

C. S. O.

0664

SHI/VES/10 # 5

7990

(Formerly)

0664

SUBJECT:

CONFIDENTIAL

m. v. "PHILOMEL"

CONNECTED FILES.

↓
NUMBER AND YEAR.

CONFIDENTIAL.

1

M.V. Philomet.

I am perturbed about this ship which is not fulfilling the function for which we purchased her — that as you know was dual (a) emergency medical, which is now catered for by the aircraft and (b) improvement of the Colony's communications, in which she can and should play a most useful part. I must remind you that when I came here in 1946 there were three small ships plying for hire and all of them making a livelihood — the "Paloma", the "Poverini" and the "Indiana"; all have been sunk. The need remains, and is the more marked; it should be met by the "Philomet", but is not.

2. When I have raised this issue on former occasions I ^{have been} met with the argument that it was impossible to do anything because the ship had no permanent crew and the men did not know where they were etc. etc. She now has a permanent crew ⁽²⁵⁾ and the men are well provided for but she continues to spend most of her time in harbour and every day that she does so she is costing the revenue about £4 in wages alone. And, as I say, there is work crying out to be done. This is most unsatisfactory for by rights she should be at sea, at the very least, for three weeks out of every month.

3. I have considerable sympathy with EE in the matter for with the ~~trip~~ development programme on his shoulders and continual maintenance demands he is fully occupied and I have little doubt that, apart from the additional allowance it brings him, he would be glad to divert himself of the responsibility

of Harbourmaster. But I do not see how this is to be done at the moment or, since workshop and maintenance facilities are common to both PWD and Harbour (even the jetty forms part of the PWD yard) how they can be economically divorced in the future when, incidentally, with the Development Programme completed - say in 1957 - the EE will have a good deal less to do.

4. As I see it there are ^{four} possible solutions and I would like you to consider them :-

(i) To let the F.I.C. run the Phalaris on our behalf on an agency basis when, by the time we had paid their commission and maintenance charges, she might just pay her way and more. And of course there is a psychological objection to such a device.

(ii) To provide an incentive by awarding 10% of the profits to be divided between the Harbourmaster and the Skipper which might encourage both to look for employment for the ship. Academically I can see objections to this course but the Falklands, as a Colony, is in a category by itself and I would like you to discuss with the Auditor.

(iii) To appoint a Harbourmaster, such as Mr. Huckle (who I have little doubt would pay for his salary) leasing the Source - as in the case of the Electrical branch, as a sub. Dept. of the P.W.D. EE would then lose his allowance but we have recognized that he has some claim to ^{a substantive} increase, anyway.

(iv) To join the Harbour activities with Civil Aviation as a Communications Dept, together in a sense, complementary.

5. What is quite certain is that we cannot let things go on as they are for the public has, in my view, a very legitimate grievance. There is also the question of navigation rights, which are at present most inadequately maintained.

6. Mr. Stuckle has now quite a bit of experience of the possibilities i.e. the needs of the farming community and on his return I propose to ask him to submit his views so that we may have them on record.

7. Meanwhile I would be glad to have the opinion of Ex. Co. and particularly of Hon. Unofficial Members to whom a copy of this memorandum should be sent at the first opportunity.

8.

me. 2/v. 50

A.C.S. It set 4 copies of this minute made early.



2 MAY 1950

A.C.S. The original should be filed and passed to Ex. Co. members in Stanley for their comments. Copies should be sent to Messrs Cannon - Clewley for their views under cover of a brief note somewhat as under

" I am directed to forward the attached copy of a minute from His Excellency the Governor, and to request that your views on the matters contained therein should be communicated at your early convenience.

Chief to Executive Council.



2/5/50

I should like the file note after A.O. + S.P.O. have recorded their views.

ppc early
ppc

4.
Hon. S.M.O.

Hon. A.D.

1-3 circulated for your comments, pl.

Lt. J. Hoffel
3/5/50.

H.C.S.

I think.

1. that eventually F.I.C. will buy "Philomel" cheap as they did "Afterglow" & run her at a profit.
2. that she will never pay her way while either J. Gold or E. Dixon are in command.
3. that you should approach Captain & crew separately for their ideas on the matter of running her at a profit after all it is they who either will or won't.
4. Post Communications Dept should all be under one head & that not Harbour Dept., even as F.I.C. shipping is not mixed with Harbour Dept.
5. that Harbour Dept. & Receiver of Wrecks so divorced from Transport for inter port work could well be carried out by the Customs Office.
6. that Mr. Hackle though suited to the job of Captain of a boat like the Philomel, (where his capabilities would be debased) is not the type to stay in Port or otherwise suited to be Harbour master here.

John P. Blair
S.O. 3/5/50

H.C.S.

The Philomel is still a very useful stand-by for medical cases and, I think, will remain so. Today, for example, a case requiring very urgent hospitalisation occurred at Douglas. The Auster, I was informed, might be grounded for days, on account of the snow. The Philomel was able to leave Stanley one hour after being asked for. If the sea-planes are to be retained, they may possibly be able to fly in all weathers, but I doubt it.

I agree fully with H.E. that the Philomel should be working at least three weeks out of the four, not only to meet the very great need of transport, but for economic reasons.

