

SECRETARIAT

O664/IV

O664/IV

SHIVES/10 # 4

(Former.)

SUBJECT :

M.V.

PHILOMEL.

CONNECTED FILES.

NUMBER

O664/IV

Insurance

O664/IV

Report

203

1
Extract from Ben Mark's letter of 20/11/60

1329 in 0664/A/11

With regard insurance of the cargoes Phoenix
carries: is certificated, in fact nothing, makes any
difference to insurance companies attitude due to difference
in the rates here, surely they should be the same?

329 in
0664/A/11

EXTRACT FROM FOLIOS 331 - 336 OF 066A/2/VI.

Office

I would like to look at an Insurance Policy also could H.P. please comment on the question of why the Insurance Company quote higher rates for us than the "Darwin". I think we should certainly take this up.

(Intld.)
B.R.D.M.

3.

H.M.

As above please.

(Intld.)
B.R.M.
14.12.60

4.

H.S.S.

I am informed by the F.I.C. Shipping Clerk that he thinks the insurance rates for cargo carried by Philomel is higher because the Philomel does not carry a Master with a Certificate of Competency.

I respectfully recommend a letter be addressed to the Manager F.I.C. asking why there is such a difference in the insurance rates for cargo carried by Philomel and Darwin. We will then have something definite to work on. For policy please see folio 480 in 066A/IV.

(Intld.)
W.J.C.
15.12.60

5.

Please do so.

(Intld.) DM
16.12.60

6.

H.M.

Please put up draft letter to F.I.C.

(Intld.)
W.L.B.
16.12.61

7.

H.C.S.

Draft at back cover please.

(Intld.) W.J.C.
17.12.60

19th December,

60

Sir,

I am directed to refer to the insurance premiums charged locally in respect of coastwise cargoes carried by R.M.S. "Darwin" and n.v. "Philomel" and to say that the premiums charged on "Philomel" cargoes are considerably higher than the "Darwin" rates. I would be most grateful for any information you may have on this subject.

I am,

Sir,

Your obedient servant,

(Sgd.) H. L. Bound.

for COLONIAL SECRETARY

the Manager,
Falkland Islands Trading Co. Ltd.,
STANLEY

Kind para 2 of 330.

Reply at 337.9

File 4.1.61

331
9

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

20th December, 1960.

pm

Sir,

With reference to your letter No. 0664/A/II dated 19th December, 1960 rates of premium for Coasting risks which have been agreed with Underwriters and have been in force since 1st January, 1956 -

	<u>ALL RISKS.</u>		<u>F.P.A.</u>	
	<u>UNDER DECK.</u>	<u>ON DECK.</u>	<u>UNDER DECK.</u>	<u>ON DECK.</u>
Steamer &/Or Chartered Motor vessel.	15/-%.	30/-%.	5/-%.	11/3d%
Other Motor vessels.	37/6%.	75/-%.	15/-%.	30/-%.
Bottled goods	45/-%, plus All risks rate.			
Fragile goods	90/-%, plus All risks rate.			

Cargoes shipped per m.v. "Philomel" can be covered only under the second category.

I am,

Sir,

your obedient servant,

see 354
R. G. Barber

Manager.

The Honourable
The Colonial Secretary,
Stanley.

sent to GAA

H. B. S.

The Insurance rates of premium for combine cargo carried by Philomet is controlled by the Insurance agents (Falkland Islands Bankery Ltd) and paid by the various firms for which the cargo is consigned. I don't think Government can do much about it.

In a further discussion today with Mr Freitag, the Shipping Clerk in the I.S.B., I learn that the premium charged on Philomet's cargo are higher because of her size, and the risks are considered greater on small ships than of ships of the Darwin size. He now states that because Philomet does not carry a parcel trailer it does not have any effect on the Insurance premium.

Regarding the Insurance Policies of Philomet and Gento, both insured for total loss, this is a different Insurance altogether from the Cargo Insurance. I think that the reason why the Gento premium is so low is because she is only insured for inside waters (i.e. waters in and around Pebble Island) but no doubt this will be confirmed when Mr. Frank produces the Gento Policy.

H.B.S.
H.M.
23.12.60

~~211~~ 13

See (date Philomet as full) when can be taken now when we get enquiries for the rate B.O. at rates

24/12/60

X / on 330

~~BW 31.1.61~~
BW 31.3.61

~~212~~ 14

I spoke about this to Mr. Mark. He could not understand the letter of 20th December. I then ran up his insurance and explained the 4 ship rates are for the Companies Steamer (Darwin) or Chartered Motor Vessel A.S.S. For any smaller craft. (eg. Black Swan Garden etc) the higher rates would apply. He said however that if we wanted to make sure we had to pay

15.
we could write in again -

H.A. - In view of above I doubt if it
is worth pursuing his matter further.
What do you think? -

26/6/61

H.E.S. Hb
I agree.

H.B.
J.H.

27.5.61.

(Can mention it to SFC
meeting
28/5/61

F 22

BU 10.6.61

BU 15.6.61

BU 15.8.61

BU 15.10.61

Noted for SFC by AT

PA

16.10.61

This can now be filed
S 2/2/62



395

281/17/3.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted.

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

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

5th November, 1956.

Sir,

MFV 1185 - Insurance.

394
I am directed to refer to your telegram of
2nd October and to enclose a copy of the Debit/Cover
Note in respect of the renewal of the above
insurance.

The premium of £410. 0. Od. has been paid
from Falkland Islands funds.

I am, Sir,
Your obedient servant,

The Colonial Secretary,
Port Stanley,
FAULKLAND ISLANDS.

GLANVILL STOCK LONDON

CABLES GLANVILL LONDON

Glanvill, Enthoven & Co. Ltd.

INSURANCE

144 LEADENHALL STREET LONDON E.C.3 - TELEPHONE AVENUE 4622

AND AT LLOYDS

Please quote Reference:—

396

56MB

41090

Date 22nd October, 1956.

The Crown Agents for the Overseas
Government and Administrations.

Ak Falkland Islands

F

COVER/DEBIT NOTE for INSURANCE effected

For A/c of Government of Falkland Islands.

DETAILS

MOTOR FISHING VESSEL No. 1185

Avon. 21/10/56

12 months @ 18.10.1956.

56/281/17/3

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 communication, carrying stores and replacements etc.)

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

Effected with:- Lloyd's.

£9,000 @ 5%	-	£450. 0s. 0d
	Less 9%	42. 15s. 0d
		<u>£407. 5s. 0d</u>
Policy and Stamp		2. 15s. 0d
		<u>£410. 0s. 0d</u>

GLANVILL, ENTHOVEN & CO. LTD.

P. M. Dault

MANAGER, MARINE DEPT



397

A. B. J.

To note from 395 pt.

Jones.

noted by.

W. H. S.
23/11

J. M.
27/11/06.

J. M.

To see from 395 pt.

W. H. S.
30/11.

A. B. S.

See, thank you.

. L. S.

6 of 6 - 4m.

30/11/06. J. M.

398



S6/281/17/3.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted.

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

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

27th November, 1956.

Sir,

M.F.V. 1185 - Insurance

394 on Vol I

399.

I am directed to refer to your telegram of 2nd October and to enclose for your retention a copy of insurance policy No. 56MH/41090 in respect of the above vessel.

I am, Sir,
Your obedient servant,

J. A. R. [Signature]

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

(No. 56M. H. /41090/-)

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.



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 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, 1956, and ending on the 17th October, 1957, 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 as attached (~~Port Risk retention 30/- d/s A.B.C. & D.~~)

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 from 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, as hereinafter appears.

9th October, 1956

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.

DLW

LLOYD'S POLICY SIGNING OFFICE.

a/o Government of Falkland Islands.

A. H. Apperian
MANAGER.



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

Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.
£ 715	18	79/2/8/100 10.10.56
165	263	10.10.56
90	902	"
110	999	"
570	418	56/TRS43 10.10.56
715	448	10.10.56 PCL 81
645	711	10.10.56
70	713	"
715	108	10.10
240	632	10.10
295	633	"
715	335	10.10.56 1001
715	369	10.10
140	742	C.86 12.10.56
355	304	0/s
355	31	12.10
575	185	TL 99
60	187	"11.10.56

Amount, Percentage or Proportion.	Syndicate No.	Underwriters' Reference.
85	2	11.10.56 TL 99
355	590	10.10.56
355	123	
175	247	
355	535	2.1 H
70	536	
360	309	12.10

BROKER'S NO.	POLICY NO.
L.P.S.O. DATE	L.P.S.O. SLIP NO.

400
C.A.C. ✓
Am.
21/57

To see from 398 pl.

A.B.S. 401

21/57

Seen, thank you.

10/1/57

DUPLICATE

In all communications please quote the following reference

532

56M.H./41090/-

399.

LLOYD'S LONDON



LONDON 9th October, 1956

Motor Fishing Vessel
No. 1185

12 months @ 18.10.1956 b.d.i.

£9,000

THIS POLICY REQUIRES
ENDORSEMENT

GLANVILL, ENTHOVEN & CO. LTD.
INSURANCE.
TELEPHONE: 4822
AVENUE 4822
MARINE BUILDINGS
104, LONDON WALL STREET,
(OPPOSITE MAIN ENTRANCE TO LLOYD'S)
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.)

Am 21/57

No. H/4.

MEMORANDUM.

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

9th April, 1957. **xx**

To His Honour,
The Officer Administering the
Government.

From Collector of Customs
and Harbour Master,
Stanley, Falkland Islands.

SUBJECT:- M/V "Philomel"

The total earnings of the M/V "Philomel" to 31st March, 1957 amounted to approximately £1837.

Actual revenue collected	£1006
Outstanding P.W.D.	563
Farm A/cs etc still to come in			268
			<u>£1837.</u>

"Philomel" was out of commission from 1st July to 24th September, In addition to the above there will be £250 in respect of carriage of Mails, this amount will be settled during the month of June, 1957.

403
P.A. on suitable p.l.
24.4.57
13.7.57

W.J. Garrison

Collector of Customs & Harbour Master.

PA 16/4.

Hester Martin.

The way things are going
I think we shall have to fix
the cargo priorities as

- (i) plough for the buffets
- (ii) mail
- (iii) Post Howard buildings.

Have you any other concerns at
the moment? Any comments?

L.G.H.

30. vii. 57.

H.C.S.

As I see it at present "Philomel" is going to be out of commission for some-time. At the moment it is impossible to say just how long.

The German Blacksmith estimates about one week to make the new shoe and attachments; from then on will depend on weather conditions for Diving operations and the hope that no major snags will crop up in the fitting of the new shoe.

The plough for San Carlos is being shipped tomorrow Friday on the "Penelope"¹/₂

S.S. "Darwin" is scheduled to make a tour voyage around the Islands about the 25th inst.

"Philomel" has a freight for Salvador Waters and will take all Mail for these Ports which "Darwin" is not touching until late October. After which there is a possibility of the F.I.C. wanting her to tow the cutter "Nancy" back to Port Stephens where again Darwin is not calling, mails will also be carried.

W.J.S.

6 of 6 - H.M.

1. 8. 57.

*on file
Chapin
2417*

No. H.4.

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



MEMORANDUM

9th. September, 19 57.

The Honourable,

The Colonial Secretary,

Stanley.

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

SUBJECT:- M.V. "Philomel".

I have the honour to confirm my verbal report that a recent investigation of the underwater fittings of the M.V. "Philomel" at Beaver Island brought to light a serious defect in the shoe of the vessel.

"Philomel" was brought into Stanley and after consultation with you it was agreed to allow Ross "Philomel's" Engineer to use the F.I.C. Standard Diving equipment to remove the defected parts from the vessel. Ross tried out the diving gear on the 23rd. July and after minor snags were overcome commenced work underwater the next day. After encountering a fair amount of difficulty Ross successfully had the job completed by the 30th. July.

Through the kind co-operation of the Civil Engineer the German Blacksmith was loaned to this department and in less than seven days had the new shoe and attachments ready for a fitting. Ross did the fitting and reported everything satisfactory, the shoe etc. was brought up to the surface for final welding of the rudder shoe bush to the shoe. After completion Ross commenced work in affixing the shoe etc to the vessel under adverse weather conditions, this work was finally completed on the 19th. August.

Altogether "Philomel" was only out of commission from the 23rd. July to 25th. August during this period an overhaul of the main engine was carried out as well as an extensive overhaul of the ships rudder. I consider this is a good example of team work and a credit to the crews of the "Philomel" and "Alert" who assisted in the diving operations.

Ross's services have saved Government no end of time and expense and I recommend he should be paid for his services as a Diver in addition to his usual wages. I suggest the sum of £30.

H.J. Grinson

Collector of Customs & Harbour Master.

A.C.S.

408

I consider this fair and reasonable. To discuss with P.C.C. and if funds are available pay him out - unless you see any objections. If funds are not available we shall have to go to S.F.C. - in which case Ross should be told that we are recommending it to S.F.C.

*B.H.P.
11.9.57*

*P/C.S.
Perhaps you would desire
the final version*

410

Am.

Reverse - this will have to go to S.F.C. - would you pl. therefore submit an A.S.E. & inform Mr. Ross as at 408.

J
17/9.

H.B.S.

411

A.S.E. at G.C. Ross has been informed as instructed.

Ag. C.S.

- L.G.

H.M.

20/9/57.

to A.S.E. or A.D. A.S.E. pl.

J
20/9.

Am. C.S.

413

Noted, thank you. A.S.E. withdrawn.

L.G.

20/9/57.

Not to S.F.C.
M. Ross
J
21/9

413A

Note: . . . Additional provision approved by S.F.C. at the meeting held on 16th October, 1957.

L.G.

