And so we, the Assurers, are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured

at and after the Rate **FIVE PER CENT**

IN WITNESS whereof we, the Assurers, have subscribed our Names and Sums assured in LONDON, 18th October, 1954 as hereinafter appears.

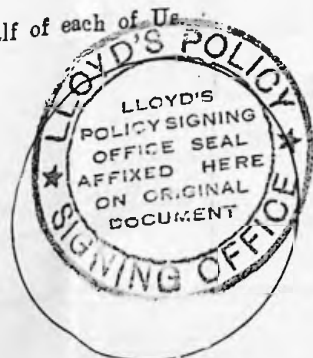
N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar, Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded.

Now know Ye, that We the Assurers, members of the Syndicate(s) whose definitive Number(s) in the attached list are set out in the Table overleaf, or attached overleaf, hereby bind Ourselves, each for his own part and not one for another, and in respect of his due proportion only, to pay or make good to the Assured all such Loss and/or Damage which he or they may sustain by any one or more of the aforesaid perils, and so that the due proportion for which each of Us the Assurers is liable shall be ascertained by reference to his proportion as ascertained according to the said List of the Amount, Percentage, or Proportion of the total Sum assured which is in the said Table set opposite definitive Number of the Syndicate of which such Assurer is a member.

IN WITNESS whereof the Manager of Lloyd's Policy Signing Office has subscribed his Name on behalf of each of Us

LLOYD'S POLICY SIGNING OFFICE,

A. H. Apperian
MANAGER.



a/c Government of Falkland Island.

(13-11-54)
(15-6-55)

0022

(In the event of accident whereby loss or damage may result in a claim under this Policy, the settlement will be much facilitated if immediate notice be given to the nearest Lloyd's Agent.)

Definitive Numbers of Syndicates and Amount, Percentage or Proportion of the Total Amount assured shared between the Members of those Syndicates.

shared between the Members of those Syndicates:					
Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.	Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.
			685	18	3140
			170	263	14/10/54
			50	901	"
			120	999	"
			140	422	14/10/54
			30	420	"
			315	688	"
			70	687	"
			685	448	FCL.81 14/10
			620	711	14/10/54
			70	713	"
			685	369	14/10
			685	108	14/10
			230	632	14/10
			285	633	"
			410	590	14/10/54
			275	592	"
			140	742	15/10/54 8.1
			685	335	14/10/54
			345	304	o/s
			345	309	14/10
			555	185	T2.99
			55	187	"
			80	2	N/E
			345	123	
			170	247	
			345	31	14/10
			345	535	14/10
			65	536	"

BROKER'S NO. 532

POLICY NO. 54M14/5774

L.P.S.D. DATE

L.P.S.D. SLIP NO.

DUPLICATE

In all communications please quote
the following reference

532

54M.H./5774

LLOYD'S



LONDON

LONDON. 18th October, 1954

Motor Fishing Vessel No.1185

12 months @ 18.10.1954 incl.

£9,000

THIS POLICY REQUIRES
ENDORSEMENT

GLANVILL ENTHOVEN & CO LTD.
INSURANCE,

TELEPHONE:
Avenue 4622

TELEGRAMS:
GLANVILL STOCK LONDON

MARINE DEPARTMENT

144, LEADENHALL STREET,
(OPPOSITE MAIN ENTRANCE TO LLOYDS)
and at Lloyd's LONDON, E.C.3.

(In the event of accident whereby loss or damage may
result in a claim under this Policy, the settlement
will be much facilitated if immediate notice be given
to the nearest Lloyd's Agent.)

8/11/87

3500

351

Communications to be addressed to
CROWN AGENTS
GOVERNMENTS AND ADMINISTRATIONS
giving reference and the date
this letter being quoted.



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

S6/281/17/3.

15th January, 1955.

GRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.



Sir,

M.F.V. 1185.

I am directed to refer to your recent telegrams
ending with that of the 4th January, 1955 regarding the above,
and to inform you that the voyage of the vessel to the Punta
Arenas area in the Straits of Magellan was considered by the
Underwriters to be held covered under the current insurance,
without payment of additional premium.

I am, Sir,

Your obedient Servant,

acs.

*Pl see 348 before ^{we} banking
file on*

W 7/3

Jim Tom LA

14/2

The Colonial Secretary,
Port Stanley,
Falkland Islands.

mail from 349.

LEVEL MONTH



of this case has been
the following methods and the date
OVERSEAS CONTRACT and ADDRESS LISTING
CROWN AGENTS
should be addressed to

8292, V. 2007, 2008

(MAYNARD "CROWN TOWN"
 INLAND "CROWN TOWN" LONDON

0170 2000 2000 2000

Wes

¹⁰ See Hms. minute on 348

Seen K.V. as there have
been a number of non-flying
days recently!

93

Am.

349-351 x 1. - The latter is good now.

83.

Recalled as per instructions from HCS
on front cover of temporary file.

$$24 \mid 3 \mid 55$$



353
BRITISH CONSULATE,

PUNTA ARENAS, CHILE

February 14th, 1955.

23/2/4-55

Sir,

340
347.
With reference to my letter 23/2/4-55 of 26th ulto., and to your cable of 3rd inst., reading :-

"YOUR LETTER 23/2/4-55 OF JANUARY 26th PHILOMEL.
"YOUR SUGGESTION PARAGRAPH 8 ADOPTED. CROWN
"AGENTS REQUESTED TO DEPOSIT POUNDS 312 TO YOUR
"BRIVATE ACCOUNT. COLONIAL SECRETARY".

2. I have since sold the sum of £312 at the rate of \$890 Chilean per £1., realizing \$277.680.- Chilean. From this I have paid \$194.904.65 to the Navy in settlement of their bill and the balance of \$82.775.35 has been refunded to the Foreign Office and will be used to pay for materials &etc., supplied for the repairs to the Philomel. A full statement of expenses will be submitted at the end of the quarter and the amount spent from local funds only will be shown in the Schedule of expenses, excluding the above amount.