With regard to H.E.'s proposals:-

- 1) I do not like the idea of the F.I.C. running the ship because
 - a) it would be out of Government's control and therefore
 - b) possibly not easily diverted (without very great cost) for medical cases.
 - c) from Government's prestige point of view, it would be a bad thing.
- 2) This proposal does not appeal to me at all. Ethically it is wrong and besides, it should not be necessary.
- 3) I do not think Mr Huckle would be suitable for the post of Harbour-master, nor can I think of any other person.
- 4) This solution appeals to me most. It seems logical that the two means of transport should be controlled by the one director in this small community. There would be complete co-ordination of the two services to meet the needs as they arise.

R. Stewart Stewart

Recd.

Discussed (ii) on p.2. with Auditor. He advises that Director of Colonial Audit would comment adversely on such an arrangement.

3/5/50.

B.V. for next Ex. Co.

6

Extract from the minutes of a meeting of the Executive Council held on the 10th of May, 1950.

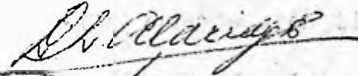
8. M.V. "Philomel". In a Minute written on the 2nd of May, a copy of which had been circulated to all Honourable Members, His Excellency had pointed out that the m.v. "Philomel" was not fulfilling the functions for which she had been purchased, and that despite the provision of a permanent crew the vessel continued to spend most of her time in harbour.

In His Excellency's view there were four possible solutions -

- (i) To let the Falkland Islands Company run the "Philomel" on behalf of Government on an agency basis;
- (ii) To provide an incentive by awarding a percentage of the profits to be divided between the Harbour Master and the Skipper which might encourage both to look for employment for the ship;
- (iii) To appoint a Harbour Master;
- (iv) To join the Harbour activities with Civil Aviation as a Communications Department.

Council shared His Excellency's views and advised that the incentive should be given a trial, and that the Master of the "Philomel" should be paid an allowance at the rate of 5% of receipts (excluding Government passengers and freights) with effect from the 1st June, provided the agreement of the Finance Committee was first obtained.

His Excellency concurred and ordered accordingly.



Clerk of the Executive Council.

19th May, 50.

To: Harbour Master,

From: The Colonial Secretary,

STANLEY.

For your record I confirm our recent discussion in which I advised you of Government's intention to pay the Master of the "Philomel" 5% of the receipts from cargo and passengers carried by the vessel, cargo and passengers carried on Government account being excepted.

2. This will necessitate additional provision in the Estimates. I have prepared an A.I.S.E. in your name for £100 and this will be submitted to the Finance Committee at its next meeting. If they approve, it is proposed to introduce the system as from the 1st of June.

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

BN 26/5/50

The Hon. Mr. N. K. Cameron.

The Hon. Mr. W. H. Clement.

1-3

I am directed to forward the attached copy of a minute from His Excellency the Governor, and to request that your views on the matter contained therein should be communicated at your early convenience.

W. H. Clement
Clerk of the Executive Council.
31/5/50.

M.V. "Philomel".

This is a problem upon which expert advice is needed, and am sure E.E. will be able to furnish this. No.(i) can, ~~it~~ I hope be ruled out, of (ii) to (iv), I am in favour of (ii).

The question of obtaining freights, will I think prove the main difficulty and the F.I.Co.Ltd. as the chief importer will have to be consulted.

W. H. Clement
31/5/50.

D. H.

12 JUN 1950

A. C.

This was discussed in Ex. Co. at which I was present 10.5.50
W. H.

Recd: 9/6/50
[Signature]
PPS

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

CONFIDENTIAL.

To: Harbour Master.

From: C.S.

Stanley, Falkland Islands.

SUBJECT:- M.V. "Philomel". Payment to crew.

76

Ref: my minute of the 19th May. Finance Committee at its meeting last Friday approved the provision of £100 for payment to the Master of 5% of the earnings of the vessel. The members of the Committee expressed the opinion that the incentive system might to advantage be extended to all the members of the crew, in place of the present system of paying them hard lying money @ 2/6 perm night. The Committee did not suggest any actual figures. Perhaps we might say Master 5%, other officers 3%, crew 1½%. Would you let me have your views on this suggestion.

H.C.S.

1. I suggest 5% for master
4% for Engineer
2½% for other monthly paid crew

2. The difficulty is the necessity for employing extra labour when there is much cargo to move - and the Cook who is not on the permanent establishment

} Pandora seems to have overcome these difficulties?

CH 2 June 1950.

3 JUN 1950

Y.E.

Please see above minutes. I feel myself that there is something to be said for the suggestion put forward by the Finance Committee, in that it would extend the incentive to all members of the crew. We should save something on the present Hard Lying money.

2. As far as employing extra labour when there is a lot of cargo to shift, the crew should be able to do most of this, and if they were getting a %age would have more inducement to do so.

Handwritten mark

6.6.50.

I agree in principle but consider that a total of 10% is adequate. W/vi

2604/Confidential

EXTRACT FROM H/E's MINUTE TO COLONIAL SECRETARY
OF 23rd MAY, 1950.

Original filed in FIDS 67 "Penelope"

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.....
.....
.....