2/10/57

DECODE.

TELEGRAM.

4-14

From Crown, London.

To Secretary.

Despatched : 2/10/57. 19 Time : 1746.

Received : 3/10/57. 19 Time : 1030.

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

Crown.

P/L
Copy sent to Harbour Master.

copy

Reply at 415.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

45

Number

Office of Origin

Words

Handed in at

Date

To

CROWN, LONDON.

H.O.A/C.

3/10/57.

YOUR TELEGRAM 2ND PLEASE REVIEW INSURANCE NOV 1185.

414

SECRETARY.

See 121 416

JB
MNG.

COPY SENT TO HARBOUR MASTER.

Time

A.C.S.

Please see A.C.T's note

417.

copy

BU for S.F.C. minutes

i. a. c.

BU 30

at WIRA. as no copies of S.F.C. minutes...

Handwritten initials and scribbles

Communications to be addressed to
THE CROWN AGENTS
FOR 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."
OVERSEAS: "CROWN, LONDON."
TELEPHONE: ABBEY 7730

0664/c/s

4 NOV 1957

Sir,

M.F.V.1185 - Insurance

45 I am directed to confirm that the insurance on the
above vessel was renewed for 12 months from the
18th October, as requested in your telegram of the
3rd October.

The premium of £410 Os. 6d., as shown on the enclosed
copy of the debit note, has been paid from Falkland Island
Government funds.

I am, Sir,
Your obedient servant,

The Colonial Secretary,
PORT STANLEY,
Falkland Islands.

~~119~~

AG/GRD

TELEGRAMS: GLANVILL STOCK LONDON

CABLES: GLANVILL LONDON

Glanvill, Enthoven & Co. Ltd.

INSURANCE

144 LEADENHALL STREET LONDON E C 3 · TELEPHONE AVENUE 4622
AND AT LLOYDS

Please quote Reference:—

57MR

59060.

14860
420

Date 16th October, 1957.

6 DEC 1957

Grown Agents for Oversea Governments and Administrations.

A/c Falkland Islands

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

Amount: In Tgm
Rs 11 dt 3/10/57.

DETAILS

MOTOR FISHING VESSEL NO. 1185.

12 Months @ 16.10.1957.

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 hold covered (inter
insular communication, carrying stores and replacements etc.)

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

Effected with:- Lloyd's.

£9,000 @ 5%.

Less 9%.

£450: 0: 0d.

42:15: 0d.

£ 407: 5: 0d.

2:15: 6d.

Policy & Stamp.

£410: 0: 6d.

GLANVILL, ENTHOVEN & Co. LTD.

FOR MANAGER, MARINE DEPT

E. & O.E.



Mail from ~~8~~. 116

H9. 421

Hnr and capt.

116 for inf. when for cl.
02/12/57

461 422

See, thank you.

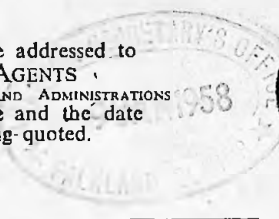
A/B
13/12/57.

LA
14/12/57

0664

423

Communications to be addressed to
THE CROWN AGENTS
FOR 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."
 OVERSEAS: "CROWN, LONDON."
TELEPHONE: ABBEY 7730

4 DEC 1957

Sir,

M.F.V. 1185 - INSURANCE.

45
422424
With further reference to your telegram dated 3rd October and in continuation of Crown Agents letter of the 4th November, I am directed to enclose, for your information, a copy of the Insurance Policy relating to the above vessel for 12 months commencing 18th October 1957.

I am, Sir,
Your obedient servant.

The Colonial Secretary,
Port Stanley,
Falkland Islands.

AG/EAW

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.



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 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, 1957, and ending on the 17th October, 1958, 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, 11th October, 1957 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 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,

a/c Government of Falkland Islands.

DLW

A. J. Apperian

MANAGER.



(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 the Syndicates and Amount, Percentage or Proportion of the
Total Amount insured shared between the Members of those Syndicates.

AMOUNT PERCENTAGE OR PROPORTION	SYNDICATE	L P S O S L P M	L P S O DATE
	5321	3175	12115712
715	1879	26	233
160	26310	10	57
90	90210	10	57
105	99910	10	57
570	41857	TRK	36
715	448	FC L 81	10 10
645	711	M 10	10 57
70	713	M 10	10 57
715	108	10	10
240	632	10	10
290	633	10	10
715	335	1001	10 10
715	369	10	10
140	742	C 86	10 10
360	3040	S	
360	31	10	10
570	185	10	10 57
55	187	10	10 57
85	2	TZ 99	
360	590	10	10 57
360	123		
175	247		
360	535	10	10
70	536	10	10
360	309	TR LK	10 10

420

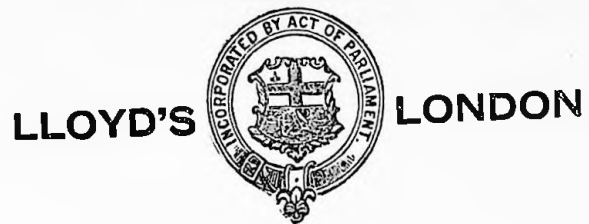
DUPLICATE

In all communications please quote the following reference

532

57M.H./59060/-

122
425



LONDON 11th October, 1957
Motor Fishing Vessel No.1185
12 months @ 18.10.1957 b.d.i.
£9,000

THIS POLICY REQUIRES
ENDORSEMENT

GLANVILL, ENTHOVEN & CO LTD.
INSURANCE.
TELEPHONE: 4622
AVENUE 4622
MARINE DEPARTMENT
144, LEADENHALL STREET,
(OPPOSITE MAIN ENTRANCE TO LLOYD'S)
and at Lloyd's LONDON, E.C.3.

H.M. 426
to see 121 pl
endorsement
25/11/58

H.G.S. 124 417
See, thank you
20.11.58

(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.)

PA
2.11.58

"Protecta"

1. Show buff for Standard Diving Suit
2. Loan of Standard Diving suit large
12 studded corse~~let~~ or 6 studded.

Carry out ^{unwashed} repairs to Philomel

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				5.2.58
To	COMMANDING OFFICER H.M.S. PROTECTOR			H.O. A/C.

Grateful if we could borrow on your arrival and return when you come back next time one standard diving suit large 12 studded or 6 studded corselet Stop Suit required for underwater repairs to Philomel

ACTING COLONIAL SECRETARY

⁴³¹
Reply at 128.

Time

Copy in 0625 / 11

^{127 430}
Re. send copy to H.M. - Bu. 11/2

" To H.M.

Est 11/2

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

128
431

Number	Office of Origin	Words	Handed in at	Date
1	PROTECTOR	16	2215	5.2.58.

To

Stanley W/T for acting Colonial Secretary.

429
626

Your 051530Z stop Regret no standard diving equipment held onboard.

129:432
Informed
Q
6/2/58.

Time
OAS

RR

+30.
433

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

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

6.2.58

To IMMEDIATE.
ADMINOFF SOUTH GEORGIA

HO
V/C.

No.23. For Colonial Secretary Stop Philonel's underwater repairs have come to stand still following damage to cuff of diving suit Stop Most grateful you endeavour hire from Pesca and ship on Shackleton tonight one standard diving suit to be returned first opportunity Stop Failing this hire or purchase two spare cuffs

AGENTS SECRETARY

Reply at 130.
434

pa
a
ep

Time

DECODE.

131
434

TELEGRAM.

From Colonial Secretary "Shackleton".

To Assistant Col. Secretary, Secretariat.

Despatched. 8th February, 19 58 Time: 1115

Received: 8th February, 19 58 Time: 1530

430 Your telegram re diving suit. Cou^dl'n't
get a diving suit but we have something we
think will do.

COLONIAL SECRETARY.

P/L:MF

132. 435

H.M. informed.

(Intld) J.B.

10.2.58

Rec'd
17/2/58

SG/281/17/3


133
436
- 4 DEC 1957

Sir,

M.F.V. 1185 - INSURANCE.

With further reference to your telegram dated 3rd October and in continuation of Crown Agents letter of the 4th November, I am directed to enclose, for your information, a copy of the Insurance Policy relating to the above vessel for 12 months commencing 18th October 1957.

I am, Sir,
Your obedient servant.



The Colonial Secretary,
Port Stanley,
Falkland Islands.

AG/EAW

0664/IV

437

14th April,

58.

Sir,

I am directed to inform you that Government has under investigation the possibility of devising some other means of effecting underwater repairs to the m.v. "Philomel" and it has been suggested that the Company's slipway might be made available for this purpose.

2. It is understood that the existing cradle at the slipway is unable to carry a vessel of the size and weight of the Philomel and that difficulties might be experienced, with a larger cradle, in hauling up the vessel.

3. I am to request that you will be so good as to inform me:-

- (a) whether the Company would agree to the use of their slipway for the "Philomel" and the cost thereof;
- (b) of the cost of building a new cradle of sufficient size and strength to carry the "Philomel"; and
- (c) whether, in the event of the slipway being used and a new cradle built, it would be possible in the opinion of the Company's engineer to haul up the vessel with the existing equipment.

I am,

Sir,

Your obedient servant,

(Sgd.) S.G. Trees.

Acting Colonial Secretary.

438

Reply at 435

Colonial Manager,
The Falkland Islands Company, Ltd.,
STANLEY.

Ru 24/4/58

M.

Copy sent to H.M.

R

Your Ref. 0664/14-4-58.

The Falkland Islands Co. Ltd.
Works Department,
STANLEY.
18/4/58

438

The Honourable The Colonial Secretary,
STANLEY.



Sir,

SLIPWAY FOR "PHILOMEL"

I have been requested by the Colonial Manager to discuss the possibility of slipping M/V Philomel on our slipway and offer the following information:-

Weight of vessel for which present cradle is designed	60 Tons.
Length of cradle	29 Feet.
Maximum draught aft, when lowered to fullest extent	7 Feet.
Maximum designed pull on towing shackle	14 Tons.

To enable the slipway and cradle to take a vessel the size of "Philomel" would entail the following alterations:-

- (1). The underwater portion of the slip would have to be extended to take a vessel of deeper draught, say 11 feet.

This might entail excavating at least 40 feet more to the North.

To do this it would be necessary to construct a cofferdam around the area, possibly by sheet piling. However it would be advisable to have a set of plans drawn up by U.K. Consultants.

- (2). The present cradle would have to be lengthened, and it should be possible to couple an auxiliary cradle in such a way that the whole would take the length and deadweight of "PHILOMEL"

- (3). With the increased load the present hand windlass would not suffice. It would therefore be necessary to use power.

The power could be diesel or electric, and some idea of the power required can be seen by the fact that at Miller's slipway in Montevideo, a 50 H.P. electric motor, working through a pinion and reduction gear, is capable of hauling a vessel of some four or five hundred tons deadweight up a slipway which consists of greased wooden ways, not wheels.

It will be seen from the above that the greatest expense would be the lengthening of the slipway to obtain the necessary draught, and with our experience of driving piles and erecting reinforced concrete, this figure could be very high.

I am Sir,

Your obedient servant,

See 437
134

J. A. Cahill
Works Manager,

The Falkland Islands Co. Ltd.

J.A.

436 439
note. no estimate given but m^r
Cahill has said that it will
cost "several thousand pounds"

S. 3/5/58

132

W.T. 137 440

134-135 discussed in S.F.C. 9/1/58

Agreed to defer for full meeting

9/1/58

10/1/58

131

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

6th June

1958.

138
441

The Assistant Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Dear Sir,

m/v "PHILOMEL"

We enclose Lloyd's Schedules "A" and "B" together with Surveyors' Report in connection with the survey recently carried out at the request of the Assistant Colonial Secretary.

Acting
!
* |

Would you please advise us should this be the subject of a claim against Underwriters in order that we in turn may advise Lloyd's.

Our account for Agency and Surveyors' Fees totalling £4.4.0d is also enclosed.

Yours faithfully,
The Falkland Islands Company Limited,

Shipping Department.

447
Reply at #2

* A.C.S. Is this a legitimate claim? If so, how do we assess amount? Perhaps H.M. can advise.

139 442

140
attm.?
8/4/58

R. 9/4/58

443

H.C.S.

I do not consider this a legitimate claim. Philomel is insured against Total or Constructive loss only.

Lloyds Surveyors on this occasion were called in merely for advice and assistance, therefore, I recommend the Surveyor's fees be paid from VI Harbour, 18 Contingencies, any other charges can be paid from VI Harbour, 15 Repairs & Engine Spares.

H.M.

H.M.

10.6.58.

2124

LLOYD'S



FORM OF REQUEST TO LLOYD'S AGENT(S) FOR ADVICE AND ASSISTANCE

Port Stanley, Falkland Is. _____ (Port)

20th. May 1958 _____ (Date)

I, Stanley Trees, The Falkland Is. Government, ~~Master~~ Acting Colonial Secretary, Owners of the M/V Philomel, hereby request The Falkland Islands Co, Ltd. Lloyd's Agent(s) at Port Stanley, to give me ~~his~~ their advice and assistance in the interests of all concerned.

(Signed)

For Owners. ~~Master~~

Port Stanley, Falkland Islands. _____ (Port)

20th. May 1958 _____ (Date)

Received request from ~~Captain~~ Owners of the M/V Philomel, for advice and assistance.



(Signed)

Lloyd's Agent(s).