I am, Sir,
Your Obedient Servant,

Tom P. Jones
Tom P. Jones.

The Colonial Secretary,
Port Stanley.

207

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
following reference and the date
of this letter being quoted.



354
4, MILLBANK.

LONDON, S.W.1.

S6/281/17/3.

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

21st February, 1955.



Sir,

M.F.V. "RESEARCH".

355
— I am directed to enclose a copy of an Endorsement
which should be attached to the copy of the insurance policy
covering the above vessel which was enclosed with this Office
349 letter of the 2nd February, 1955.

I am, Sir,
Your obedient Servant,

Maynston

Lee Smith Sec.

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

NCD

41
K.P.

DUPLICATE 55-1

GLANVILL, ENTHOVEN & CO., LTD.

6015m/0

Endorsement attaching to and forming
part of Policy No. 54MH/5774.

MOTOR FISHING VESSEL No. 1185.

It is hereby understood and
agreed that this Policy is extended
to cover round trip Falkland Islands /
Straits of Magellan and return to
Falkland Islands or held covered at
a premium to be arranged.

17/1
MM



LONDON: 7th January 1955.

Nes.

383.

Main file has been
received from H.M. & this
letter is filed therein &
resubmitted as instructed

Q
24/3.

Acg. What does that make
x/ the police list is as? e.T. is
see 'Sc' Q
25/3

~~Handwritten mark~~

~~Handwritten line~~

~~Handwritten line~~

~~Handwritten mark~~
25/3.

H.M.

x above?

Q
25/3

Record.

Main file & Temp. No. 1.
returned from H.M. 27. 8. 55.
Temp. No. 1. & No. 2. incorporated
herein today.

10.
27/8/55.

H.C.S.

M.F.V. "PHILOMEL".

I regret to inform you that a defect has developed in the reversing gear of the "Philomel" which cannot be made good locally, and in consequence the vessel is at present out of commission.

It is unlikely that spare parts can be fitted in less than four months from now, supposing that they were ordered immediately by telegraph, since the work involved is considerable. It is therefore certain that the vessel cannot run for that length of time.

One method of repair (and in mentioning these I am quoting the opinions of Mr Cahill and Mr Gutteridge as well as those of the Engineer of the "Philomel") would be to order the parts which are actually known to be defective and fit these into the existing gear here. This would cost approximately \$250 it is estimated, but Mr Gutteridge, who has considerable experience of this type of engine is of the opinion that the fitting of the parts in the Colony without skilled advice would be difficult and a possibility exists that it might prove impossible. He favours obtaining a completely new reversing gear, the price of which would be approximately £1,000. This could be fitted here by the Engineer of "Philomel".

As the vessel is a dead loss as she stands - we could not even sell her in this state - it is obvious that the Government will have to undertake the repairs necessary. However, as the "Philomel" is almost inevitably bound to be laid up for four months, I would like to give all members of the crew not required for the lay-over period a month's notice, and so cut our losses. I can find work for them during the month on the jetty and painting the harbour beacons.

Alternatively, I can find work for them on the H.S. for the period, but it will entail their accepting jobs not normally applicable to seamen. Viz. - Hanging floor, painting floor block, scaplan, slipway? Government jetty crane & some other.

For the

Reply at 359

359



BRITISH CONSULATE,

PUNTA ARENAS, CHILE

March 14th, 1955.

23/2/4-55.

3/15 1955

Sir,

340

360

With reference to my letter 23/2/4-55 of 26th January last, I beg to enclose herewith rough translation of a letter received from the Commander-in-Chief of the local Naval Station, from which it will be seen that my request for a reduction against the charge of 250% on on the wages of the men who worked on the repairs to the "Philomel", was not entertained.

2.. I am requesting the Commander-in-Chief, however, to let me have a copy of the new tariff that will be applied to repairs to vessels belonging to the Colonial Government when this is available to him.

I am, Sir,
Your obedient Servant,

Tom P. Jones.
British Consul.

The Colonial Secretary,
Port Stanley,
Falkland Islands.

Bof

358
27. 0661/3

28th March, 55.

To: The Harbour Master,

From: The Colonial Secretary,

STANLEY:

M.F.V. Philomel.

358
I am directed to acknowledge receipt of your minute reporting the defect in the Philomel's reversing gear and to request that you will advise this office of the extent of the damage and your recommendations to effect repair as soon as you are able.

2. Pending a full appreciation of the situation the employment of the crew on extraneous departmental duties is approved.

(Sgd) C. Campbell.

Colonial Secretary.

C/LJH.

See 362 & 364
365 - 367

T R A N S L A T I O N .

CHILEAN NAVY
III NAVAL ZONE
COMMANDER-IN-CHIEF'S
OFFICE.

PUNTA ARENAS, 1st March, 1955.

No. 1254.

Tom P. Jones Esq.,
British Consul,
City.

Dear Sir,

As a complement to my letter No. 1254 of 1st February last, I am pleased to inform you that the Director General for Naval Services has approved the statement of account presented by this Office for the repairs effected to the "PHILOMEL" of the Government of the Falkland Islands, as these were done in accordance to the instructions laid down in Rule No. 1059, and considering that this contains a reduced tariff, the amount to which the surcharge applies is very low.

At the same time, the above Department state that, the new Regulations appertaining to works for private firms and persons is for approval, and this will consider a reduction in the surcharge for repairs to vessels belonging to the Government of the Falkland Islands in the future.

Yours faithfully,

Sgd. Alberto Kahn.
Captain.
Commander-in-Chief.

W.C.S.

357-360

Would you please keep these papers in view - A reply to

358

J. 2 is outstanding. I have suggested to Mr. Hackett that he should let the Chief Engineer of the Bangladesh Navy have the opportunity of advising.

Give them a week and then remind Hackett re J. 2.

W.C.S.

9/4.

12/11/44
C. 12/11/44

0664/III

362

19th April, 55.