3. Please also request him to prepare a memorandum^(Mr. Huckle),
in the light of his experience, of the potential use and
earning capacity of the "Philomel" with whose performance
I remain profoundly dissatisfied.

(INTLD) M.C. 23/V

Government House,
Port Stanley,
FALKLAND ISLANDS.

12th June, 1950.

Your Excellency,

I have the honour to submit for your consideration the following report on:-

"Government Shipping Around the Falkland Islands".

I would like to point out before starting this report, that the opinions I express here are purely based on personal observation and cannot be regarded as an authoritative criticism of the administration of these ships, as I have insufficient knowledge of the Harbour Department's methods to submit a report on those lines.

There are however, certain serious criticisms of Government Shipping which can hardly escape the notice of anyone in the islands, and which are particularly obvious to any seaman operating in one of these ships.

At the present moment there appear to be two definite problems to be solved:-

Firstly to satisfy the requirements of the 'Camp', for whose benefit the ships are run, and upon whose behalf they were originally bought, and,

Secondly to administer the ships so that the running costs at least are covered.

These are the only essentials as regards Government ships, and in my opinion they are interdependent, for if the first is efficiently solved, then I am convinced that the second difficulty would automatically disappear.

We are therefore reduced to discovering why the 'Camp' at the moment is dissatisfied with the "Philomel" in particular. Three obvious reasons exist:-

- (1) Voyages are too infrequent, "Philomel" spending far too great a percentage of her time alongside in Port Stanley.
- (2) When made, voyages are poorly organised.
- (3) While at sea the Skipper is too inclined to await orders from Port Stanley rather than acting upon his own initiative. This is of course very understandable in a man like Sollis, who, although a fine seaman, is overcome by the old failing that so long as he never does anything wrong, he will be right: unfortunate of course, he may with that motto, never do anything right either - in fact, nothing venture, nothing gain!

The first complaint could probably be solved by paying the crew of "Philomel" a bonus based on the profits from the ship's running.

The second and third are entirely a matter of administration, the solution of the second largely removing the third.

As an example of administrative muddling with which I was personally acquainted, the Manager at Port Stephens requested the Harbour Master to divert the "Penelope" to Fox Bay to pick up a shepherd, his wife and household effects. This was made shortly after "Penelope" sailed from Port Stanley bound for the west, but no reply was forthcoming to this cable. Another urgent telegram was despatched as the ship approached, and to this a reply was received regretting that this would be impossible during that month. Unfortunately, the day on which this reply was received at Port Stephens also marked the arrival of "Penelope" with /

As I have so frequently commented

This is under consideration.

11

with the shepherd etc. aboard! Obviously such a comic opera effect spoils the camp's confidence in the Government administration of these ships.

As a further example, "Penelope" was recently diverted to Port Sussex, again to pick up a shepherd etc. At the time that this order was sent, "John Biscoe" was anchored in Port Sussex, with her next port of call Port San Carlos, whither the shepherd was bound! I am extremely curious to discover why this work was not given to "John Biscoe", especially as I raised this possibility with the Harbour Master at the time. And even passing over that mistake, "Philomel" was also in the area at the time, and is much better suited for carrying furniture than "Penelope", the latter having to stow it on deck without protection, and hoist aboard without derricks. Again the work was satisfactorily completed, but leaving all concerned with the inevitable impression that it was done in the most difficult manner possible.

Now why does this happen? Personally I believe that a great deal could be achieved by a broadcast by either the Harbour Master or the Colonial Secretary, admitting the previous mistakes, but informing the 'Camp' that if they want the Government ships to do their work for them, they must send in details of their requirements to Port Stanley in order that an efficient itinerary can be worked out.

In this respect the 'Camp' actually are to some extent themselves to blame, for there is a tendency amongst managers when they hear that "Philomel" will be passing their door, to hang fire until she is almost there, before requesting that she do work for them. This has developed on the mistaken belief that they will then get the work completed more cheaply, while, in point of fact, the reverse is actually true, for the ship then has to be diverted whereas if the work is known before she sails, then the itinerary can be arranged to fit this in.

It will be noticed that the word 'itinerary'^a has now occurred several times, and to me this appears to be where the administration of the ships at the moment fails badly.

For instance, a short but useful voyage for "Philomel" as soon as she is capable of again putting to sea should be:-
North Arm, with flour urgently required there.
Sea Lion Islands, with new owner and effects.
Bleaker Island, with fencing.

But this programme is not just a simple matter. Cargo would have to be stowed so that the ship could unload at any of the above ports first. The Sea Lions necessitate waiting for favourable landing conditions: these might be encountered on the first day; on the other hand, if conditions were bad, "Philomel" should not simply waste her time in Bull Roads ("Porvenir" once lay there for seven weeks waiting to get to the islands!), but should do one and possibly both the other tasks before going to the Sea Lions. The present Harbour Master, who unfortunately lacks both knowledge of ships and the ports of the Falkland Islands, can hardly be expected to realise these points which are so obvious to a seaman.

During the return voyage to Port Stanley, "Philomel" could catch fish for sale on arrival, and if the Agricultural Officer requires it, cut 800 bundles of tussac grass for winter cattle food. The crew could be recompensed for their extra labours by a percentage of the profits being either paid to them, or into

their mess funds for the purchase of pictures for the forecastle etc.