#3
44

LLOYD'S



CERTIFICATE OF APPOINTMENT OF SURVEYOR BY LLOYD'S AGENT FOR THE PURPOSE OF

SURVEY ON SHIP

A request for the appointment of a Surveyor having been received by ~~me~~/us from ~~The~~ Falkland Islands Government the ~~Master~~/Shipowner/~~Agent~~ of the M/V. PHILOMEL ~~I~~/we, The Falkland Islands Company Limited Lloyd's Agent(s) at ~~P~~ Port Stanley, Falkland Islands certify that George Cahill and Lionel Robson ~~has~~/have been instructed by ~~me~~/us to survey that vessel, and ~~I~~/we believe confidence may be placed in ~~his~~/their certificate, which is attached.

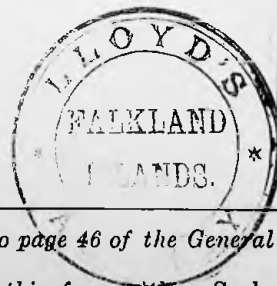
Issued without prejudice and subject to the terms, conditions and amount of the Policy of Insurance.

The following fees have been paid to ~~me~~/us by the ~~Master~~/Shipowner/~~Agent~~:—

Agency Fee	£ 2. 2. 0
Surveyor's Fee	£ 2. 2. 0

Total £ 4. 4. 0

(Signed)



A. P. Dawkins

Lloyd's Agent(s)

Dated

The attention of Lloyd's Agent is directed to page 46 of the General Instructions to Agents and their Surveyors.
The Surveyor's Report is to be attached to this form with a Seal, or in such other manner as will prevent it from becoming detached.

e, George Cahill and Lionel Robson Certify that at the request of the Falkland Islands Company Limited, we surveyed the Stern Tube of the M/V PHILOMEL in consequence of her making water through the after end.

On examination of this vessel on the day named and on subsequent dates we found that water was leaking into the ship through the for'd end of the stern tube.

The water appeared to be coming along the outside of the stern tube and leaking through between the for'd flange and the deadwood.

We also examined the outboard end of the stern tube and found everything intact except for traces of oil which were leaking past the leather seal.

It is thought that the water was leaking in through the leather seal, finding it's way along the tail shaft and thence through a grub screw in the tube to the outside of the tube.

RECOMMENDATIONS.

1. We recommend that a hole be bored in the deadwood down to the outside of the tube. A hollow coach bolt containing a nipple in it's head should then be secured into the hole. Following this a quantity of red lead thinned with goldsize should be injected into the hollow bolt until it appears at the for'd flange of the stern tube.
2. On completion of the above work, and when the leak is effectively stopped, we recommend that the vessel be beached at the first available opportunity for the purpose of renewing the after seal.

R. H. Robson
Foreman Carpenter & Shipwright.

G. A. Cairnie
Superintendent Engineer and
Works Manager.

Paragraph (1) of the recommendations having been carried out, we conscientiously believe that the vessel may proceed on her voyage.

R. H. Robson
G. A. Cairnie



14th June,

Sir,

138441

I am directed to refer to your letter of the 6th June, 1958, enclosing Lloyd's Schedules "A" and "B" together with the Surveyor's Report on the survey carried out on the m.v. "Philomel" and to inform you that it is not proposed to claim against the underwriters.

I am,

Sir,

Your obedient servant,

(Sgd.) S. G. Trees.

ACTING COLONIAL SECRETARY.

The Manager,
Shipping Department,
Falkland Islands Trading Co. Ltd.,
STANLEY.

10/1/58

~~113~~ 1146 1148

Hm.

To note reverse & to pay
A/c as suggested.

12/6/58

A.C.S

~~114~~ 1149 1149

Vouchers have been prepared accordingly

~~115~~ 116 116
Hm.

Disc ops at G.C. 13.6.58.
in chon. over the Pa.

14/6/58

16/6/58

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. & A. LTD.

Number	Office of Origin	Words	Handed in at	Date
	Copy to Harbour Master.			9. 7. 58.
To	CROWN LONDON.			Boa/c

Urgent please send by air following spares from R. A. Lister
 Blackstone for M/V Philomel to fit engine No. 08388150 Spec.
 2424CEM 14 HP 1000 R.P.M. stop Two Injector Nozzles and
 valves number 23/792.

SECRETARY.

Time AJH/ER

Law
 9/7/58

ADVICE OF ORDER PLACED

COPY FOR: _____

150
452

066414

Copy to C of Customs

Colonial Secretary,
Falkland Islands.

W1/Falkland Islands 7944/1 (Air)

WITH THE CROWN AGENTS' COMPLIMENTS

Indent No. (or Authy.) Col. Sec. tel. of 9.7.58.

Department _____ Special A/c (if any) _____

11 JUL 1958

Gentlemen, For the attention of Miss Bagley

I am directed by the Crown Agents, acting for and on behalf of the Government of Falkland Islands, as their duly authorised agents, to confirm the order placed with you over the telephone on 10.7.58 for the supply of the item(s) detailed below, urgently required for the earliest possible despatch by AIR FREIGHT (See Paragraph 3 below).

<u>Item No.</u>	<u>Qty.</u>	<u>Description</u>	<u>Cost</u>
1	2	Injector Nozzles and Valves P/S 23/792. For MV "PHILOMEL" to fit engine No. 08388456 Specn. 2424 CEM 14 HP. 1000 R.P.M. (Lister Blackstone).	

- These goods should be delivered free of purchase tax. A general undertaking as to exportation has been given by the Crown Agents to the Commissioners of Customs and Excise (Customs reference 38400/1940).
- A copy of the Crown Agents' memorandum of instructions dealing with despatch by air is enclosed, incorporating on the reverse a form on which you should give details of the parcel immediately they are known and the date on which it will be ready for delivery without fail, so that freight space may be arranged on the first possible aircraft.
- The address for the inner wrapper of the parcel is as follows:-

Reqn.
7944
The Colonial Secretary,
Falkland Islands.

Indent No. Col. Sec. tel. 9/10/58

- This order is subject to the Crown Agents' General Conditions of Contract dated June, 1957, and where applicable, Special Conditions of Contract dated June, 1957, copies of which, if not already in your possession, may be obtained from this office upon request.
- Please acknowledge the receipt of this order at once, stating the cost and when delivery may be expected.

I am, Gentlemen,
Your obedient servant

BLACKSTONE MARINE
Messrs. ~~W.A.~~ Lister & Co. Ltd.,
Victoria Ironworks,
Bursley,
Glos.

for u
11/8

MAS.

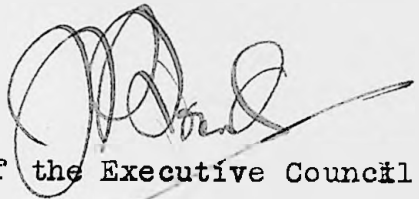
~~153~~ 453

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL HELD ON
18th September, 1958

0664/IV

16. M.V. "PHILOMEL"

The Acting Colonial Secretary reported that the "Philomel" will require a new stern tube and that this would probably entail laying the vessel up for a considerable period.


Clerk of the Executive Council

453 A

B.V. for report after
Prelim has been seen.

30/9/58

DECODE

~~611~~
454 152

TELEGRAM

To: ~~From~~: Colonial Secretary.

From: ~~To~~: Crown Agents for Oversea Governments & Administrations.

Despatched: 29th September, 19...58 Time: 1640.

Received: 30th September, 19...58 Time: 0900.

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

CROWN.

Yes. 455
as at 452
30/9/58
456

Reply at 457.

P/L: FH

Copy sent to H.M.
H.H. 1/10/58.

Yes pl - copy to H.M.

2. The folio numbering requires attention.
- from 414

11/10/58

Issued

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed in at	Date
	Copy to H.M.			1.10.58.
To	CROWN LONDON.			Ho2/c

LS4 YOUR TELEGRAM 29th SEPTEMBER PLEASE RENEW INSURANCE MFV 1185.

SECRETARY.

See 466

Time FH

458

Am.

Re. record resued of 453A.

~~Q~~
Q: X: 58

11/1/58

H.C.S.

Reference 453.

It was the intention to beach "Philomel" in Stanley in order that Pallini could inspect the damaged stern tube, but owing to unsuitable tides and the urgency of the Ajax Bay trip this was found impossible.

The whole matter was discussed with H.C.S. (Mr. Trees) both Sollis and Ross being present and the following points agreed upon.

- (1) A new stern tube be ordered immediatly.
- (2) "Philomel" should sail for Ajax Bay Wednesday, 1st October 1958.
- (3) While waiting the arrival of new stern tube the annual overhaul of "Philomel's" main and auxillary engines to be done.
- (4) As soon as new stern tube arrives "Philomel" to sail to Beaver Island where the repairs will be made.

"Philomel" has completed the voyage to Ajax Bay and work is in progress on overhaul of engines. *NEW STERN TUBE HAS BEEN ORDERED.*

H.M.

H.M.

8/10/58.

460

JOS

*2. i. 11.4.58
10/10/58*

9. x. 58.

*Pa
10/1/58*



S6/281/17/3.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted

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

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

27th October, 1958.

Sir,

Insurance M.F.V.1185.

457

I am directed to refer to your telegram dated 1st October and to enclose for your information a copy of the debit note relating to the insurance of the above for the period of 12 months commencing 18th October, 1958.

The premium of £410.0s.6d. has been paid from Falkland Island Government funds.

I am Sir,
Your obedient servant,

N. Miller

The Colonial Secretary,
Port Stanley,
Falkland Islands.

462

Reply at 471 AG

TELEGRAMS: GLANVILL STOCK LONDON

CABLES: GLANVILL LONDON

Please quote Reference:— 463N

Glanvill, Enthoven & Co. Ltd.

INSURANCE

58MH

77526

144 LEADENHALL STREET LONDON E.C.3 · TELEPHONE AVENUE 4622
AND AT LLOYDS

Date

17th October, 1958

The Crown Agents for Oversea Governments and Administrations.

Ref. 56/281/17/3

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

AK Falkland Islands
TRIPPLICATE
And: Sec. Gen. 12.11

DETAILS

MOTOR FISHING VESSEL NO. 1185

12 Months at 18.10.1958

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

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

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

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

Effected with:- Lloyd's

£9,000 @ 5%

"	2450. 0s. 0d.
less 9 1/2%	<u>42.15s. 0d.</u>
	407. 5s. 0d.
Policy & Stamp	<u>2.15s. 6d.</u>

£410. 0s. 6d.



GLANVILL, ENTHOVEN & CO. LTD.

J. M. Dore
FOR MANAGER, MARINE DEPT

E. & O.E.

464

H.M.

To see 461-463 p

Am forced.

18/11/58

H.B.S.

465

Noted.

H.B.S.

19.10.58.

See 28/9/59

to renew insurance

0664/11

44



S6/281/17/3

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted

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

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

4th December, 1958.

Sir,

INSURANCE - M.F.V. 1185

457

468

I am directed to refer to your telegram
dated 1st October, and to enclose for your
information a copy of the policy relating
to the above insurance for the period of
12 months commencing 18th October, 1958.

I am, Sir,
Your obedient servant,

Lawson

467

The Colonial Secretary,
Port Stanley,
Falkland Islands.

KR

AG

(No. 58M.H./ 77526/-)

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.



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.

31-1-58

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, 1958, and ending on the 17th October, 1959, 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.)

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

a/c Government of Falkland Islands.

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, **14th October, 1958** 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.

W. J. Bennett

MANAGER.



(18-11-89)
(15-6-48)

(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 the Syndicates and Amount, Percentage or Proportion of the Total Amount insured shared between the Members of those Syndicates.

AMOUNT, PERCENTAGE OR PROPORTION	BROKER'S NO.	L.P.S.D. SLIP NO.	L.P.S.D. DATE
£	532	13537	131158
	SYNDICATE	UNDERWRITER'S REFERENCE	
710	1879	26	21
155	2638	10	58
90	9028	10	58
105	9998	10	58
565	41858	TRS	36
710	448	FCL	81
710	720H	3	10 8
710	1088	10	
235	6328	10	58
290	6338	10	58
710	3341001	8	10
710	3698	10	
140	742	886	
355	3048	10	58
425	318	10	
570	185	TL	99
55	187	TL	99
85	2	TL	99
355	5908	10	58
355	123		
180	247		
355	5358	10	
70	5368	10	
355	309	TRLR	8 10



DUPLICATE

468

In all communications please quote the following reference

532

58 MB/77526/-



LONDON 14th October, 1958

MOTOR FISHING VESSEL No. 1185.

12 months @ 18.10.1958 b.d.i.

£9,000

H.M.

469

To see 466-468

[Handwritten initials]
6/1/59

A.C.S.

470

See, thank you

[Handwritten initials]

H.M.

8/1/59

GLANVILL, ENTHOVEN & CO. LTD.
INSURANCE.
TELEPHONE: AVENUE 40
TELEGRAMS: GLANVILLE STOCK, LONDON
MARINE DEPARTMENT
104, LEADENHALL STREET,
and at Lloyd's LONDON, E.C.3.

Re 28/8/59

to renew insurance

Crown Agents

THIS POLICY REQUIRES
ENDORSEMENT

bu 12/9/59

(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.)

[Handwritten signature]

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT


Number	Office of Origin	Words	Handed In at	Date
	Psy etat			14.9.59.
To	Crown London		(H.o. A/c)	

461 No. 239. Yourlet SS/281/17/3 of 27th October 1958 Please renew insurance NFV 1185

Secretary

Time DIRM/IN

Copy to C/Customs

11/1/59


7th August, 1959.

M.V. Philomel.

Hon. A.C.S.

As you are aware R. Ross, Engineer on M.V. Philomel, has tendered his resignation and no suitable applications for the position have been received. In the light of this and the following you may wish to consider the advisability of;

- (a) Laying the Philomel up.
- (b) Selling it.
- (c) Transferring it to South Georgia.
- (d) Finding a composite Government/Private use for it.