To: The Harbour Master,

From: The Colonial Secretary,

Stanley.

M.F.V. "Philomel".

358

I am directed to refer to my memorandum of 28th March, 1955, regarding the defect in the "Philomel's" reversing gear and to enquire whether you are yet in a position to furnish a reply.

(Sgd.) J. Bound

JW Colonial Secretary.

Rec 25/4 H
no reply -

A.C.S.

I saw Mr. Huchel this morning.

What apparently has happened is that he has ordered a spare part costing approximately £300. for which he has funds in his vote. A copy of the telegram should be in the office.

Additional funds will, however, be required in due course as expenditure on this part will just about absorb the vote. When he has a definite quotation from Crown Agents he will put in an application for additional financial provision. H.I.V.

17.4.71

26/4.

A.C.S.

Pl. see 1 in I/114/55 att.

shu
26/4.

Beu 12/5
C
26/4

No. 0664/III

MEMORANDUM.

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

19th April, 19 55.

To: The Harbour Master,

Stanley.

From: The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT:-

M.F.V. "Philomel".

I am directed to refer to my memorandum of 28th March, 1955, regarding the defect in the "Philomel's" reversing gear and to enquire whether you are yet in a position to furnish a reply.

[Signature]
Colonial Secretary.

See 365 - 367.
H.C.S. Reminder given to Supt. Power Station who expects to complete a report by 28th April.

[Signature]

No.

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



MEMORANDUM.

27th April, 1955.

To. Hon. Col. Sec.

From. Harbour Master.

Stanley.

Stanley, Falkland Islands.

SUBJECT:-

M/V "Philomel".

367
Attached please find report on the engine defect in M/V "Philomel" submitted by Supt. Power Station, who examined the reversing gear in order to give a second opinion.

2. As foreshadowed in Mr Gutteridge's report, Mr Ross wishes to dissent from Mr Gutteridge's views regarding the possibility of damage by towing. I have asked the Engineer Officer of H.M.S. "Burghead Bay" for a third opinion on this point, and he supports the opinion of Mr Ross in that he considers it likely that sea towage would have had an adverse effect upon the reversing gear. It is hoped that I shall be in a position to submit this officer's report at a later date, but fundamentally all three agree that the breakdown was occasioned by fair wear and tear over a period of years, contributed to by towing (in the opinion of the Engineer Officer, H.M.S. "B.B." and Ross) and by use of dirty oil at some stage in the vessel's history (opinion of Engineer Officer, H.M.S. "B.B").

3. In view of the foregoing, I consider no blame attaches to the "Philomel's" engine room staff for the breakdown, but the points about towing and oil should be noted to avoid possible future breakdowns of a similar nature.

P.T.O.

15 366

4. I am very grateful for the assistance rendered by Mr Gutteridge and Lieut. Commander Pratt, whose advice has been most useful.

for Mr. Luchie

Harbour Master.

No.

MEMORANDUM.

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

26th April, 1955

From: Superintendent Power Station,
u.f.s. Harbour Master.

Stanley, Falkland Islands.

To: The Honourable,
The Colonial Secretary,
Stanley.

SUBJECT:- m.v. "Philomel".

I have the honour to inform you that at the request of the Harbour Master I was to inspect and report on the nature and cause of the failure in the gear box of the Philomel's engine. I submit the following report:-

The Brakeband forming part of the reversing gear had become out of alignment due to a broken stop, this resulted in excessive wear in the brakeband stud securing hole. On stripping down the gear box, the pinion carrier forward bearing, the pinion carrier aft bearing and the centre bearing were found to be worn due to fair wear.

The shaft carrying the whole of the epicyclic gear was found to be worn at a point where it mates with the thrust bearing, the thrust bearing itself was also worn and needed replacing. As the task of stripping the gearbox is a major one, other parts which showed sign of wear, for which spares were on hand, were also removed for replacement, this necessitated ordering sundry other items such as keys, setpins, and lockwashers etc.

The breakdown if it can rightly be called such was due to wear which I believe to be normal. No engine logs were left in the beginning so there is no telling the actual hours run. Engineer room logs have been kept only over the past 2½ years. The Engineer Mr. R. Ross tells me he is of the opinion that the wear on the thrust bearing and shaft was due to a tow from Natales Chile, of the Schooner Gambler. I do not agree, and will if you so request, submit a separate report on the matter.

Supt. Power Station.

M.S.

x

Do

you wish S.P.H. to submit a separate report, pl?

8
3/5.

A.C.S.

I don't understand what is implied by a "separate report" - but if the Supt. Power Station has something else to say - we should hear it - u.f.s. H.M.

S.P.H.

Pl. proceed. accy.

8
3/5.

A.P. 17-1
3/5.

H.M.

A

My remark at 11^h regarding a separate report which is queried by HCS was due to the fact that I was primarily responsible for the tow being allowed. You may recall that I was asked at the time whether the engine would suffer any ill effects if Philomel towed the gamble, and after consideration I said it wouldn't. Wear has taken place on the thrust bearing and I note that the Engineer Officer of Buzhead Bay supports Mr. Ror's opinion that this was accelerated by the tow.

When I gave my opinion I assumed that if the power output did not exceed that which ^{the engine} ~~it~~ was rated at, this could be done by a reduction in speed, then the actual load imposed upon the gearbox would be the same.

$$\text{Power} = \frac{\text{man} \times \text{Distance}}{\text{time}}$$

As the man was being increased by the addition of the tow, time would have to be increased to keep the power constant, hence a reduction in speed. However this is theoretical reasoning and is likely to contradiction under practical operating conditions, of which the Engineer Officer would know about. As a point of interest, to the best of my knowledge bombs with standard engines towed strings of gliders during the war at reduced speeds without noticeable ill effects.

Spelling

6.5.55.

Noted

SP

0664/111

H.M.S. BURGHEAD BAY,
At Port Stanley,
Falkland Islands.

5th May, 1955.