While this work is being completed some results should have been obtained from the suggested broadcast, and "Philomel" should not require more than one day in Port Stanley to refuel and load the ex-Customs hut destined for Hill Cove and other cargo, before setting out on her next voyage. This would obviously take her to the West Island, and by the time she returned one anticipates that the East Island would have further requirements.

From the little I have seen around the Falklands, I am convinced that there is still ample work for small ships and that the "Philomel" is the ideal craft to carry this out successfully. The great cry must always be "While the "Philomel" is at sea, someone is benefitting - in Port Stanley she is a dead loss, most of all to the Government". This motto, tempered by an efficient administration of the ship, should produce a marked benefit to the 'Camp' upon which, ultimately, the life of these islands depends.

Technical Aspects of Government Ships.

Above I have been discussing aspects of Government Ships which I fully understand. But from the technical point of view I am really in no way qualified to speak. Nevertheless I do very strongly feel that the best efforts are NOT being made to overcome defects, although I am unable to state where the blame for this lies. It may be either:-

- (a) Poor maintenance aboard the ship.
 - (b) Insufficient drive to make good a defect when developed.
 - (c) Lack of improvisation to meet Falkland Island requirements.
- Probably it is a combination of all three.

As a case in point, I am confident that had I owned "Philomel" personally, she would now be at sea again, even if half a dozen men did have to work for 24 hours without a break. But as it was, the crew became convinced that the work was beyond their powers (which it was not), and the Harbour Master, who was the only person in those circumstances who could give a lead, was handicapped by pressure of other business, and lack of even superficial technical knowledge.

Some of the maintenance difficulties may be obviated after Sollis has returned from leave as I am arranging that he and I spend two days with the makers of "Philomel" in order to discuss with them the practical difficulties of operating conditions around these islands, and the means by which these can best be overcome. We have an adequate series of photographs showing beaching facilities etc., and after our visit I feel that the makers will be in a position to advise action to be taken.

Sollis rather tends to say, - "The book says the ship should be docked every six months - well, we can't do it!"

Maybe not, but in that case one must do the best one can and not just do nothing - the same applies not only to docking, but all other routines which are outside the scope of normal facilities here.

In conclusion I would like to add that as Your Excellency has always been aware, I am firmly convinced that The "Philomel"

can be, and should be a considerable asset to the Colony, and that despite the criticism at the moment current, and one must admit largely justified, that ship can be run both economically and efficiently. All that is really required is good deal of hard work from all concerned, more incentive for the ship to go to sea, and more cooperation between the administration and the 'Camp' as regards organising voyages.

I have the honour to be, Sir,

Your obedient servant,

John P. Huckle

CP

This is a sensible and useful report from an Officer who has demonstrated that he knows what he is talking about: there is something quite radically wrong and I think that Mr. Huckle has put his finger on the weaknesses. EE has, of course, far too much to do and there is in consequence no "imperative".

Please circulate in Ex. Co. / ^{with other relevant papers} and convey my

appreciation to Mr. Huckle.

Done. Sec
D. H. P/7/16.

MHC
13/vi

14

Hon. Cmd. RM 13/6/50 A
Hon. Ad. P.O. 13/6/50
Hon. Mr. St. Clement N.P. 13/6/50

9-13 circulated for your
consideration prior to discussion in Ex. Co.

[Signature]
13/6/50

B

Extract from the Minutes of a Meeting of the Executive Council held on the 17th of June, 1950.

3. m.v. "Philomel". His Excellency informed Honourable Members that he agreed in principle with the suggestion put forward by the Finance Committee that the incentive system might with advantage be extended to all members of the crew of the m.v. "Philomel" in place of the present system of hard-lying money, but considered that 10% of the gross earnings of the vessel was adequate. Council advised that His Excellency's figure should be adopted.

His Excellency concurred and ordered accordingly.

[Signature]
Clerk of the Executive Council.

30th June,

50.

To: Harbour Master,

From: The Colonial Secretary,

STANLEY.

m.v. "Philomel".

After further consideration in Executive Council His Excellency has decided that 10% of the earnings of the vessel, excluding earnings in connection with the carriage of Government passengers or cargo, should be paid to the officers and crew of the "Philomel" in such proportions as you, as Harbour Master, may deem best. The system should be brought into operation forthwith, the present system of payment of hard lying money to the crew being discontinued. If provision additional to the £100 already voted is required, you should submit an A.I.S.E.

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

See 44

*at
auditor*

*Y. r. pl
L. S. G.
L. S. G.
4/7/50.*

*Noted. Thank you.
M.C.S.,
Noted, Thank you. L.S. 4/7/50*

VP

*M. R. G.
5/7/50.*

No.

MEMORANDUM.

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

4th October. 1950.

To: The Honourable,
The Colonial Secretary,
Stanley.

From: Executive Engineer,
Stanley, Falkland Islands.

SUBJECT:- Bonus to Crew of m.v. Philomel.

I have the honour to request a ruling regarding the bonus paid to the crew of m.v. Philomel.

"Should the crew receive a bonus in respect of Government Cargo".