During the last nine years the Philomel has lost a total of £32,906. This includes the current year's estimated loss of £3,206. To offset, to some degree, the losses there must be the subtraction of the inestimable benefit of the tuberculosis survey; an occasional medical trip; (the last of these I believe was many years ago) and £12,000 which has been placed in a renewal fund.

It will be remembered that the original purpose of the Philomel was that of a hospital ship, she is no longer used as this, the air service having superseded her.

Having in mind the economies that must now be imposed it may be considered advisable to adopt one of the suggestions above:

(a) The objection might be curtailing, to some degree, means of getting odd freights to the West Falklands.

(b) Sale, it is doubtful if Government would realize what they paid for the vessel.

(c) The vessel would be a valuable asset in South Georgia.

(d) What I have in mind is that the vessel should continue to be owned by Government but operated by the F.I.T.C for themselves or privately. The Government could reserve the right to have call on the vessel when need be for any surveys, medicals or freight carrying. There would, I know, be many other conditions. The permanent staff, i.e. Master & Mate, might either remain in Government employment or be transferred to the Company, the Government being re-imbursed by the Company. They might be extremely useful as reserve officers for R.M.S. Darwin when not employed on M.V. Philomel. Maintenance would be overcome by the engineers ashore at the Company's workshops carrying out major overhauls. The replacement fund could be allowed to lapse.

Although (d) is the proposition that appears most favourable, it, no doubt, has it's disadvantages but the big advantage would be the overall economy to Government.

in file, p
1

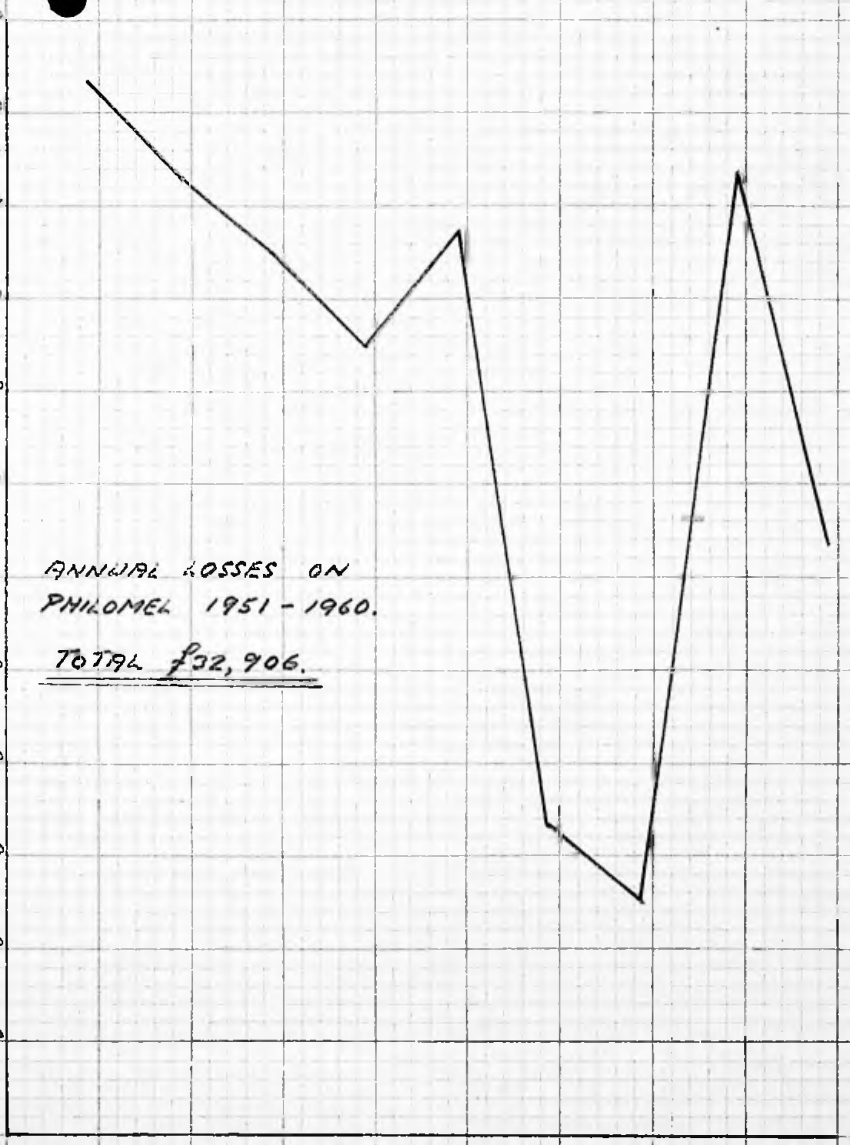
[Signature]
7-8-59.

20
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0

ANNUAL LOSSES ON
PHILOMEL 1951-1960.

TOTAL \$32,906.

1951-52
1952-53
1953-54
1954-55
1955-56
1956-57
1957-58
1958-59
1959-60



B₂ 7/x
①

474

Discussed with H. S. & decided that "Primes"
shd. be operated by Govt. at least for the
present financial year.

B₂ 15.1.60

①

7/x/59.

0664/n.p.

476

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



4, MILLBANK,

LONDON, S.W.1.

20. 10. 59.

S6/INS. / Falkland I. / 22



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

INSURANCE Motor Fishing Vessel No. 1185
YOUR REFERENCE Tel. No. 239 of 14/9/59.

476

The Crown Agents enclose for your information a copy of
the debit note
relating to the above insurance for the period
of 12 months from 18th October 1959.
The premium payable in respect of this insurance will be
debited in due course to the Falkland Islands
account.

The Colonial Secretary
Port Stanley
Falkland Islands

TELEGRAMS: GLANVILL STOCK LONDON

CABLES: GLANVILL LONDON

Glanvill, Enthoven & Co. Ltd.

INSURANCE

144 LEADENHALL STREET LONDON E C 3 · TELEPHONE AVENUE 4622
AND AT LLOYDS

Please quote Reference:—

5981

93565

476
N

Date 7th October, 1959

Ref. S6/INS/Falkland Islands/22

Crown Agents for Oversea Governments
and Administrations

ALL FALKLAND ISLANDS

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

TRIPPLICATE

DETAILS Motor Fishing Vessel No.1185

12 months @ 18.10. 1959

Policy No. 1185 14/10/59

On:- Hull, Materials, Engines etc., and
all connected therewith

Valued £9,000

Total or constructive Total Loss of Vessel Only Institute Clauses
(port risks retention 50/-3% A.B.C. & D)

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

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

Effected with:- Lloyd's

£9,000 @ 5%	=	£450.	0.	0d.	
		Less 9 1/2%	42.	15.	0d
			£407.	5.	0d
		Policy & Stamp		1.	6d
			£407.	6.	6d

GLANVILL, ENTHOVEN & Co. LTD.

J. M. Dore

MANAGER, MARINE DEPT.



E. & O.E.

477

Co/c

To 48 475 pl.
Dm.
13.11.59

H.B.S

478

475 Noted.

H.B.

H. m.

14.11.59.

bu 15.1.60

479

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



4, MILLBANK,

LONDON, S.W.1.

S6/INS./FALKLAND 15/22



20.11.59

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

TELEPHONE: ABBEY 7730.

INSURANCE Motor Fishing Vessel No. 1185

12 months from 18/10/59

471

YOUR REFERENCE Pol. No. 239 of 14/9/59

The Crown Agents enclose for your information

440 a copy/~~copies~~ of the Policy/~~Policies~~ relating to the above insurance.

The Colonial Secretary
Port Stanley
Falkland Islands

No Policy or other Contract dated on or after 1st Jan., 1924, will be received 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 the Lloyd's Policy Signing Office.

(No. 59MH/93565/-)



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.

£

Printed at Lloyd's, London, England. 21-10-58

Be it known that

CROWN AGENTS FOR OVERSEAS GOVERNMENTS AND ADMINISTRATIONS

as well in their own Name, as for and in the Name and Name of all and every other Person or Persons to whom the same doth, may, or may not 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, 1959, and ending on the 17th October, 1960, both days inclusive, beginning and ending with Greenwich Mean Time.

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

MOTOR FLYING 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 and shall so continue and endure during 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.

Ref. S6/INS/Falkland Islands/22.

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 percent

IN WITNESS whereof we, the Assurers, have subscribed our Names and Sums assured in LONDON 2nd October, 1959 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. unless general, or the ship be stranded; 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,

[Signature]

MANAGER.



a/c Government of Falkland Islands.

(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 the Syndicates and Amount, Percentage or Proportion of the Total Amount insured shared between the Members of those Syndicates.

269

AMOUNT, PERCENTAGE OR PROPORTION

AMOUNT, PERCENTAGE OR PROPORTION	SYNDICATE	UNDERWRITER'S REFERENCE
720	1879	2 6 10
165	253	28 9
90	902	28 9
110	999	28 9
580	418	LR9 32 1 1
720	448	FCL8 1
725	720	30 9
725	108	28 9
725	334	1001 28 9
725	369	28 9
245	632	30 9
300	633	30 9
360	304	28 9
435	31	29 9
145	742	C 85 30 9
360	590	28 9
360	123	
180	247	
360	535	1 10 59
70	536	1 10 59
360	309	28 9
540	185	TZ99 30 9

DUPLICATE



In all communications please quote the following reference

532

59LH/93565/-

LLOYD'S LONDON



LONDON 2nd October, 1959

Motor Fishing Vessel
No. 1185.

12 months @ 18.10.1959
£9,000

THIS POLICY REQUIRES
ENDORSEMENT

GLANVILLE, ENTHOVEN & CO. LTD.
INSURANCE
TELEPHONE: [blank] TELEGRAMS: [blank]
AVENUE 4622 GLANVILLE, STOCK, LONDON
MARINE DEPARTMENT
144, LEADENHALL STREET,
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.)

Crown Agent [Signature]

13-17

espca N. h.

To see 480 pl.

4.1.60

1185

H.O.S.

See, thank you.

1959

5.1.60.

bu 15.7.60 (1974)

[Signature]

480

19.10.60

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed in at	Date
				21.5.60.
To				
Adrian Monk Pebble Island			(H.O. A/c)	

We are really very grateful to you for your ready and willing assistance to Philomel stop Very many thanks regards DF

Officer Administering the Government

Time AGDT/III.

Copy sent to H. G. S. K.

Repeat H84

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

(W. & S. I. 1—250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
296	Pebble Is	36	0925	23/5

To
His Honour the Officer Administering Government Stanley

483
Thanks your message and glad to be of assistance stop I was lucky to have a very willing and experienced crew to help me stop writing regards

Adrian Monk

Time

SRS

RS

file

Bill. 10.2.60

DEAN BROTHERS. Ltd

PEBBLE ISLAND,

FALKLAND ISLANDS.

25th May 1960

The Officer Administering The Government.

A. Denton-Thompson O.B.E. M.C.

The Colonial Secretaries Office

Stanley.

Dear Sir/

Herewith enclosed the copy of a letter to W. Grierson and also the copy of an account sent to him as Harbour Master, for your information.

I have sent copies to the master of the Philmel also as he is closely concerned.

I was very glad to be of assistance to the Philmel especially as our efforts were successful. In many ways I regret having to make any charge at all for this sort of work but of course when one has a crew to consider and also Dean Bros interests it just has to be done, I think you will agree having regard to the points I mentioned in my letter to Grierson that the charge is very moderate.

regards
yours sincerely

Adrian Munk

529.

H.M.

Pt. disburse.

8/11/60

26.5.60

52
485

Copy. A.D.T.

53
486

DEAN BROTHERS. Ltd

PEBBLE ISLAND,

FALKLAND ISLANDS.

25th May 1960

W.Grierson Esq.

Harbour Dept.

Falkland Islands Government ,

Stanley.

Dear Sir.

Stranding of M.V.Philomel in Tamar Harbour

Herewith our account for services rendered on the occasion of the stranding of M.V.Philomel in Tamar Hr 20th and 21st inst.

I hope you will agree that this is a very moderate charge for the services rendered by M.V.Gentoo and crew especially considering that our efforts were completely successful.

I would like to point out that I have now no proper crew for Gentoo and that the crew was entirely composed of volunteers on this occasion. I would also like to mention that the whole operation was carried out in the dark and as the Gentoo was fully loaded with wool there was some risk to her as we had to come very close in in order to be of assistance to Philomel; had M.V.Gentoo stranded with this full cargo she would undoubtedly have been a total loss having regard to the bottom thereabouts.

You will also note that I have not made any claim for my own services or for that of the crew, I am perfectly prepared to forego any claim to a reward myself but I propose out of the £78-6-8 claimed to pay the crew the overtime and also a bonus of £7 each.

If you agree that this is a reasonable figure please advise me briefly 1st chance and on payment of this amount I undertake on behalf of Messers Dean Bros Ltd to forego all further claims whatsoever and regard the incident as closed in sofar as we are concerned.

Yours faithfully



(A.B.Monk) Manager

Copied A 21

54
487

To The Customs and Harbour Dept.
The Falkland Islands Government,
Stanley.

Due to Messers Dean Bros Ltd. Pebble Island. 24th May 1960

For standing by and assisting M.V. Philomel during her stranding at Tamar Harbour May 20th and 21st 1960 at the request of the Master

By use M.V. Gentoo and crew 24 Hrs away from anchorage at Richard harbour, 1500.20/5/60 to 1500.21/5/60	£20	0	0
2 Overtime worked 5 crew members, steaming to, standing by and assisting M.V. Philomel 50 Hrs @3/4	8	6	8
" Assistance rendered M.V. Philomel; taking tow line and towing her afloat.	50	0	0
	<u>278</u>	<u>6</u>	<u>8</u>

Total due Dean Bros Ltd Seventy-eight Pounds six shillings and eight Pence.