No. 27A/555

The Honourable the Colonial Secretary,
Port Stanley,
Falkland Islands.

Sir,

340 The attached report by my Engineer Officer,
Lieutenant Commander H.L. PRATT, R.N., on his visit
to M.V. PHILOMEL is forwarded for information.

~~BOH~~
(P.D. HOARE)
COMMANDER IN COMMAND

B.

A.C.S.

- (1) Letter of appreciation f.m.s. pl.
(2) On file a copy to H.M. for
Comm. k.

A.477

13/5

Reply at 373

Report by Engineer Officer
At Car. H. H. Pratt R.N.
about Highway Run, on
VISIT TO M.V. PHILOMEL

370

The object of the visit was to examine, and, if possible, advise on the repair of, the reverse gearbox of the main engine, which is a Lister Blackstone Type MFV113 3.

2. The gearbox had been dismantled, and the component parts were examined. The following defects were observed:

- i. Brake band heavily worn.
 - ii. Planet wheel bushes and pins worn.
 - iii. All ball bearings pitted and worn. The main thrust race is especially badly damaged.
 - iv. The teeth of the planet wheels, and, especially, the sun wheel, are pitted.
 - v. The secondary shaft is scored in way of the ball bearings, and has been damaged during dismantling.
- The main drum, clutch plates, and yoke are in good condition.

3. In order to make a fully satisfactory repair, all the defective parts mentioned in paragraph 2 above should be renewed. The gearbox could be assembled and made operable with the present planet wheel pins and secondary shaft, but this is not recommended as it would have to be dismantled again to fit these parts at a later date, and, in the case of the pins mating new parts with them would cause accelerated wear of the latter.

4. From the condition of the defective parts, the probable causes of the trouble are believed to be as follows:

- i. Incorrect adjustment of the brake band, probably owing to lack of appreciation in the past of the delicacy and importance of this. The present engineer is fully aware of this point.
- ii. Overloading. It is understood that this vessel has been used for towing loads comparable in displacement to itself, and it is strongly recommended that this should not be done, as the engine is not rated to withstand the extra loads involved.
- iii. Dilution and possibly water contamination of the oil. The oil in use now is a detergent grade of good quality, and if it is changed regularly as has been the case recently, there should be no difficulty with lubrication.
- iv. Fair wear and tear. As far as is known, the gearbox has not been overhauled before, and it would be expected that fairly extensive renewals would be required after about ten years running.

5. In order to avoid in future long periods of laying up whilst spares to replace defective items are obtained, it is recommended that a comprehensive stock of spares should be established and maintained, and that the advice of the manufacturers should be sought on what items are required.

Minutes of a Meeting of Standing Finance Committee
held in the Office of the Colonial Secretary on
Monday the 16th MAY, 1955.

Present:- The Honourable the Colonial Secretary (Chairman)
The Honourable Mr. S.C. Luxton
The Honourable Rev. W.F. McWhan, M.B.E.

A.I.S.E's.

The Committee considered and approved Applications to incur Supplementary Expenditure during the current year of accounting and also for the year 1954/55 as detailed on the attached schedule.

Reversing
Gear m.v.
"Philomel"

Reversing gear for the m.v. "Philomel" at an estimated cost of £300 was discussed and Committee approved this additional provision as a charge to Head VI Subhead 12 Repairs and Engine Spares. The Chairman informed members that copies of the Surveyor's Reports would be circulated for their information and comment.

Course in
U.K. for
F.I.D.F.
Officer

The Committee recommended for approval the payment under Head IX Subhead N.I. Training Expenses in U.K. of an account amounting to £30. 12s. -d. submitted by the War Office in respect of costs of a training course undertaken by Lt. Jones of the F.I.D.F. The Committee expressed the view, however, that if supplementary provision was required in the case of such courses, an estimate should be submitted for the Committee's consideration before the course was undertaken and expenditure incurred.

Light &
Fuel Govt.
House

The Committee requested that they might have details of how the original estimate was arrived at in view of the fact that the vote was overspent by £215. The original estimate was £420 and was based on the previous years expenditure.

(The reason for additional expenditure was due to extra power consumed as the result of the installation of an electric cooker)

Base Plate
for Crane
Govt. Jetty

The Committee questioned the purchase of this item and the Chairman directed that a report should be obtained from the Harbourmaster for Committee's perusal. Committee approved expenditure amounting to £150 under Head VI Harbour & Aviation New Subhead Base Plate for Crane. The Crane was originally purchased from the Admiralty at a cost of £25.

Confidential
Minute of
3/5/55

The Chairman advised members that he would keep them informed.

Cook/
Housekeeper
Govt. House

The Committee were asked to consider an increase in the emoluments of the Cook/Housekeeper which would amount to £75 per annum with effect from April 1955. The additional expenditure would be charged to Head I Governor Subhead 6 Domestic Servants. Members agreed.

Harness
Agric. Dept.

The Chairman informed members that the harness held by Government was in very poor condition and sought their approval for increased expenditure amounting to £10 over and above the vote to meet replacements which it was intended to order from the U.K. The effect on the vote i.e. Head II Subhead 2 Harness would be an increase from £30 - £40. Members approved of the additional expenditure.

Chairman

Secretary

0664/III

20th May,

55

To: The Harbour Master,

From: The Colonial Secretary,

Stanley.

Report on Examination of Philomel's engine.

3410 I am directed to forward herewith, for comments, a copy of a Report received from the Engineer Officer of H.M.S. Burghead Bay on the reverse gearbox of the main engine of m.v. "Philomel"

(Sgd.) J. Bound

/s/ Colonial Secretary.

0664/II

30th May,

369
Sir,

370
I am directed to refer to your letter
No. 27A/555 of the 5th of May, 1955, and to
convey to you an expression of this Govern-
ment's appreciation for the very helpful re-
port of your Chief Engineer on the engine
defect on m.v. "Philomel".

I am,

Sir,

Your obedient servant,

(Sgd) A.G. Denton-Thompson

COLONIAL SECRETARY.