C. J. Bunting
Harbour Master.

H.
6/10/50.

Adv: Spoke H.E. Refers 'Yes.'

9 OCT 1950

Reply at 17.

0664

10th October

17.
50.

To: Harbour Master,
STANLEY.
From: The Colonial Secretary,

Bonus payable to Crew of m.v. "Philomel"

16. With reference to your Memorandum of the 4th of October, 1950, I am directed to inform you that the bonus is payable in respect of Government cargo.

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

Handwritten signature and date:
17/10/50

No. 0664/c

MEMORANDUM.

18

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



13th. OCTOBER, 19 50.

To/ The Honourable,
The Colonial Secretary,
Stanley.

From/ Harbour Master,
Stanley, Falkland Islands.

SUBJECT:- Bonus payable to Crew of m.v. Philomel.

I have the honour to inform you that following the approval of the A.I.S.E. in respect of bonus payable to the crew of the m.v. Philomel, I submitted the necessary voucher for payment. The amount requested was that for which accounts have been despatched and not for the amount actually received.

May I have a ruling please as to whether I should submit vouchers for actual cash received only.

E. J. Bunting
Harbour Master.

Reply at 21.

19

1106

A.T. & Auditor

Subject to any views the Auditor may have I consider that the bonus sh: be paid on the basis of a/c's despatched.

14 OCT 1950

Since noted, thank you.

H. G. 16/10/50

A.C.S.,

To enable the A.T. to satisfy himself that the bonus is correct, the Register of "Philomet" earnings should be sent to the Treasury with every bonus voucher passed.

H. G. 17.10.50

ACS Pl advise H/O accordingly.

[Handwritten mark]

17 OCT 1950

0664

Copies to: Treasury & Audit

21

18th October,

50.

To: Harbour Master,

From: The Colonial Secretary,

STANLEY.

Bonus payable to crew of m.v. "Philomel".

19. With reference to your memorandum of the 13th of October, 1950, regarding the bonus payable to the crew of m.v. "Philomel", I am directed to inform you that the bonus should be paid on accounts rendered.

2. To enable the Assistant Treasurer to satisfy himself that the bonus is correct, the register of "Philomel" earnings should be sent to the Treasury with every voucher passed.

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

12/1/51
19/1/51

FROM. The Harbour Master. TO. The Hon. Col. Sec., Stanley. 22
(Copy to Commanding Officer, H.M.S.
"Veryan Bay", for information).

DATE. 1st June, 1952.

REPAIRS TO "PHILOMEL" IN PUNTA ARENAS.

I have the honour to inform you that the following preparations for this voyage have been instituted.

The provisional date of sailing is June 7th, 1952, weather conditions permitting. The Senior Meteorologist is establishing contact with his opposite number in Punta Arenas, and will keep me informed whether he considers the omens good. It is most important that the "Philomel" has good weather for the first few hours in order that she can get clear of the coast. Once she has ample sea room the prospect of a breakdown is not so alarming, since she can heave to under sail until taken in tow by the frigate escort.

The "Philomel" will be rigged with a towing hawser around her hull before sailing, and should a breakdown occur it will be a simple matter to pick up the warship's tow. "Philomel" is also equipped with a line throwing gun.

Weather conditions permitting, it is intended that "Philomel" should take part (as a target-tower) in gunnery exercises carried out by H.M.S. "Veryan Bay" en route.

It is the intention of the Commanding Officer, H.M.S. "Veryan Bay", to provide "Philomel" with a signalman to maintain efficient V/S communications with the frigate.

I regret to say that I anticipate some difficulty with the crew of the "Philomel" over this voyage. The skipper has already informed me that he considers the whole enterprise dangerous, and that not only will he not sail in command, but that he will not sail in the "Philomel" at all on this voyage. This defeatist attitude is bound to be reflected among the other members of the crew, and the mechanic has also informed me that he is not prepared to go. The rot will probably spread to the other member of the Engine Room staff. I am quite satisfied that no unnecessary risk is being run during this voyage, and this appears to be the only method to satisfactorily clear up "Philomel's" troubles. Pending your instructions, I have not committed myself in conversation with these men, but I am inclined to the view that if their services are not forthcoming on this voyage, they will not again be required in "Philomel". I have enough volunteers to fill the gaps, but lack of engine room experience will be a handicap.

The duration of the visit o Punta Arenas should not exceed six days. On the return voyage it is intended that "Philomel" should carry a cargo of coal for the Colonial Government, and possibly some sheep for Bluff Cove Station.

Such matters as the provisoin of emergency lighting, water supply, victuals etc, are being attended to as a matter of course.

J. L. Luchel

Harbour Master.

*Yh
to see
I am very concerned with the attitude of
the individuals concerned which does credit to neither
of them. If the "Philomel" were going unescorted or*

23

if ~~Sturminster~~ himself was not going to be
would be a very difficult matter.
have a word for it!

Mc. 2/11

H.C.S.