At H.

He discussed and agreed to accept Dean Bron
changes in connection with the re-floating of
Philomet in Pirata Creek on the 21st May, 1960

An A.I.S.C. has been submitted to A.C.T
Insurance Policy at 481.

- HJG

H. H.

27.5.60.

30th May 1960

Thank you very much for your long letter of the 25th May about the help you gave with the 'Philomel', and would say at the outset that we are indeed very grateful for your very ready, quick and successful assistance to the 'Philomel'.

My own view is that the charges you have submitted are very reasonable. Unfortunately we have no funds available to meet such an account and I shall have to ask for the Standing Finance Committee's approval. Personally I have no doubt that it will be forthcoming, and I shall recommend it very strongly. I will let you know the outcome as soon as I have had their reactions.

Very many thanks indeed. I hope all goes well at Pebble.

(Signed A.G. Denton-Thompson)

The Hon. A.R. Monk, J.P.,
PEBBLE ISLAND.

AGDE/MW

31st May 1950

The recent grounding of the 'Philomel' has started me thinking about insurance. At the moment we have a Lloyd's policy on the 'Philomel' for £9,000 on the basis of total loss. In addition, we have £12,000 in the replacement fund.

We would not, of course, replace the 'Philomel' for a price of £21,000 or anything like it, and although the present arrangement has been accepted and approved for some time, you might like to give the matter some further consideration. My information is that a new vessel, assuming of course that we would wish to purchase one, would cost something of the order of £40,000 to £50,000.

On the other hand, the premium is already heavy. We are paying £11. a year for a total loss insurance of £9,000. If we were to increase this by any substantial amount, then I think it is very much a case of whether it is worth paying so much more in the way of insurance. I suggest, however, that it is a question we might profitably consider at the next meeting of the Standing Finance Committee.

I have written in similar terms to the other Members of the Committee.

The Hon. L.A.C. Bedford,
HILL COVE.

The Hon. G.C.R. Bonner, J.P.,
SAN CARLOS

AGBT/IV

The Hon. R.V. Goss,
STANLEY.

The Hon. A.B. Monk, J.P.,
PEBBLE ISLAND.

The Hon. J.T. Clement,
FITZROY.

c.c. The Hon. Col. Treasurer
Collector of Customs

Reply from J.T. Clement at 492.
" " G.C.R. Bonner at 499.
" " A.B. Monk at 500.
" " L. Bedford at 504.

For written
reply please.

491

STRICTLY CONFIDENTIAL

Ref: 0664/IV

30th May 1960

MEMORANDUM NO.2 FOR STANDING FINANCE COMMITTEE

M.V. 'PHILOMEL'

As you are aware, the 'Philomel' recently ran aground during a gale in the West Falklands. I am satisfied that there was no question of negligence.

We had to ask for assistance from the 'Gentoo' and the Manager has submitted an account for £78.6.8d, which covers the following items:

By use M.V. Gentoo and crew 24 hrs. away from anchorage at Richard Harbour 1500 to 1500 21.5.60	20. 0. 0
By overtime worked 5 crew members, steaming to, standing by and assisting M.V. Philomel 50 hrs. @ 3/4d	8. 6. 8
By assistance rendered M.V. Philomel; taking tow line and towing her afloat	<u>50. 0. 0</u>
	£78. 6. 8d

My view is that this account is a very reasonable and moderate one, and of course you will appreciate that if Messrs. Dean Brothers were to proceed on the basis of a salvage claim, the cost might be rather greater. Moreover, they did take a considerable risk in that the whole operation was carried out in the dark, and the 'Gentoo' was fully loaded with wool.

The 'Philomel' is insured for total loss only (for which the premiums are heavy), and funds are not available to meet this account. Consequently I should be grateful for your approval for supplementary financial provision amounting to £78.6.8d.

Reply from Hon R Gies - 494 - agree
 - St Clement - 493 - agree
 - Gen Turner - 499 - agree
 - AB Monk - 500 - abstained
 - L. Bedford - 504 - agree

Officer Administering the Government

c.c. H.C.T.
Collector of Customs

STRICTLY CONFIDENTIAL

h.u. 15/6/60



Fitzroy
June 3rd. 1960.

Dear Aubrey,

490

Thank you for your letter of 31st. May. ref 0664/1v.
To my mind the things you have to say add up to one answer.
The Philomel is a bad proposition whatever way you look at
her and it is time she was disposed of.

I am well aware that there will be strong protest from
West Falklands and indeed I should miss her too. At Fitzroy we do
not get many calls from The Company's vessels except in the summer
to pick up wool, and of late these wool trips have been in such haste
that no outward cargo is landed.

However I feel that if Philomel could not be sold in the
Islands but went to an outside bidder there would be an incentive
to get Protector into service again and probably the Islands would
be no ~~better~~ worse off than at present. Government would be
considerably better off

I do not know if there would be anyone interested in
buying her in the Colony but I believe there would be if the price
was made attractive enough. I would strongly oppose the purchase
of another vessel for Government, except, when required, a launch
for harbour duties.

*Yours Sincerely
J. C. Pennell.*

P.S. How about we wreck her?

Reply at 507.

JR.



Fitzroy
June 3rd. 1960

The Officer Administering The Government
Stanley.

Sir,

491. I have the honour to acknowledge your O664/IV.
Memorandum No.2. For Standing Finance Committee 30/5/60. Subject
M.V. 'PHILOMEL'.

I agree to supplementary financial provision amounting to
£78. 6. 8. to meet the account submitted by the Manager of Pebble.
for assistance rendered to M.V. 'Philomel' on 20/21st May.

I am,
Sir,
your obedient servant,

F. Clement

494.

Registry

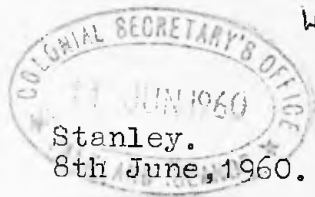
Pl. B. 6. when the other copies are in - on 21. June whichever is

the earlier

6.4.7.

11.6.60.

STRICTLY CONFIDENTIAL.



Sir,

STANDING FINANCE COMMITTEE.

491. With reference to your memorandum No.2 (0664/IV) on the accidental grounding of the M.V. "Philomel", I readily agree to the necessary supplementary financial provision of £78. 6. 8d to cover the cost of refloating the vessel.

I am,

Sir,

Your obedient servant,

R. L. Jones
Member,

Standing Finance Committee.

His Honour,

The Officer Administering the
Government,

STANLEY.

12. 5/15/60

H.C.S.

496.

May I have your advice on the attached received from Works Master, F.I.C.

1. The windlass and chain referred to is the old one removed from the "Philomel" last year, and considered unserviceable for further use onboard.
2. The original cost of this windlass was £94, some twelve years age. There is attached 30 ftm. of chain well worn and is also of no further use to "Philomel".
3. Under Colonial Regulation 279. Unserviceable stores not required by the Colonial Government shall, if sold, be disposed of by Public Auction or by tender after public advertisement, unless special approval of the Governor is obtained for their being sold otherwise.
4. This windlass is required for the Darwin cutter "Black Swan" which no doubt plays an important part in the Sheepfarming Industry of the Lafonia stations.
5. I am quite prepared to recommend that His Excellency be approached for the necessary approval, but I am not satisfied that the offer of £10 is a fair and reasonable one.

H. J. Grison

Harbour Master.
14/6/60.

495 R.

H.M.

The best thing to do is put it up for

sale by tender, tell the F.I.C. you are doing

so - and see what offers we get. Then there

can be no argument.

H.M.
15.6.60

The Falkland Islands Company, Limited.

° (INCORPORATED BY ROYAL CHARTER 1851.) °

REGISTERED 1902.

AGENTS FOR LLOYDS.

Stanley,

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

9th June

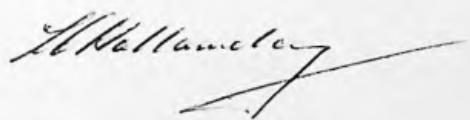
1960

The Harbour Master,
STANLEY.

Dear Sir,

We understand that you have a small windlass, with a length of $\frac{1}{2}$ " stud link cable, of which you wish to dispose. We at present have need of a windlass of this size, and now wish to make an offer of £10 for this windlass, and cable.

Yours faithfully,



WORKS MANAGER

HARBOUR DEPARTMENT NOTICE

Tenders are invited for the purchase of one second hand
Windlass complete with 30 fathoms $\frac{1}{2}$ " studded link chain ex
M.V. "Philomel" which can be seen upon application to the Harbour
Master. Tenders addressed to the Harbour Master, Stanley, and
endorsed "Windlass and Chain" should reach the Customs and
Harbour Department Office not later than noon on Monday the 27th
June 1960. The Government does not bind itself to accept the
highest or any tender.

Harbour Master.

CUSTOMS
20 JUN 1960
FALKLAND ISLANDS



SAN CARLOS SHEEP FARMING CO. LTD.

(Successors to JOHN BONNER. GEORGE BONNER & CO. LTD.)

FOUNDED 1861

SAN CARLOS.

FALKLAND ISLANDS. (VIA MONTEVIDEO)

6th June, 19 60.

Ref: 0664/IV.

Sir,

MEMORANDUM NO.2. FOR STANDING FINANCE COMMITTEE

M. V. PHILOMEL.

490

With reference to the above memorandum, the supplementary financial provision of £78.6.8. required to meet Messrs Dean Brothers' charges for relief of the 'Philomel', hereby has my full approval.

I am, Sir,

Yours Faithfully,

G.C.R. BONNER.
Elected Member for
East Falkland Electoral
Area.

The Colonial Secretary,
Secretariat,
Stanley.

a 9/1/60

Pebble Island
West Falkland Is.

13th June 1960.

The Hon. A Denton-Thompson M.C.
The Officer Administering The Government,
Colonial Secretary's Office,
Stanley.

Your Ref. 0364/IV. 0355/B/IV.

*Estimated to
0355/B/IV*

Dear Sir/

With reference Memorandum 3 for the Standing Finance Committee, (I note what you write and fully approve.

491

With reference Memorandum 2 for the Standing Finance Committee; M.V. Philmel. Under the circumstances I think I ought to abstain from expressing my opinion on the rectitude or otherwise of this account and will therefore be guided by the majority opinion in this matter; I abstain.

With regard Insurance M.V. Philmel; herewith some personal ^N opinions on that matter. I think you should be covered between your insurance and your replacement fund for the estimated amount that it would take to replace the Philmel. Now I don't necessarily consider the Philmel would need to be replaced by a new vessel in the event she were lost. One would have to feel the pulse of the second hand market for good vessels of similar size but not necessarily of similar type, in order to find out roughly what the replacement cost should be, this of course should include delivery out costs as well. With reference delivery costs I think these could probably be lower than paid for Philmel if carefully arranged. In essence I think your coverage is too low by far, £25-£40,000 would be more realistic, by coverage I mean the combination of Replacement Fund and Insurance.

I think you should be insured against damage through Fire, Stranding whether caused by negligence or not ~~REPLACEMENT~~ and Collision whether with ships jetties or anything else, these risks to cover Hull and Machinery and in all cases, negligent and deliberate acts of the crew, to be provided for.

Now all this seems at first sight to indicate a lot more money, however that may not necessarily be the case, though I think some more would be necessary, *Further I think in view of the importance of the Philmel to the Colony it should be found,*

T.T.O

Reply at 509

File pl

Presumably it is intended to increase the renewal Fund far beyond its present limit, in which case as this Fund grew the Total Loss Cover could be reduced. There is however another way in which the Premiums might be reduced and I say might be advisedly. If the master of Philomel had a HOME-TRADE certificate of competency the Insurance Company might well consider her a better risk. I would not be inclined to think that a U.K. home-trade certificate would cut much ice with them but, it might and if it did, it might be well worth-while going to the expense of getting the Master to take the Examination. The normal Certificate of Competency Home-Trade is very simple, entirely rule of thumb, no theory required at all, it should not present any difficulty to any-one who can add and subtract and is a practical Seaman. Again, it might well be that no great importance would be attached to that by the Insurance people but they might consider a locally granted Certificate of much more importance provided that it was granted on the recommendation of Competent people. I know that there are no qualified Examiners out here but perhaps a board composed of Master Mariners with experience of these waters, or their Naval equivalents, would be accepted as Competent to Examine a Candidate. It would not be difficult to convene a board of this nature when John Biscoe, Darwin and a Naval Vessel were present. It is possible that enquiries concerning this would not get a very sympathetic hearing from the Local Agents for the Insurance Company and it might be more profitable to go to the top as it were, first. It is also possible that some other Marine Insurance people specialising in small craft Insurance might be easier to negotiate with. If no reduction of Premiums could be obtained by these means I still think your Total Coverage should be at least £25,000; this would mean Insuring for £35,000 after deducting the Replacement Fund, this is about 2½ times as much as at present and if you got no reduction of Premium would mean about £1000 a year against Total Loss; a worthwhile expenditure in my view.

With regard to my remarks about Insuring against Damage; I don't think you would need to Insure against more than £7,500 of damage, or thereabouts. In the case of a vessel like the Philomel if she suffers more than about that amount of Damage she is probably a Total Loss, especially out here with our limited facilities. This would almost certainly be the case in respect to a Collision or a Grounding, the only exception might be a fire which was eventually extinguished. Also I don't think you should insure against the first £2-£300 of damage, as that assures the Insurance Company that they won't be inundated with petty claims for every thing that is not quite right.