Commanding Officer,
L.E.S. Burghhead Bay.

Recd 3/15/56
on 8/16
KIV

DECODE.

TELEGRAM.

From Crown Agents

To Colonial Secretary

Despatched: 3rd October, 19 55 Time 1447
Received: 4th October, 19 55 Time: 1300

Insurance MFV 1185 expires 17th October.
Please cable renewal instructions.

CROWN AGENTS

P/L:IMR

Reply at 375

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

Copies sent to Treasury &
H.M. **SENT**

376

Number	Office of Origin	Words	Handed in at	Date
				5.10.55

To	CROWN LONDON	H O ACCOUNT
----	--------------	-------------

374 YOUR TELEGRAM 3RD OCTOBER PLEASE RENEW INSURANCE MPV 1185.

SECRETARY

Copies to Treasury & H.M.
(INTLD) W.H.
5/x.

See 376

376

Communications to be addressed to
THE CROWN AGENTS
OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



4, MILLBANK,

LONDON, S.W.1.

S6/281/17/3

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

7th November, 1955.

Sir,

Motor Fishing Vessel No. 1185

375

I am directed to refer to your telegram of 6th October 1955, and to inform you that the insurance of the above vessel has been renewed for a further period of 12 months from 18th October 1955, in accordance with your instructions.

377...

The premium of £410 as shewn on the attached copy of the cover/debit note, has been paid to the insurance brokers and will be found debited in the Falkland Islands account in due course.

I am, Sir,

Your obedient servant,

C 47/1
29/11

See 380

The Colonial Secretary,
Falkland Islands.

HVC

MJD

Am to see
1
28/11

GLANVILL STONE LONDON * * * * * CARLIS * GLANVILL LONDON

Glanvill, Enthoven & Co. Ltd.

INSURANCE

144 LEADENHALL STREET LONDON EC3 * TELEPHONE AVENUE 4622

AND AT LLOYDS

Please quote Reference:

55MH

23596

Date

20th October, 1955

Acc FALKLAND ISLANDS

Cully Gov. Sec. Tel. 15/10/55

The Crown Agents for Overseas
Governments & Administrations

COVER/DEBIT NOTE for INSURANCE effected

For A/c of

Government of Falkland Islands

DETAILS

MOTOR FISHING VESSEL No. 1185

12 Months at 18.10.1955

On Hull, Materials, Engines etc., and all connected therewith
Valued £9,000Total or Constructive Total Loss of Vessel Only Institute Clauses
(port risk retention 30/-d% A.B.C.&D.)Employed coastal waters of Falkland Islands only or held covered
(inter insular communication, carrying stores and replacement etc.,).Agreed that the fact of this vessel being unregistered is not to
prejudice this insurance.

Effectuated with:- Lloyd's

£9,000 @ 5%

Less 9½%

Policy & Stamp

£450. 0s. 0d.

42.15s. 0d.

£407. 5s. 0d.

2.15s. 0d.

£410. 0s. 0d.

GLANVILL, ENTHOVEN & CO. LTD.

FOR MANAGER, MARINE DEPT

E. & O.E.

6664
378
F. n Harbour Master.

To: The Hon. Col. Sec.
STANLEY.

23rd November, 1955.

MARINE AND AVIATION RENEWALS FUNDS.

I am a bit hazy about the object of these funds: presumably the object is to replace existing equipment (such as the "Philomel" and the Beavers) at the end of their life, using money available in these funds?

2. If the above assumption is correct, then I think that the two funds under reference should be reconsidered as regards the annual contribution before the next budget. At present there is something like £8,000 available in the Marine Renewals Fund, and the annual contribution is £1,000. At current prices "Philomel" would cost about £12-15,000 to replace: at the present rate, the fund will therefore have reached its necessary maximum in six or seven years time. But the "Philomel's" hull is in such good condition that I see no reason whatever for supposing that her useful life in the Colony should not extend for at least another twenty years and probably a good deal longer. Three possibilities occur to me from considering the above:-

- (a) allow the fund to continue growing at the present rate until a safe maximum (£15,000?) has been reached, and then delete the fund from future estimates, at least until such time as the cost of replacement has risen beyond the fund's total.
- (b) Reduce the annual contribution to a figure that would mean that the final target was arrived at when the expected life of the "Philomel" came to an end - i.e. say £350 p.a. which would mean £15,000 would be reached in twenty years time.
- (c) continue the existing contribution sine die, with the object of acquiring a larger vessel when the "Philomel" expires.

3. Of the above, I consider (b) is the best solution, as this gives a fairer picture of the running cost of the vessel - i.e. a renewal fund arranged to arrive at the required figure at the required time.

4. In the Air Service the reverse condition operates: here we have only about £4,000 in hand: our foreseeable requirements are £20,000 in six years time to replace VP-FAE, and a further £20,000 two years later to replace VP-FAF, working out at £40,000 every eight years. The annual contribution should therefore be £5,000 from now on - I realise that in estimating this way, it can be argued that in eight years time the cost is bound have risen to more than £20,000 per aircraft, but I am assuming that items (such as floats) will be saved from the aircraft to be scrapped: the anticipated higher cost can be set against the salvage from the old aircraft.

J. H. H. H.

Harbour Master.

Man at 376

Act. C.T.'s comments please.

2/4/11

2/4/11

Aq. C.T.

3/12

Hones

So far as I know the contributions to the funds are purely arbitrary. - no actual life figures having been taken into consideration when these contributions first appeared in the Estimates.

As the 3rd Mar the Trust stood at £600 for marine fund (Philanthropic) previously Georgia under little marine insurance fund which also came, I think any other craft under air - aviation Rev. fund the total standing to credit of the fund was £6155. I feel that we should continue contributions (if we can afford to do so). At the present rate is the case of M.R.F. the man suggested by the Am would be reached in 6 years & the aircraft fund eight years at £5000. This would depend entirely on our financial position which it appears we should, in particular in the case of the Service have sufficient money in the time to meet replacements we must not show a fight which could not be met from Revenue. I suggest therefore that the position regarding both funds be reviewed prior to the framing of the 3rd Estimates.