Further to our conversations on this subject: Sollis has informed me that he is willing to undertake the voyage as planned if Captain Johnson certifies this as a justifiable risk. While appreciating that Sollis regards Captain Johnson with great respect, I nevertheless feel that if we permit him to adopt this attitude there is no saying where it will end. It would be most embarrassing to me if Sollis checked all my orders with Captain Johnson, and while admitting that the present circumstances are exceptional, I do feel that Sollis should accept the considered opinions of the Commanding Officer of the "Veryan Bay" and myself. I feel that he should be bound now to his statement that he will not go, regardless of what the board of inquiry may say. We can then reconsider re-engaging him later, although I cannot recommend this step.

In addition I know you will appreciate that having heard the crew admit yesterday that they were scared to undertake the voyage, I would much prefer to have with me men who were not scared to start with. Just because Captain Johnson says that it is fit to go cannot I am sure alter their views to that extent.


Would it not be possible to suspend the crew forthwith: hold the board of inquiry with the following terms of reference -

"To examine the proposed method of sailing the M/V "Philomel" to Punta Arenas and assess whether there is undue risk to life and limb. The Government agree that there is a risk of mechanical breakdown during the voyage".

In the event of the board finding that the vessel is safe to proceed in that manner, then the suspension should be changed to dismissal. In the event of a different finding - well, let's think about that one when it happens, because things will then be very difficult!

I would like the board to see the following witnesses so far as I am concerned: Commander Horncastle, Mr E. Dixon (a former skipper of the "Philomel") and myself. Of course they will naturally wish to call others.

Attached is the basic plan of the operation.


4. vi '55.

Mc

HARBOUR DEPARTMENT.

24

STANLEY, FALKLAND ISLANDS.

.....19.....

1. The following precautionary measures will be taken before the M/V "Philomel" sails from Port Stanley. -
 - (a) The Met.Off. will take all possible steps to provide good forecasts for the area.
 - (b) A towing pendant will be rigged around the hull of the "Philomel".
 - (c) Communications will be assured by the provision of a naval signalman.
 - (d) Emergency lighting will be rigged.
 - (e) Adequate supplies of victuals provided.
 - (f) Lifejackets and life lines provided.
2. The "Philomel" will sail in company with H.M.S. "Veryan Bay" and will take station to windward of the frigate throughout the voyage. Towing will be exercised as soon as the harbour is left.
3. In the event of a mechanical breakdown occurring, the warship will tow "Philomel" until the defect can be made good. If, due to inclement weather, it is impossible to pass the tow, "Philomel" will heave to with a sea anchor out and mizzen sail until such time as the weather moderates.

Y.P.

23-24 Ref: attached from H/M.

25

The crew now seem to be coming round a bit.

1) If the Board consider that the method of sailing Plutonet is a reasonable & normal risk then Follis & Co must again be asked if they ~~seaburgs~~ are prepared to go.

2) If they say yes, then it is up to H/M to decide whether he wants to sail with a crew of life lineers. We could keep them on but replace them for the purpose of the voyage.

3) H/M is naturally rather sore about the whole matter & would like to drop them, but I feel that if they are prepared to go they should be allowed to.

Yes.

My impression when I saw the crew is that their refusal was not entirely due to fear, but a certain inbred obstinacy because

they knew best & their advice was not being

taken.

To some extent I have no doubt: they are quite prepared to state their opinion about that of a Cdr. etc & his superior officers & the H/M.

4) On this subject H/M states he has been told that Y.P. has promised Jennings Miller a passage in the ~~Club~~ Y.P. Plutonet. Could Y.P. be confirmed as with Brander & Co their will be rather a squawk. I was preparing to sign him on as a deck hand! If there are some for him there and - "from this request..."

5) Draft letter to Captain Johnson submitted attached.

Excellent, thank you.

M.C.H./V

3/6

Mr. Harty, whom I saw yesterday, quoted the opinion
 of one Tom Hammett that the Philmont could have been
 got on to the PIC slipway — this possibility has been
 investigated I believe by Mr. Phillips (ESC). Cdr. Hammett
 this afternoon and M/M. That possibility apart — and I
 gather it is NOT a possibility — it is doubtful if we have
 the necessary material here.

MC 4/11

0664.

4th June,

52.

Sir,

I am directed to state that Mr. Sillis and three other members of the "Philomel" crew are unwilling to take the vessel to Punta Arenas although under the personal command of the Harbour Master and escorted by H.M.S. "Vernan Bay".

2. I am to request, therefore, that you will form a Board of Inquiry with Mr. Ward, your Chief Engineer, with the following terms of reference:-

"To examine the proposed method of sailing the m.v. "Philomel" in her present condition to Punta Arenas with H.M.S. "Vernan Bay" as escort and to report whether or not you consider that the crew will be subjected to undue risk to life and limb."

3. You should interview such witnesses as you think fit and these should include Captain Horncastle, the Harbour Master and the Master and Engineerroom Staff of the "Philomel".

4. I am to request that you will treat this matter as one of urgency, as the "Philomel" is due to sail on Sunday, 8th June.

I am,

Sir,

Your obedient servant,

(SGD) C. CAMPBELL,

Colonial Secretary.

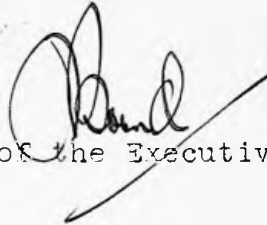
Captain W. Johnson,
STANLEY.