It is just possible that there is another way in which Premiums could be lowered. If an adequate slip were available for the vessel to be regularly hauled out they might consider her a better risk. Now I am faced with this problem myself with Gentoo and I firmly believe that I can make a suitable slip for hauling out the Gentoo and the refer Philomel for the cost of less than £1000. I am going to try and get my Directors approval to spend this money for a slip here. Now I am not trying to mix this Firm's business with that of the Philomel, in any case I don't know what the Directors reactions will be yet as I have only just sent the letter to them. But it does stand to reason that if a slip were available here to haul out Gentoo it would also haul Philomel out. The Government might not wish

wish/

502

3

to jointly build a slip with us even if my Directors should approve, in which case we could rent it. I do think however you might be well advised to enquire if the provision of a slip would make any difference to Premiums.

No doubt I have written far too much about this and probably not helped at all, however I am very interested that the Philomel or something like it should always be available here.

Yours Sincerely



(A.B. Monk)

To
Mr. Monahan etc Officer Administration
the Government
A. Denton Thompson M.C.

EXTRACT FROM LETTER FROM HON. R. V. GOSS OF 10TH JUNE, 1960

Original filed in O219/A/II

Thank you also for your letter of the 31st May, on 'Philomel' insurance and the cost of replacing her. It is most definitely 'food for thought' and worthy of consideration during our next meeting of S.F.C. Incidentally, considering the premium we pay for the 'Gambler' - £228 p.a. on £4,500 - and for that we have managed to squeeze out of these insurance people I am inclined to believe that their address must be somewhere in the vicinity of the Rogues Gallery!!



Hill Cove.

June 11th

The Honourable,
The Colonial Secretary.
Stanley.

Dear Sir

~~491~~ 491 In reply to your memo n° 2 ref 0664/IV dated
30th May 1960.

I agree that the charge made by Messrs Dean
Broer is very reasonable, in view of the circumstances
involved. I have no hesitation in approving the
provision of £78-6-8d for the account.

Yours faithfully

L Bedford

Ack.

AH 20/6/60.

505

HCS.
491. Replies are all in. All agree
with exception of Mr. Monk who abstained
from expressing an opinion as he conducted
the salvage operation.

D. R.

21. 6. 60

A.C.S.

Could you please see the following
action and follow up action is taken on this f.6.

(i) The two letters at h.c. to be joined
J.m.s.

(ii) The file to go down to the P.A. C.T.
for the preparation of a S.W. for submission to the
Governor and noting for formal confirmation at
the next meeting of S.F.C.

(iii) H.M. to see and comment on Monks
helpful and constructive letter at f.500.

(iv) Subject to any comments H.M. might have,
the gist of Monks letter could go to the Coma Agents for
their comments and advice - explaining that the background
to it all is that we are turning over in our minds the
question of insurance.

(v) Note for Mr. Manders to see.

R.J.F.
22.6.60.

24th June, 1960

Dear Jim,

492.

Many thanks for your letter of the 3rd June about the "Philomel".

Perhaps I shouldn't really be expressing views about this since I am about to go - but here they are for what they may be worth:-

(1) You and Tom Gilruth are the only two people whom I have heard say "get rid of the 'Philomel'" in the five years I have been here. Short of a financial catastrophe I rather think that amongst people of influence you are in a minority of two.

(2) I think you would noose a great deal of resentment and ill-will if you were to carry the day on a policy of "get rid of her" and I think it would make this infernal Masters/esters business feeling a good deal worse.

(3) I really think that in the circumstances of the Falkland Islands in these very uncertain times one should think very carefully of depriving the administration of its one boat that could if necessary reach the mainland.

(4) In these days of mounting costs and shortages of labour one cannot rely, and you must have something to be certain of, on the small ships and the owners/managers. In many cases they are here today and gone tomorrow. Politically and in every other way I think it would be a great mistake to get into a position whereby nothing can move within our waters except by Company's vessel without an alternative choice. I don't believe it would be in the Company's interest or in the public interest.

(5) Personally I very much doubt whether the "Protector" will ever go back to sea successfully. She is in a bad state, she would cost a fortune to recondition properly and in these days she is not an economic proposition.

/(6) There is.....

le
lament,
1960

(6) There is a good deal of support for the "Philomel" amongst the farms and I believe among farm people, let alone managers. If there is and if the "Philomel" is doing a useful job (you say you would miss her) then I don't follow how it can be that she is a bad proposition "whatever way you look at it". Does the same argument apply to the Air Service - which also loses money?

There have been many moments during the last five years when I have wished her on the beach for good and all - staff difficulties; unreasonable (as opposed to reasonable) complaints from some people whom it is almost impossible to serve, mechanical faults etc. etc. etc. But had the wish come true then I think we would have had cause to regret it.

I must apologise for the inordinate length of this letter. I know you will not mind me putting the contrary point of view to you.

With kind regards.

Yours sincerely,
A. G. Denton-Thompson
~~A. G. Denton-Thompson~~

509.

24th June, 1960

Adrian,

Dear Mr. Monk,

500

Thank you very much for your very helpful and constructive letter of the 13th June, about the "Philomel". I appreciate very much indeed the time and trouble you have taken to advise us and I am sending the gist of it to the Crown Agents who help us over shipping matters, know about the "Philomel" and handle our insurance for us.

I am replying seperately to your personal letter of the same date.

Yours sincerely,

A. G. Denton-Thompson.

Anthony D.T.

The Honourable
A. B. Monk, J.P.,
PIEBBLE ISLAND

AGDT/IF

510

Mr. C.T.

Please prepare a S/W for submission to the Government, & note for next S.F.C. (see ii of 506)

RB
in C.S.
25.6.60.

Hon. B.S.,

S.F.C. approval expenditure on 7/7/60 and the Governor has now signed the S.W. Honourable member may now arrange payment, thank you.

Payment made July 1960

A.L.
A.C.T.
16/7/60

RECORD

Standing Finance Committee meeting held on 7/7/60

The Chairman informed the Committee that the various points raised by the Honourable C. B. Pant in his letter were being referred to the Comptroller for comments and advice, and that the matter would be brought up as soon as a reply had been received.

A.L.
23/7/60.

Records

With reference to 497. A Tender Board consisting of the Colonial Secretary, ^{As} Assistant Colonial Secretary and Harbour Master met this morning to consider the two tenders received for the purchase of one unserviceable Windlass with 30 fms. of $\frac{1}{2}$ " studded link chain. The Falkland Islands Company's tender for £10 and Bertrand's of Carcass Island for £25 are attached.

S 13. S 14.

Bertrand's tender was accepted unanimously.

afj
28th June 1960.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

513

RECEIVED

(W. & S. Ltd.—250 P4/7/59).

Number	Office of Origin	Words	Handed in at	Date
230	Carcass Is.,	10/9	0930	23/6

To
Harbourmaster Stanley

Windlass and chain we offer £25

Bertrand

Time SRS ~~3~~

514.

The Falkland Islands Company, Limited.

°(INCORPORATED BY ROYAL CHARTER 1851.)°

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

21st June

1960

The Harbour Master,
Stanley,

Dear Sir,

With reference to your broadcast advertisement for tenders for small second-hand windlass and length of $\frac{1}{2}$ " stud link cable, we wish to make an offer of £10 for these items.

Yours faithfully,

M. H. Hawley

WORKS MANAGER

815.

506 & 511.

515

HM

To see 500 and for your comments pl.

[Signature]
18.7.60

H.C.S.

With reference to pages 500 - 502 of this file. The Honourable Mr. A. Monk is a Master Mariner with many years seafaring experience, both locally and otherwise and we are indeed fortunate in having a seafaring man on our Legislative Council.

The present position is as follows:-

1. Government own a 75' Motor Fishing Vessel No. 1185 locally named "Philomel". For the past ten years underwater corrosion has been effecting the serviceability of the "Philomel" due to galvanic action in sea water.

The vessel is built of wood and copper sheathed, her rudder and rudder post is made of wood and iron, whilst her stern gear is made of brass, bronze and other non ferreous metals, the tail shaft is of steel.

2. Facilities do not exist herefor dry docking. When repairs become necessary to these underwater fittings the work is done by the Master, and Engineer, assisted by members of the crew on an open beach. It will be realised that work carried out under such conditions can not be of the best, because firstly when the vessel is beached where there is a high rise and fall of the tide we are miles away from workshops. Secondly, when the vessel is beached in Stanley we do not get sufficient low water to enable the work to be done satisfactorily.

3. I agree with Mr. Monk, the answer is a slipway to be built in Stanley where workshops are right at hand and then repairs can be carried out efficiently.

4. Vessels of the "Philomel's" type require docking at least once in every six months, therefore I am of the opinion that money spent on this project will in the long run be a saving to Government as well as improving the services of the "Philomel".

H.M.

H.M.

3.8.60.

516A

11.12. I propose to address Mr. Monk

in following terms. It is clear that this would meet the situation.

"With regard to the question of the slip referred to in your letter: I believe that this has since been discussed with you and that it was agreed that from Government's point of view the slip ought to be at Stanley. It would seem best if it were owned by Government who could make it available on payment for non-Government vessels, including of course your boats. I wonder whether

his would fit in with your own requirements
or whether you would wish to make
any alternative suggestions

The Harbourmaster remarks that he
could work out a design for a ship
2 based on plans available at Punta Arenas
but we should be most grateful if you
would set the design for us. Do you
think this would be the best way to set
about it?

I also think we should telegraph to Brown Agents
in continuation of 517 ~~at~~ saying that
we were considering building a ship and asking if
his work affected the premium.

Handwritten signature

13/3/60 46

4th August, 60

Gentlemen,

M.V. "PHILOMEL" - ex M.F.V. 1185

I am directed to inform you that this Government owns and operates in coastal waters the above named vessel which is insured for £9,000 against total loss. In addition Government has the fixed sum of £12,000 in a Replacement Fund. The above vessel could not be replaced for £21,000 and Government is concerned about insurance and would appreciate your advice and comments on the following points:-

What would be the cost of insurance against -

- (i) Damage by fire;
- (ii) Stranding whether caused by negligence or otherwise;
- (iii) Collision whether with ships, jetties or anything else.

The above risks to cover hull, and machinery. In all cases negligent and deliberate acts of the crew to be provided for. It would be the intention to claim on the first £200 - £300 of damage. *nd.*

2. If the Master had a Home Trade certificate of competency would the Insurance Company consider the vessel a better risk and a consequent reduction in premium?

3. If the Insurance Company would not consider attaching any importance to a Home Trade Certificate for a reduction in insurance premium would they consider a reduction if the Master had a locally granted certificate provided the examiners were Master Mariners with experience of local waters, or their Naval equivalents?

4. Are there any Insurance Companies specialising in small craft insurance which might offer more advantageous terms?

Reply at-532

I am,
Gentlemen,
Your obedient servant,

(Sgd.) D. R. Morrison.

for COLONIAL SECRETARY

Agents for Oversea Governments and Administrations,
4, Hillbank,
WINDON, S.W.1.

RM/A

*See in
no 64 1- See 524*

518

H.C.S.

506 (v). file submitted accordingly to see
from 500.

John
6.8.60

519

H.M.

see minute at 516A

John
13.8.60

H.B.S.

520

Reference 516A. I agree

H.B.
H.M.
16.8.60

521

action

accdly

8
17/8/60

522

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

& S. Ltd.—250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			17.8.60
To				
CROWN LONDON				(HOA/c)

517 No. 265. My letter 0664/IV of 4th August 1960 m.v. Philomel stop
 Consideration being given to proposal build slipway for regular
 overhaul and repairs stop Would this assist in obtaining
 reduced premium?

Secretary

Time DRM/LH

Letter 106 of 5160 PL
See 524

0664/IV

18th August, 60

Sir,

500

With reference to the question of the slip referred to in your letter of the 13th June, 1960. I believe that this has since been discussed with you and that it was agreed that from Government's point of view the slip ought to be at Stanley. It would seem best if it were owned by Government who could make it available on payment for non-Government vessels including of course your Gentoo. I wonder whether this would fit in with your own requirements or whether you wish to make any alternative suggestions.

2. The Harbour Master reckons that he could work out a design for a slip based on plans available at Punta Arenas but we should be most grateful if you would vet the design for us. Do you think this would be the best way to set about it.

I am,
Sir,
Your obedient servant,

(Sgd.) R. H. D. Manders.

COLONIAL SECRETARY

gm.

The Honourable
A. B. Monk, J.P.,
PEBBLE ISLAND

DM/MF

Reply at 529.

Bu 24.9.

DECODE.

TELEGRAM.

From Crown Agents for Oversea Governments and Administrations

To Colonial Secretary, Stanley.

Despatched : 30th August, 19 60. Time : 1738.

Received : 31st August, 19 60. Time : 1015.

57 Your letter 0664/1V August 4th and telegram No. 265
August 18th. 522

Insurance Philomel ex MFY1185 re your first paragraph underwriters will require true valuation vessel before quoting for extended cover please advise.

Crown.

525

(Intld.)

DM

H.M.

for your info pl.

[Signature]
31.8.60

P/L : IM

H.C.S.

Philomel was purchased in 1947 and according to the attached file page 174 the total cost was £14,500.

At 190 of the attached file Philomel was insured on Hull, Materials, Engines etc. and all connected there-with for £10,000. At 223 of attached file, insurance was reduced to £9,000 against total loss, and has remained so since that date.

Mr. Monk at 501 herein thinks the insurance for total coverage should be at least £35,000, this he states would mean insuring for £23,000 after deducting the Replacement Fund.

The point of course is what is the true valuation of Philomel, which is a difficult question.

J.S.
Harbour Master.
9/9/60.

527

H.N.