4/1/56

By 2/1/56

Communications to be addressed to
THE CROWN AGENTS
OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



380
4, MILLBANK,

LONDON, S.W.1.

S6/281/17/3.

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

10 JAN
2nd December, 1955.

Sir,

Motor Fishing Vessel No.1185.

376 I am directed to refer to the Crown Agents' letter
of 7th November, 1955 and to enclose a copy of the insurance
policy issued on renewal of the insurance of the above vessel
for a further period of 12 months from 18th October, 1955.

I am, Sir,
Your obedient servant,

The Colonial Secretary,
FALKLAND ISLANDS.

NCD.

HVO

380a
J. M. B. & Co.
LONDON, E.C.1



Communications to be addressed to
The Crown Agents
Colonial Department and Administration
The following information and details
of the various Colonies

2nd December, 1957

Telegrams: Crown Agents for the Colonies
Colonial Department
Telephone: 2222

Offia.
2. Their undersigned the Plaintiff
from on the

B.U. in January 1957 for same

212

Motor Marine Vessel 10.11.57
in consideration with the 1957/58 estimates.
I am directed to refer to the Crown Agents' letter

of 7th November, 1957, and to enclose a copy of the insurance
policy issued on behalf of the insurance of the above vessel
for a further period of 12 months from 18th October, 1957.

I am, Sir,
Your obedient servant,

The Colonial Secretary,
H.M. Treasury.

212

(No. 55M.H. / 23596/-)



Any person not an Underwriting Member of Lloyd's subscribing this Policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Lloyd's Acts.

S.G.

£9,000

Printed at Lloyd's, London, England.

Duplicate

12011 * 17 NOV 1955

No Policy or other Contract dated on or after 1st Jan., 1924, will be recognised by the Committee of Lloyd's as entitling the holder to the benefit of the Funds and/or Guarantees lodged by the Underwriters of the Policy or Contract as security for their liabilities unless it bears at foot the Seal of Lloyd's Policy Signing Office.

Be it known that

CROWN AGENTS for OVERSEA GOVERNMENTS and ADMINISTRATIONS

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 insured, lost or not lost, at and from

and for and during the space of Twelve Calendar months, commencing on the 18th October 1955, and ending on the 17th October 1956, both days inclusive, beginning and ending with Greenwich Mean Time.

upon any kind of Goods and Merchandises, and also 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 same Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Goods and Merchandises from the loading thereof aboard the said Ship as above upon the said Ship, &c., as above and shall so continue and endure during her Abode there, upon the said Ship, &c.; and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandises whatsoever, shall be arrived at as above upon the said Ship, &c., until she hath moored at Anchor Twenty-four Hours in good Safety, and upon the Goods and Merchandises until the same be there discharged and safely landed; 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 and wheresoever for all purposes without Prejudice to this Insurance. The said Ship, &c., Goods and Merchandises, &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 £9,000.

Against Total or Constructive Total Loss of Vessel Only as per Institute Total Loss Clauses attached.

Employed coastal waters of Falkland Islands only or held covered at a premium to be arranged (inter insular communication, carrying stores and replacements etc).

It is agreed that the fact of this vessel being unregistered is not to prejudice this insurance.

Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us 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 said Goods and Merchandises and Ship, &c., or any Part thereof; 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 Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his Sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, 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.

And so we, the Assurers, are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured

at and after the Rate of **Five per cent.**

IN WITNESS whereof we, the Assurers, have subscribed our Names and Sums assured in **LONDON, 18th October 1955** as hereinafter appears.

N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar, Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Three Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded.

Now know We, that We the Assurers, members of the Syndicate(s) whose definitive Number(s) in the attached list are set out in the Table overleaf, or attached overleaf, hereby bind Ourselves, each for his own part and not one for another, and in respect of his due proportion only, to pay or make good to the Assured all such Loss and/or Damage which he or they may sustain by any one or more of the aforesaid perils, and so that the due proportion for which each of Us the Assurers is liable shall be ascertained by reference to his proportion as ascertained according to the said List of the Amount, Percentage or Proportion of the total Sum assured which is in the said Table set opposite the definitive Number of the Syndicate of which such Assurer is a member.

IN WITNESS whereof the Manager of Lloyd's Policy Signing Office has subscribed his Name on behalf of each of Us.

a/c Government of Falkland Islands.

DLW

LLOYD'S POLICY SIGNING OFFICE.

A. H. Appleby
MANAGER.



(13-11-55)
(15-6-48)

8-3-55

JJ 24

(In the event of accident whereby loss or damage may result in a claim under this Policy, the settlement will be much facilitated if immediate notice be given to the nearest Lloyd's Agent.)

Definitive Numbers of Syndicates and Amount, Percentage or Proportion of the Total Amount assured shared between the Members of those Syndicates.			
Age	Syndicate No.	Underwriters' References	Amount, Percentage or Proportion.

[illegible]

DUPLICATE

In all communications please quote
the following reference

532

55M.H./23596/-



LONDON. 18th October 1955.

Motor Fishing Vessel No.1185.

12 months @ 18.10.1955 b.d.i.

£9,000

(In the event of accident whereby loss or damage may
result in a claim under this Policy, the settlement
will be much facilitated if immediate notice be given
to the nearest Lloyd's Agent.)

Hur

*380 for information
D.R. Drayed
cc 1/56*

Returned 23/1/56

Kiv Ret 3/11

Bu. 29/2.7/3

29/2/3

Bu. (379)

on 7/5/56 (Estimates)

Acc. 378-379

7/5/56

*Bu 4/1/57 (Estimated)
Acc 380a*

2/11/55

383.

No.

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



MEMORANDUM.

23rd July, 1956. 19

The Honourable,

The Colonial Secretary.

Stanley.