WH.

Extract from the minutes of a meeting of the Executive Council held on the 20th June, 1952.

5. m.v. "Philomel". His Excellency explained the circumstances leading up to the dismissal of three members of the crew of m.v. "Philomel".

Council agreed that Government had taken the only possible course.



Ag. Clerk of the Executive Council.

Messrs. G. Sornson, J. B. Smith & R. Jones dismissed with effect from 10.6.52 (from P/files.)

*Pa
25/6.*

~~28a~~

Extract from Minute from H.E. the Governor to Hon. Col. Sec.
of 19/5/53.

(Original filed in O284/VI/34 - 41 - Estimates 1953/54). *28a*

.....
Expenditure.

VI.

.....
(12) "Philomel"

Unless we can keep her occupied she is, at £6,000 p.a., an expensive luxury. B.U. for consideration on Harbourmaster's return and subsequent ventilation in Ex. Co.

*Note made
§
22.11*

.....
See 32

*bu. 10/17
~~30/6~~*

The Falkland Islands Company, Limited.

29

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

Stanley,

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

20th May

1953.

CONFIDENTIAL



The Honourable the Colonial Secretary,
STANLEY.

Sir,

We understand that His Excellency has discussed with Mr. L.W.H. Young the possibility of the Company acquiring the m.v. "PHILOMEL" and running her on coastwise voyages.

Purely tentatively.

We have the following extracts from Government Gazettes:-

	First cost ex C.D. & W.	-	£14,407
	<i>Actual?</i>		
	<u>Expenses</u>	<u>Revenue</u>	
1948	£2531	£214	- 2,317 loss.
1949	4058	575	- 3,483 loss.
1950	3748	1425	- 2,323 loss.
1951/2	6672	2098	- 4,574 loss.
1952/3	7131 (Est)	3000 (Revised Estimate)	
1953/4	7758 (Est)	3000 (Est)	

No relevance as regards her value as a vessel. She was not, at the time of acquisition, expected to earn a profit.

With your permission we will send Mr. Cahill aboard to inspect hull and machinery as unobtrusively as possible when the vessel is loading at the East Jetty.

Meanwhile can you supply us with plans, and a report, on her recent docking in Punta Arenas?

I am, Sir,
Your obedient Servant,

A. G. Paulin.

MANAGER.

Reply at 30.

Interim act only. Wait. MC 22/v

Do you wish us to proceed already or wait for an Exco. meeting first?

22/5

22nd May,

53.

CONFIDENTIAL.

Sir,

29

I am directed to refer to your letter of the 20th of May, 1953, and to state that, as the discussions between His Excellency and Mr. Young were only very tentative, Government would prefer not to proceed with the matter for the present.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

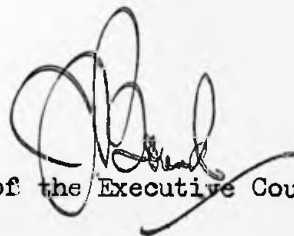
Pa
53

Extract from the minutes of a meeting of the Executive Council
held on the 11th of June, 1953.

13. Future of m. v. "Philomel".

Council considered a suggestion that "Philomel", which had proved expensive to run, should be disposed of locally provided that her various standing commitments, i.e. medical, maintenance of coastal lights and defence, could be satisfactorily discharged in some other way. Some members were reluctant that Government should dispose of the vessel and it was proposed that the question be further considered on return from leave of the Harbour Master.

His Excellency concurred and ordered accordingly.



Clerk of the Executive Council.

*B.O. for when
on 10/7.
J. G. G.*

8th July,

53.

CONFIDENTIAL.

To: The Harbour Master,

From: The Colonial Secretary,

Stanley.

M.V. "Philomel".

Last year the m.v. "Philomel" showed a loss of at least £4,500 and has in fact been running at a considerable loss for a number of years.

2. With the addition of "Protector" and "Gambler" to the number of inter island trading vessels, it is for consideration whether Government should not now dispose of "Philomel" locally.

3. Admittedly it was never expected that she would show a profit and she was purchased as an amenity for the island but it is possible that the services she at present renders could be maintained much more economically by other methods.

4. Her main functions are:-

- (a) Ambulance Vessel. With 3 planes and 2 pilots this could perhaps be best done by F.I.G.A.S.
- (b) To improve communication and assist farmers. This could perhaps be adequately covered by other vessels.
- (c) Maintenance of Coastal Lights. This could perhaps be put out to contract.
- (d) Examination vessel in time of war. "Philomel" could be requisitioned for this purpose.

5. I am to request that you will make an early examination of the problem and advise, with facts and figures in support, whether you consider that in the future there is any prospect of running "Philomel" and maintaining the essential services without incurring a heavy loss.

(Sgd.) C. Campbell.

Colonial Secretary.

Ropey ac 33

Bu 15/7
for reply with opt.

33

M/V "PHILOMEL".

1) The following are the figures of the "Philomel's" earnings and costs since her arrival in the Colony -

Year.	Earnings.	Costs.
1948	£ 200	£ 1350
1949	£ 600	£ 4050
1950	£ 1450	£ 3750
1951/52	£ 5200	£ 6670
1952/53	£ 1750	£ 6900 (estimate only).