Please state -

We have seen to have got a large number of questions about Philomel to some extent exhibit interrogated -

1. The value - how do the to understand
2. For how much the should be covered
3. ~~What~~ the question of replacement fund or it - insurance will be insurance cover

4. - Under the number should get certificate

5. Under what should be built

6. What the should be insured against

~~total~~ damage - insurance suggested (a) damage between £300 & £7500 (b) total loss.

7. What Review of present rates

(connected with 4 above since the question apparently affects not only insurance held by us but also that held by other firms who use her.)

I am inclined to think that arriving at all this

we ought to try to get

of proper and

File of volume we would include
 important services rendered to further
 so that we can explain to people
 like Mr. Clement with facts & re-
 figures why she is useful.

~~for~~

~~42/1-00~~

I am not sure whether we can get
 much further before Crown Agents reply
 & they sound as if they wouldn't reply
 till we told them the total market value
 we will have to make some recommendation
 to C.F.C.

Dr

12/12

~~DEAN BROTHERS.~~

PEBBLE ISLAND,

FALKLAND ISLANDS.

5294 5th Sept 1960

D.R.Manders,
The Hon. Colonial Secretary
Secretariat,
Stanley.F.I.

*will have to have various bits
contracted
on 15/9/60*

Dear Sir/

523

With reference your letter 0664/IV, dated 18th Inst. regard-
-ing a slip for Philmel. I note all you write and agree that from the
Governments point of view it is better for it to be in Stanley and
for it to be Government property. I am undecided at the moment as to
whether or not this would fit in with Dean Bros requirements. It would
depend largely on slip charges and probably even more on Ship-wrights
charges etc., whether these were by F.I.C. or other Contractor. I
think probably these charges would be very heavy and that it would
be in Dean Bros interests to have one here, but I am not speaking
with any Authority here as I have no idea what the Directors think
about it all, they being on leave. Before I can build a slip here I
have to get their permission for the Capital required but I will
recommend them to put it here, unless the charges are very moderate in
Stanley.

From your point of view I think it is definitely the best
place, subject to the following. From the point of view of cheapness
I recommended a slip on the simple Punta Arenas Pattern because this
is a very portable affair and needs no permanent rails or Concrete
work, it does however need a rise and fall of tide some 2' more than
the depth of your vessel, have you got that in Stanley? It also needs
a fairly flat ~~beach~~ beach as too steep a beach makes a tremendous drag
on the Winch pulling the vessel out, have you a suitable one in
Stanley? I would be very pleased to have a look at the design and
comment on it.

*Extracted to
2006*

Your Ref 2006. Wedding Gift to Princess Margaret. I note
what you write here.

Memorandum No 4 for Standing Finance Committee

Extracted to 1836

With regard to the visit of Mr A.R.Wannop. In view the large grant
from Colonial Development and Welfare Funds for this purpose I approve
the expenditure of £900 (Nine-Hundred Pounds) to finance this visit
as per the enclosed estimate. I would like to place on record that I
dont attach much importance to his visit. I realise he is a very able
man and in the right circumstances could show us a lot, he has however
made his improvements in a country which has cheap Lime and Slag avail-
-able and, a big Government Subsidy available on top of that. Compared
with the very large areas to tackle out here he has operated on a very
limited scale. We all know how we could improve GrassLand or if we
dont we ought not to be here, the point is how can we improve enough
economically to materially affect our stocking capacity. I dont think
RyCove has the answer to this, I think theirs is a costly business
far more costly than in fact their accounts show because I dont think
they have taken all factors into consideration. I think the only

only/

answer out here is Subdivision and more Subdivision so that the Stock can be concentrated for short periods on every piece of ground and the grounds spelled in between times. When the place is divided into small grounds and the Stock have made their improvements which they surely will and, you have extra stock on the place as a result of these improvements to bring more income than, and only then, break up these small grounds and complete the job. I am convinced that is the only policy and I am starting here, we are putting up 14 miles of new Fencing here, subdividing 3 Camps, this year. I dont think Mr Wanneps visit will do anything more than confirm this opinion.

I dont ~~XXX~~

want to convey the impression that I dont want Mr Wannep to come here or anywhere else now that his visit is arranged, I certainly do want him to come here and hope he confirms my views. Anyway I will give him every assistance though I would take some convincing that I am on the wrong path.

Yours faithfully

(A.B.Monk)

Extracted p1

Extracted to 1836

ications to be addressed to
THE CROWN AGENTS
ZA GOVERNMENTS AND ADMINISTRATIONS
ollowing reference and the date
this letter being quoted.



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

S6/INS/Falkland Is./22

2nd September, 1960

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

TELEPHONE: ABBEY 7730.

Sir, M.V. "PHILOMEL" EX M.F.V. 1185

I am directed to refer to your letter 0664/IV of the 4th August and to confirm the following telegram forwarded after preliminary discussion with our Insurance Brokers:-

"YRLET 0664/IV AUGUST 4 AND TELEGRAM 265
AUGUST 18 INSURANCE PHILOMEL EX MFV 1185
RE YOUR FIRST PARAGRAPH UNDERWRITERS WILL
REQUIRE TRUE VALUATION VESSEL BEFORE QUOTING
FOR EXTENDED COVER PLEASE ADVISE "

As soon as this information is received further enquiries will be made and rates advised.

With regard to paragraphs 2 and 3 of your letter, it is not considered that insurance rates would be effected by the type of certificate held by the master. Underwriters do not lay down standards of manning for vessels they insure. It is the responsibility of the Assured to ensure that a vessel is seaworthy and seaworthiness implies not only that the vessel is in good condition but that it is well and sufficiently manned. Thus, if the Assured do not provide a competent Master, Underwriters might have grounds for pleading unseaworthiness in the event of a claim. In so far as a certificate may be regarded as evidence of competence it might have a bearing on this point but as Underwriters quote on the assumption that the vessel is seaworthy it is unlikely that the possession of a certificate by the Master would affect premium rates.

Similarly, the proposal to build a slipway for regular overhaul and repair is unlikely to affect premium rates for the same reason that it is the Assured's responsibility to keep the vessel seaworthy.

With regard to your paragraph 4, our Insurance Brokers do not know of any Insurance Companies, other than those specialising in yachts, which might offer special terms and since the vessel is not in that class they think that the best terms would be obtained from the present Underwriters.

I am, Sir,
Your obedient servant,

cut

533

The Colonial Secretary,
Stanley,
Falkland Islands.

HCS

531 submitted.
532. Insurance is going to cost the same no matter what we do or have.

22. 9. 60

See 500 Section D/18/51

534.

No. _____

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



MEMORANDUM.

24th September 1960

To The Honourable,
The Colonial Secretary,
Stanley.

From The Harbour Master,

Stanley, Falkland Islands.

SUBJECT :-

Increase in Steaming Bonus

We discussed the question of overtime worked on the M.V. Philomel by the crew when out of Port, and it was agreed that I should look into the matter and put forward suggestions.

To pay overtime to the crew is a difficult problem as three of the crew are on Personal Emoluments in their respective Scales, while three are termed as unistablished and paid at a monthly rate from the Labour vote.

It would in my opinion, be unwise to introduce overtime rates because it would be difficult to keep a tight check on the hours worked when out of Port. The problem I am faced with, is that Darwin seamen are paid overtime and earn far more than seamen on the Philomel which makes it difficult to keep a crew for any length of time.

I have discussed the whole question with the Master and Engineer of the Philomel and we recommend that the bonus at present paid at 2d. per mile be increased to 4d. per mile. This will mean that the additional bonus will only be paid when the ship is on the move.

The last voyage around the Islands lasted ten days. Seventy five hours overtime was worked by the crew, this included two weekends.

Handwritten signature: J. J. Guinan

Harbour Master.

KIV 533.

DECODE.

TELEGRAM.

535

From Crown Agents, London.

To Colonial Secretary, Stanley.

Despatched : 3rd October, 19 60. *Time* : 1651.

Received : 4th October, 19 60. *Time* : 1000.

Insurance Philomel ex MFV1185 expires October 17th
please forward renewal instructions.

Crown.

536.

Early to C. of C.

DRM

P/L : IM

Reply at 538.

H.L.S.

537

351.

Philam's insurance expires on 17th and as
no definite plans have been agreed upon, I
recommend Government re. new the insurance
as in previous years.

HJG

Harlowe Hoate

24.10.60.

aff

12/10/60

Waf

as at 457.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed in at	Date
				4.10.60.
To Crown London		(H.o. A/c)		
535 No. 328. Yourtel <u>3rd</u> October Please renew Insurance MTV 1135				
Secretary				
Time IM	Copy to Harbour Master			
<i>[Handwritten signature]</i>				

4.10.60.

To
Crown London

(H.o. A/c)

535 No. 328. Yourtel 3rd October Please renew Insurance MTV 1135

Secretary

Time **IM**

Copy to Harbour Master

[Handwritten signature]

No. _____

MEMORANDUM.

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



26th October 1960

To The Honourable,

The Colonial Secretary,

Secretariat.

From The Collector of Customs
& Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

Increased Steaming Bonus M.V. "Philomel"

0664/10

I have the honour to refer to my Memo at folio 534 and to inform you that the additional amount required to cover the increased steaming bonus of 4d per mile as approved by the S.F.C. is £262.

I understand that this new increase of steaming bonus would take effect from the 1st October 1960, and that it was generally agreed that S.F.C. would approve the additional amount at their next meeting. However, no steaming bonus has yet been paid at the new rate, but I would like approval to bring the new rate in as from 1st October 1960.

The necessary A.I.S.E. is attached.

Reply at 542.

L. J. Grinson

Collector of Customs &
Harbour Master.

G. S.

540

This was considered by S.F.C and agreed

to

2. approve

on

28/10/60

541

~~SFA~~

28.10.60

R

29th October, 60.

To: Collector of Customs and
Harbour Master,

STANLEY.

From: The Colonial Secretary,

Steaming Bonus

539

I am directed to refer to your memorandum of the 26th October, 1960, regarding the steaming bonus payable to members of the crew of m.v. "Philomel" and to inform you that authority is hereby given for an increase in the steaming bonus from 2d to 4d per mile with effect from the 1st October, 1960.

(Sgd) D.R. Morrison.

for COLONIAL SECRETARY.

DRM/EM

Copies to: Treasury
Audit

Kiv 531, 532

*See for
deposition with
Biggs' explanation*

Copy Col. Sec.

Σ

543

~~DEAN BROS LTD~~

PEBBLE ISLAND,
FALKLAND ISLANDS.

12th Novr 1960

W.Grierson Esq
Customs and Harbour Dept.
Stanley. F.I.

Dear Sir.

Please excuse the extreme haste, I am writing this while Philomel unloads.


I understand, in conversation with the Master of the Philomel, that the temporary repair effected to her Stern gland is still in place and that a permanent repair has not yet been done. This temporary job was done some months ago and was only suitable in my opinion to take her back to Stanley. As she is, without the locking nut which holds the whole bearing assembly to the Stern tube, she is in my opinion as a Master Mariner unseaworthy. The whole stern tube and bearing assembly could be ruined running her thus. Apart from the financial implications of this, one should also consider the fact that if, ~~XXXXXXXXXXXX~~ as probably will happen, the bearing becomes completely loose, then your vessel may be immobilised, perhaps on a lee shore beyond aid on the open coast.

I would like to emphasize that no member of Philomel's crew has said anything calculated to influence me. I was horrified when I learnt in casual conversation with the master that so far nothing had been done. I strongly urge you as a private citizen and as a Master Mariner to get this job done and until it is done only use her on urgent matters in calm waters.

Writing now on behalf of Dean Bros Ltd. I think we ought to get some reduction in freight as we have used our Motor-boat and Scow to partly discharge your vessel, thus saving you a considerable amount of time.

Quite a few cases of Cargo mostly transhipped U.K stuff were breached. I shall eventually put in an Insurance claim for this. Now this I am sure did not happen on Philomel, however no mention is made on your loading lists of cargo breached so that automatically Philomel will be blamed. I think you should ensure details are taken of all breached cases you load thus protecting your own interests.

Yours faithfully

 (A.B. Monk.)
Master Mariner
Justin of the Dean

See 543

2.544

G.E. Submitted as requested. As regards points 2 & 3
I have spoken to H.P. & he will put up a report

i.d.c.

as

of

24/4/60

22nd November, 1960.

Dear Mr. Monk,

S43

Thank you for your letter of the 12th November, 1960, regarding the condition of m.v. "Philomel". I appreciate your views and hasten to add that I share your concern.

An examination had been carried out when she returned from Saunders Island on 10th July, but on Friday after receipt of your letter I had her beached in Stanley for a thorough examination by the Master and Engineer in Company with Mr. Gutteridge and I am glad to say that the repairs were found to be in perfect condition though since her temporary refit she has completed 2,000 miles. Both Master and Engineer were happy to continue sailing in her until the new stern tube nut can be fitted on December 18th.

The temporary withdrawal from service of the two locally owned craft together with the fact that "Darwin" and "A.E.S." have not recently toured the camps, has greatly increased "Philomel's" commitments and with the approach of Christmas we are faced with the additional problem of an all round mail delivery to the Camps.

After very careful consideration therefore it has been thought justifiable to allow her to sail for Darwin and Berkeley Sound and return to Stanley to load Christmas mails for West and East Falkland ports.

Yours sincerely,

(Sgd.) H.L. Bound.

for R.H.D. Manders
COLONIAL SECRETARY

The Honourable
A. B. Monk, J.P.,
PEBBLE ISLAND

HLB/MF

PH2

KIV 544

BUC 28/11/60

BUC 2/12/60

(54)

546

H.M.

I understand the new stem tube nut failed to arrive on Darwin.

Can you please say what action is now being taken.

547

3/12/60

A.E.S

It is confirmed this stem tube nut did not arrive on Darwin.