From Collector of Customs & Harbour Master

Stanley, Falkland Islands.

SUBJECT:-

PROGRESS REPORT M/V "PHILOMEL" 23rd JULY, 1956.

M/V "Philomel" is at present undergoing a routine overhaul, the main engine has been serviced by the Engineer R. Ross, and he is now busy overhauling the auxiliary machinery. This work has been going on most satisfactorily.

RUDDER. The rudder has been removed for inspection and it was found that the rudder post and straps are eaten away, all have to be re-newed, this trouble I am told is due to galvanic action.

The Engineer Officer of the H.M.S. "Veryan Bay" has inspected the rudder and his report is awaited. Repairs to this rudder is going to be a costly and slow job, unless we can get somebody moving. On the recommendation of the Engineer R. Ross, there appears to be one way of getting at this job, and that is by utilising a secondhand Tail Shaft, converting it into a rudder post, and ordering a new Tail Shaft from the United Kingdom. This secondhand Tail Shaft was taken off the "Philomel" 2½ years ago because it was defective, but Ross has been nursing it in case of an accident to the present Shaft, and claims that in an emergency it would carry the ship over until a new one could be obtained from the United Kingdom. I am therefore of the opinion that there is not much advantage to be gained by keeping a defective Shaft as a ~~xxx~~ reserve and recommend we use this old Shaft for a rudder post.

FUEL. Last Saturday morning the Supt. Power Station informed me that owing to a shortage of Fuel Oil and the long spell before another Tanker was expected no further supplies of Fuel for the Harbour Department would be forthcoming, this is indeed a shock, as I was informed by my predecessor that all "Bunker Worries" were over.

Crew. The "Philomel" has only the following employed as Crew:-

Engineer	...	R. Ross.
Engineman	...	T. Anderson whose resignation takes effect from the 31/8/56.
Deck Hand	...	W. Kane.

I understand that Sollis will not be returning until October, so the temporary Skipper I had in mind may be called upon to take the vessel to Punta Arenas to ease the Fuel shortage, it is with this end in view that I feel the whole matter should be thoroughly discussed before any further engagement of crew are made.

Collector of Customs & Harbour Master.

ACS.

I will discuss with

Mr. Grimes at 4 p.m.

Friday 27 July.

Informal

6/7/56

He has the

26.7.56

Copy sent to
S/W

384

30th July

56

From:

To:

The Officer Administering the Government. Collector of Customs & Harbour Master.

M/V "PHILOMEL".

I have to refer to your memorandum of the 23rd July on the subject of m/v "Philomel".

We discussed the problems connected with the refit of the "Philomel" and it was agreed as follows:-

Rudder.

The second-hand tail shaft which was taken off the "Philomel" 2 1/2 years ago because it was defective should be converted into a rudder post. Public Works Department should be asked to undertake this and in addition to replace straps on the existing rudder which have been eaten away by galvanic action. It was arranged that you would keep me closely informed of the financial aspects.

A new tail shaft should be ordered for the "Philomel" as soon as possible.

Fuel.

We discussed briefly the question of fuel and I explained difficulties arising out of the fact that a tanker was not expected until August 1957. It is understood that you have sufficient bunkers to carry the "Philomel" for some time. The matter should be kept under review.

Crew.

It was agreed that you would engage a temporary captain as soon as possible and fill the vacancies on the "Philomel" which existed as soon as you are in a position to put the ship to sea.

Punta Arenas.

It was agreed that the possibility of taking the vessel to Punta Arenas should be discussed at a later date when more is known about fuel possibilities.

A copy of this memorandum has been addressed to the Superintendent, Public Works Department, who is asked to give as much priority to refitting the rudder as possible.

AT/PT.

385

DEAN BROTHERS. LTD.,

PEBBLE ISLAND,

FALKLAND ISLANDS.

28th July, 1956.



The Colonial Secretary,
Stanley,

Dear Sir,

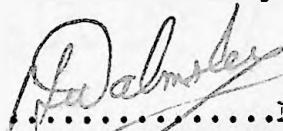
With reference to our conversation of earlier this week regarding the help given to M.V. Philomel by M.V. Gentoo at Burnt Island reef earlier this year the Board of Directors of Dean Bros Ltd., have agreed that this firm should make no claim on the Government with respect to the cost involved.

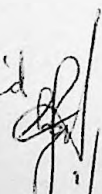
Regarding the other matter discussed we much appreciate your readiness to allow the Superintendent of the Electrical Dept. to come out at a later date and vet our electrical installation before starting up.

↓ Extracted to 0599.

Work undertaken by Govt.
for Private Individuals.

Yours faithfully,


.....Manager,
Dean Bros Ltd.,

Achid

1/8/56

24/7
29.56

Reply 387

386

385

We should now thank

Dear Bros for their assistance? Draft

10/16 c/p pl Sherry
9/18/56

387

X64/111

13th August, 56.

Sir,

I am directed to refer to your letter of the 28th July regarding the assistance given to M.V. Philomel and to thank you for the assistance so readily given, and to say that Government greatly appreciates the fact that no charge is being made.

I am,

Sir,

Your obedient servant,

(Sgd) A.G. Denton-Thompson.

OFFICER ADMINISTERING THE GOVERNMENT.

The Manager,
Dean Brothers, Ltd.,
Pebble Island.

Copy: Colonial Manager,
Falkland Island Company.

TRN/MC

ACS 28/8/56
yjs

388

bu 10/1/57 Acc(380a)
Rin

No. H./2.

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



MEMORANDUM.

0664/C

27th. August,

The Honourable,

The Colonial Secretary,

Stanley.

Collector of Customs & Harbour
Master.
Stanley, Falkland Islands.

SUBJECT:- PROGRESS REPORT M/V "PHILOMEL" 27th. AUGUST, 1956.

383
340-341
With reference to my previous report of the 23rd July, 1956, I have the honour to submit herewith the original copy of the Report of Inspection of Rudder and Rudder Post of the M/V "Philomel" carried out by the Engineer Officer of H.M.S. "Veryan Bay".

Work is continuing on this job and I am pleased to report is nearing completion and the Rudder should be ready for shipping on the next suitable tide about the 19th. September.

FINANCIAL POSITION. Under Head VI (M/V "Philomel" subhead II "Repairs and Engine Spares, the amount estimated was £300. The "Philomel" has undergone a very extensive overhaul especially in the Engine Room. To replace the spare parts used in this refit and a new tail shaft, the cost is estimated at £360 plus local expenses in connection with the making of the new Rudder etc, I have submitted to the Treasurer an A.I.S.E. for additional £200 which I hope will carry "Philomel" over present Financial Year.

CREW. Mr. E.B. Anderson was engaged as Temporary Master on the 4th. August and has since been very active. Fresh water tanks have been cleaned and cement washed, defective parts in Ships rigging renewed, canvas cover made for motor winch and various other jobs.

W. Kane employed as Deck hand has not given satisfaction and has been given one months notice his services terminate on the 15th. September.

To complete the complement of the crew the following men will be required, Mate paid from Personal Emoluments, Engineman, Cook and Deck hand from Other Charges. 18 Labour. Subject to your approval I suggest the usual Public Notice be issued in respect of the Mate. The Customs and Harbour Department can if you wish issue an advertisement for the remainder. The Crew will be required on the 15th. September as the next full moon tide suitable for beaching "Philomel" will be the 19th.

The present crew employed consist of:-

E.B. Anderson.	Temporary Master.
R. Ross	Engineer.
W. Kane.	Deck Hand (Services terminate 15th. Sept.)

GENERAL. The deck in the lower hold has been painted by Public Works. Repairs to the Starboard forward bulkhead awaits P.W.D.'s attention (this bulkhead was damaged while in command of the vessel) also caulking of deck completed.

Recs
1. above - P.W.D. 14.8
to go ahead with his crew
Director of Customs
Harbour Master

~~188~~
340
390

H.M.S. VERYAN BAY,
at Falkland Islands.

26th July, 1956.

No. 389/22(ii)

THE CUSTOMS AND HARBOUR DEPARTMENT,
FALKLAND ISLANDS,
PORT STANLEY.

REPORT OF INSPECTION OF RUDDER
AND RUDDER POST
M.V. PHILOMEL

The attached report on the inspection of
the Rudder and Rudder post carried out by my Engineer
officer, Lieutenant Commander, D.N. LOYNES, Royal Navy
is forwarded for information.



(J. BITMEAD)
COMMANDER, ROYAL NAVY,
COMMANDING OFFICER.

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REPORT OF INSPECTION OF RUDDER AND RUDDER POST
M.V. PHILOMEL

The rudder and rudder post of M.V. PHILOMEL were inspected on the 19th July, 1956. This examination was undertaken at the request of the Harbour Master, Port Stanley.

2. The rudder and the rudder post, as far as the lower flanged coupling, had been removed from the boat. The rudder is made of wood and is secured to the rudder post by bolts through three pairs of brackets. The post and brackets are fabricated in mild steel. Four zinc corrosion pieces are secured to the brackets, two corrosion pieces to each side, and a further four zinc corrosion strips are secured to the wood of the rudder; two strips to each side.

3. The wood of the rudder is in a fair condition.

The rudder post, brackets and metal fittings are badly corroded and in poor condition. The wastage of metal is general and evenly distributed. This wastage is of the order of 50%.

The zinc corrosion pieces secured to the brackets are corroded. This is of the order of 25% or less.

The zinc corrosion strips secured to the wood are in good condition. This wastage is negligible. It is considered that the rudder post, brackets and fittings are unsound.

4. The wastage of the rudder post, brackets and fittings is attributed to corrosion erosion.

The factors contributing to this are:-

(a) The high local water velocities with entrained air bubbles from the propeller slip stream producing a scouring action capable of removing protective scales and deposits from the metal parts.

(b) The deposition of small quantities of copper from the copper sheath around the hull onto the metal parts producing bi-metallic contact cells with the steel and causing the more anodic steel to corrode.

5. The rate of corrosion erosion of the metal parts can be reduced by:-

(a) Renewal in a metal nearer to copper in the electro-potential series and with a good resistance to erosion. e.g., an alloy steel.

(b) Coating with a paint impervious to water and containing metallic zinc powder for cathodic protection. e.g., Detel D.M.U. and Tretol H.H.

(c) Fitting zinc corrosion pieces in metallic contact with the part to be protected.

6. All, or any combination of the above can be used. It should be noted that zinc corrosion pieces tend to become insulated after a short time by the products of corrosion and protection ceases. They should be removed quarterly for cleaning and replaced face to face with bright metal of the part to be protected. Also protective paints will erode away in time and should be renewed quarterly.

7.. An inert metallic coating on the parts to be protected e.g., aluminium, cadmium or zinc is not suitable because of the presence of copper. Other known methods such as impressed current protection, and non-metallic coatings are considered both impractical and uneconomical for this particular problem.

392
342

Office

Ex. for Mate for Philomel who is
required by 15th Sept - consult him.

John
3/8/56

Note

Necessary action taken on file 0664/A/II
LH

DECODE.

No.13

TELEGRAM.

From Crown Agents

To Colonial Secretary

Despatched : 1st October, 19 56 Time : 1850

Received : 2nd October, 19 56 Time : 1956

Insurance MFV 1185 expires 7th please cable renewal instructions.

REPLY AT 344

CROWN

P/L:IMR

Copy sent to Harbour Master
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~344~~
394

Number

Office of Origin

Words

Handed in at

Date

Psy.

2.10.56

To

CROWN LONDON

343
YOUR TELEGRAM 1st PLEASE RENEW INSURANCE NOV 1165.

SECRETARY.

Send copies of 343 & 344
to H.M. R. *[initials]*
2/x. ✓

Time

JB/MF

[initials]
4/x.