In the first instance we telegraphed last August for this nut to be sent Parcel Post, its net weight is 19 lbs. According to Brown Agents Progress Report the nut was shipped on the Brazil Star as freight. This vessel sailed Northtonal from Montevideo on the 26th October and it is thought that the case in question must still be in Montevideo.

The point now is should we accept the Progress Report on a true document and telegraph agents in Montevideo asking them to ensure the case is shipped on the next Darwin?

A.S.

5.12.60

548

J.H.

I doubt if we can accept the Progress Report in the absence of a form invoice. I suggest we telegraph Crown as attached draft.

549

after we have we

not better telegraph

agents at Montevideo as well

6.12.60

See 1/15/60/15

7/12/60

B.D. for reply
14.12.60

550

0604/12

3rd December,

60

Sir,

Old Floating Dock - Deception

It has been suggested that the above might be of use in docking the "Philomel" since we have at present no docking or slipping facilities in the Falkland Islands.

2. I should be extremely grateful if you could have the dock examined and advise me whether it would be worth having it towed to Port Stanley.

I am,

Sir,

Your obedient servant,

(Sgd.) R. H. D Manders.

COLONIAL SECRETARY

The Commanding Officer,
H.M.S. PROTECTOR
at STANLEY

RHDM/ME

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



02

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

7. 11. 60.

S6/INS. / *Falkland Is. / 22*

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

TELEPHONE: ABBEY 7730.

TELEX No. 24209.

INSURANCE *PHILOMEL (MFV 1185)*

YOUR REFERENCE *Tel. No 328 dated 4/10/60*

The Crown Agents enclose for your information

a copy of the debit note

relating to the above insurance for the period

12 months from 18/10/60

The premium payable in respect of this insurance will be
debited in due course to the *Falkland Islands*
account.

*The Colonial Secretary,
Stanley,
Falkland Islands.*

TELEGRAMS: GLANVILL STOCK LONDON

CABLES: GLANVILL LONDON

Glanvill, Enthoven & Co. Ltd.

INSURANCE

144 LEADENHALL STREET LONDON E.C.3 · TELEPHONE AVENUE 4622
AND AT LLOYDS

Please quote Reference:—

60MH

10377

Date

25th October, 1960.

552
V

Crown Agents for Oversea Governments and Administrations.

TRIPLICATE

Ref.S6/INS/Falkland Islands/22

~~COVER~~ DEBIT NOTE for INSURANCE effected

For A/c of Government of Falkland Islands.

At FALKLAND ISLANDS

DETAILS

"PHILOMEL" Motor Fishing Vessel No.1185.

Int. Sec. Term 12 + 1/2%

12 Months @ 18th October, 1960.

ON HULL, MATERIALS, ENGINES etc., and all connected therewith
valued at £9,000.

Effected with:-LLOYD'S

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

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

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

£9,000.	5%	=	£450. 0. 0d
		less 9½%	<u>42.15. 0d</u>
			£407. 5. 0d
		+ Policy & Stamp	<u>1. 6d</u>
			<u>£407. 6. 6d</u>



GLANVILL, ENTHOVEN & CO. LTD.

D. Baldwin

FOR MANAGERS, MARINE DEPT

E. & O.E.

553

H. H.

SSI

To note / el

21.12.60

21.12.60

A.G.S.

554

Noted thank you.

H. H.

21.12.60

GOVERNMENT TELEGRAPH SERVICE

555

FALKLAND ISLANDS

SENT

W. & S. LTD.

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

To _____ 29.12.60.

(Cont. copy - phoned R/T Stn. 1130/28th.)

Commanding Officer HMS Protector

(H.O. A/c)

Philomet requires tow wooden plugs inserted in sea
suctions tomorrow Friday stop would greatly appreciate
assistance your divers if available

Colonial Secretary

Time

HLB/IN.

SSS

S/c

There is a reply to SSS somewhere?

559.

30/12/60

A.C.S.

Reply came through R/I operator. Work has now been completed.

A.G.W. 31/12/60.

BU for reply to SSS
23.1.61.

558

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



4, MILLBANK,

LONDON, S.W.1.

2. 12. 60

S6/INS. / Falkland Is. / 27.



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

TELEPHONE: ABBEY 7730.

TELEX No. 24209.

INSURANCE "PHILOMEL" (M.F.V. 1185)

12 months from 18/10/60

538.

YOUR REFERENCE Id. 328 of 4/10/60

The Crown Agents enclose for your information _____

559

a copy/~~copies~~ of the Policy/~~Policies~~ relating to the above
insurance.

The Colonial Secretary,
Starby
Falkland Islands.

(No. 60A.H./10377/-)

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.

DUPLICATE
13433 * -9 NOV 1960



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 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, 1960, and ending on the 17th October, 1961, 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

"PHILOMEL" / 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.,)

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,

20th October, 1960

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 any one or more of the aforesaid 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,

a/c Government of Falkland Islands.
Ref. S6/INS/Falkland Islands/22

W. Daniels
MANAGER.



(13-11-59)
15-6-49)

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 the Syndicates and Amount, Percentage or Proportion of the
Total Amount insured shared between the Members of those Syndicates.

AMOUNT, PERCENTAGE OR PROPORTION	BROKER'S No.	L.P.S.O. SLIP No.	L.P.S.O. DATE
	532	13435	9 11 60
	SYNDICATE UNDERWRITERS REFERENCE		
740	10	7026181	
260	239	11 10 60	
110	990	11 10 60	
590	410	11700XTR34XJ	
740	448	GCL8110T	
740	720	H13 10 60	
555	108	XXXAX617TC	
740	335	100110106	
740	360	13 10 60	
250	632	00200000012T	
305	633	0-200000012T	
365	304	10 10 60	
440	31	13 10 60	
145	742	10 10 60C86	
365	590	X713T6CX	
365	123	11 10	
185	247	10 11	
365	535	12317T60	
75	536	12317T60	
370	305	13 10TF	
555	185	72XX9910160Y	

DUPLICATE

In all communications please quote
the following reference

60KH/10377/-

LLOYD'S LONDON



LONDON 20th October, 1960

"PHILOMEL"

12 months @ 18.10.1960 b.d.i.

£9,000

GLANVILL, ENTHOVEN & CO. LTD.
INSURANCE,
Telephone: 4527
Avenue 4527
144, MARK LANE, LONDON, E.C.3.

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.)

Crown Agents

bss



1.
559A



H.M.S. PROTECTOR,

at HOPE BAY.

13th January, 1961.

No. 188.

COLONIAL SECRETARY,
STANLEY,
FALKLAND ISLANDS.

5 24/1/61

OLD FLOATING DOCK - DECEPTION

With reference to your letter of 3rd December, 1960, the old Floating Dock at Deception was inspected on January 5th. Only about one-eighth of the dock (the bow section) now exists and this is on the beach. Even this part has been deliberately damaged to prevent its use to another power during the last war. There is no possibility of any further use being made of this dock.

(D.N. FORBES)
CAPTAIN.

Ack'd
24/1/61.

That's that!

5 26/1/61

560

H.M.

To see 559 pl.

[Signature]

6.1.61

Recalled 15.1.61

[Signature]

561.

H.P.S.

See, thank you.

[Signature]

19.1.60

R

see for reply
to 550 see
24.1

562.

H. G.T.

We make about the insurance of the Philomel. This matter
comes up at the last S.F.C. meeting of the year is a resolution on the subject
perhaps it is not in the file; but your nod doubt will have it.

This matter was brought up by Mr. Mordaunt at 500.

He mentions it would cost £35 000 - £40 000
to replace the whereas the insurance is for £2 000 or the
Philomel fund £12 000 gives us a total of £21 000

517 is one letter to the Crown Agents re 632

plain reply - I had been looking for the other way round
and a valuation from Captain Turnbull but he has not succeeded.

We propose that we might now again write to C.A.A.
asking the whole point or also giving the original under
of the risk (no had they could identify the) or saying
what improvements we had done or asking for how much we
would insure the for

see also 1322

14/2/60.

X

EXTRACT FROM LETTER FROM HON. A. B. MONK, J.P. OF 27.1.61.

Original filed in 2074

v.v. "Philomel"

We recently has this vessel here with some cargo, some of which was for the farm and some for private persons employed here. Quite a lot of this cargo was wet with salt water; insofar as the farms cargo was concerned nothing that would hurt by being wet was affected luckily, however, in the case of some private cargo this was seriously damaged and undoubtedly the Consignee could claim if he were disposed to do so. All this water had evidently gained access through the decks--- the Master confirmed this --- as did a cursory inspection of my own. I made note on the Manifests at the time to the effect that the cargo was wet with salt water.

I would strongly recommend you to have "Philomel" made tight as soon as possible otherwise you will inevitably have trouble from people whose cargo is wet.

4 n.

for Commis

R

3/2/61

564

H.C.S.

The crew are at present carrying out temporary repairs to the deck before proceeding on her next voyage Monday, 13th.

On Phoenix's return it will be necessary to have all the deck re-caulked by an experienced Carpenter or Shipwright. If P.D. can not do this work may I have approval to engage an outsider or perhaps get J.S. to do the work, the latter will be costly.

yes S65

J.S.

9.2.61.

We must get it done as best we

can

13/2/61

Have

S66

Have you anyone in mind for P.C? 15.2.61

H.C.S.

567

Gen. R. Hammett use J.S. Shipwright.

J.S.

16.2.61

KIV 562

Some funds are available.

568.

H.C.T.

4s at folio 562.

16.2.61

H.C.S.

569

562. I agree

L.G.

16.2.61

now to C.A.A. acc'ds
8.12/61.

H.C.S. 570

X on 562 Can you supply the information
requested? Perhaps you cd. also give me
a brief history i.e. when she was bought, at what
cost & how old she was when we obtained her.

20/2/61

58. Davis St,
Stanley

February 20th 61

Dear Sir

I tender the sum of £42 to the
work entailed in completely re-caulking
"Phulornel's" deck.

Yours faithfully

R. J. Hannaford

512

To be done in 3 weeks
but extension due to
fine in use of
bad weather
21/2-61

accept

for
21/2/61

A65

Reference to the Tender Board meeting held yesterday consisting of Hon. Col. Secretary, Hon. Col. Treasurer, Assistant Colonel ^{Secretary} Harbour Master and Master M/V. Phobonid it was agreed to accept Hannaford tender of £42.

Attached a b.c. are copies of the Contract duly signed for the necessary distribution

NB It was further agreed that the work should be completed within four weeks.

JFB

573 A

23/2/61

A.M.

22. 2. 61.

P.S. May this file be returned to me as I am working on 570 please

JFB

Ref. No.....

574

Customs and Harbour Department,

Stanley, Falkland Islands.

.....22nd February.....1961.....

Customs & Harbour Department - M.V. Philomel.

Contract - Specifications.

1. Seams in deck to be cleaned out, caulked and pitched.
2. Hatch-combings to be made watertight.
3. Casings around deckhouses to be made watertight.
4. All materials will be supplied by Government.
5. The Contractor to supply his own tools.
6. It is agreed that the above work will be completed by 22nd March 1961 but consideration will be given in the event of bad weather.
7. Payment will be made on satisfactory completion of the work.

This Contract is binding.

I undertake to do the abovementioned work to the satisfaction of the Harbour Master for the sum of £42.

Signature of Contractor

R. J. Hannaford

Witness of Contractor

Maxatt

Signature of Government Representative

H. Brunson

Witness for Government

P. C. Crossley

575

How. C.T. ✓ L.G. 23.2.61

Auditor ✓ P.H.S. 23/2/61.

H.M. ✓ H.G. 23/2/61

Please w/d copy of contract at b.c.

J. 23/2/61

H.C.S.

After an extensive perusal of the attached files connected with the "Philomel", I have been able to compile the following.

1. "Philomel" was built by J.G. Forbes Co., Ship-builders, Sandhaven, Nr. Fraserburgh, described as a 75' Motor Fishing vessel. The year of building can not be traced in these files, but Master of "Philomel" claims she was built in 1944. Crown Agents correspondence to the purchase gives reference as Falkland Islands 5249/1.
2. "Philomel" was originally purchased from the Admiralty for £5,000 but including purchase, re-conditioning and delivery of the vessel she cost £14,500 (see file 0664/II page 174) paid from C.D.W. funds under scheme numbers D.956.
3. "Philomel" arrived in the Colony on the 11th February 1948, with Capt. J.D. Hume in command and was duly entered under the number of M.F.V. 1185 (unregistered).
4. At an official ceremony at Government Jetty the M.F.V. 1185 was re-named "Philomel" by Mrs. Miles Clifford (later, Lady Clifford) on the 16th February 1948 (see file 0664, page 1A). It appears that this name did not have the necessary approval of the Ministry of Transport, therefore it is my opinion that the name "Philomel" can only be recognised locally.
5. Insurance. At page 37 in 0664, Government valued the "Philomel" at £15,000. At page 45, same file, Sir Miles Clifford ordered that the Insurance should be reduced annually by the amount standing in the Replacement Fund. At page 46, Crown Agents were instructed to reduce coverage to £10,000. The Insurance for total loss was further reduced to £9,000 in October 1957, (see file 0664/II pages 220 - 224) and has remained so since that date.
6. Additional items have been added to "Philomel" during the past ten years. A new Diesel Cargo Winch @ £440, also a new Windlass @ £524, making a total of £960. Therefore "Philomel" cost £14,500 plus £960 bringing her initial cost to £15,464.
7. What we now require from Crown Agents is to find out her present day value, which to my way of thinking will be very difficult, and what it would cost to replace her in the event of a major disaster.

H.M.
H.M.
24/2/61.

Row
1.12.61