2) These figures do not of course do justice to all the work performed by the "Philomel": no record has been kept of the number of sick cases she has carried, but these have been appreciable, and in some cases at least she can claim to have saved lives.

3) There are also public services rendered, such as attendance upon visiting warships, carriage of Boys Brigade camp parties, excursions of the fishing club, attendance upon lights and other services, all of which have been performed at cost - or less - as a public amenity.

4) But the problem is now whether or not these amenities can be more economically performed by other means. With reference to your paragraph four, outlining the principal functions of the "Philomel":-

- No. Not for the
-st case.*
- (a) Admittedly most of her ambulance work is now carried out by F.I.G.A.S. and although bad weather will ground aircraft from time to time and make the collection of a patient necessary by sea, so long as "Protector" and "Gambler" remain in operation, this could always be done by one or the other, albeit at greater expense to the Medical Dept. than "Philomel".
- (b) My own impression of the farmers reaction to shipping around the Falklands is "the more the merrier", and certainly in pre-war days the farms kept many more small craft employed than we at present possess.
- ? Not if farms
change positions*
- (c) It is intended to increase the number of external lights in the Colony, five of which will become the responsibility of the H.D. to maintain. I estimate that these will require a minimum of 30 days per annum to keep in proper order, and I believe this will amount to over £1000 if put out to contract.
- (d) The most likely buyer of the "Philomel" would be Pebble Island farm to replace the "Gentoo" which is far past its best. This farm must, more than any other in the Falklands, have a ship of their own, and while agreeing that in a wartime emergency the Government could requisition "Philomel", the Government, of that day might well consider it inexpedient to do so in view of Pebble's need.

5) But in effect the retention or disposal of the "Philomel" depends upon the success or failure of the "Protector" and "Gambler" as coastal trading ventures. I consider that it will require at least one years operation by these two ships before their future can be judged, and in consequence I recommend that

34
a final decision regarding the "Philomel" should not be made before August 1954.

6) At the same time immediate steps ought to be taken to improve the running efficiency of the vessel and to adjust Government policy to fit the new circumstances. The first step should be to form a committee to arrange the policy for the next twelve months. At present "Philomel" is charging lower rates than any of the other craft, and this is one point at least where I feel that policy should be altered. At the moment we are using taxpayers money to subsidise unprofitable undercutting of the taxpayers themselves, which I do not believe any Government can justify.

7) I would also suggest that a further committee of disinterested persons should be formed to study the operation of the "Philomel" during the next twelve months, being given free access to all the facts and figures, and at the end of that period should make recommendations regarding her future. I would suggest as members Dr Slessor, Messers Cameron, Clements, Oliver and McWhan. To make their task easier, a monthly report would be sent to them by the H.D. and they could then ask any questions they thought suitable.

8) There are other reasons why I am at the moment opposed to the sale of the "Philomel". I consider the near future inopportune because there are likely to be two other similar craft on the market at the same time - "Penelope" and "Golden Chance". These will be utilised as bargaining factors to reduce the price of the "Philomel" and the Government will get nothing approaching her true value. If economy this year is essential, let us lay up "Philomel" for one year with the Skipper as a caretaker - this would mean it would cost his wages and some paint and ail only. At the end of the year we should have a better idea of how much contracting other vessels would cost the Government and also whether they are likely to remain in operation.

9) One last point I must draw attention to: the table of earnings at the beginning does not agree with the figures given in the estimates. In particular the figure for the fifteen month period 1951/52 is much higher than the actual revenue during that period owing to the late billing of many customers. The increased running during this period overwhelmed the office who never caught up with themselves. I enclose "Philomel's" register however in support of my figures, and it will be noted that the only year I have been personally responsible did result in considerably more work being achieved by the vessel.

John S. Buckle
H.M.

8th July.

C.I. to see above. Can you see discuss.

Q
10/7

4th

(31) + (32). See see (33)

While disagreeing with a number of H.M.'s arguments, I think he has reached the right conclusion that we should wait and see how Protector and Rambler fare. — but if we continue at this continual heavy loss we must have to consider disposing of her or laying her up at an earlier date.

2) As regards rates charged — it is very probable that our rates are less than Protector and that with existing rates we cannot beat even as the Phoenix is not so primarily designed as a cargo vessel. But as we are not aiming at a profit and as we need not include administration costs, it should be possible to run her at a reasonable loss on existing rates. I will however get C.T. + H.M. to examine this question further.

3) I will also get the figures in para 1 checked by C.T. before Ex. Co.

4) I see little point in the establishment of the C. T. as suggested by H.M. If he wants guidance on specific points of policy he can seek it.

Ague.

15/7

I certainly do not think that we should make a decision: H.M.'s query about Pebble is probably well-founded, in which event "Phoenix" would not be available at need — the same is true of most other privately-owned craft. In the interim period we

36
should consider how it is possible to
increase her usefulness and reduce costs. I have
always felt that she was over-crowded. Her
rates might well be overhauled to bring them
in line, as near as may be, with F.I.C.

Thu 16^{vii}

C.T. Can you please check
figures at para 1, 33 before ExCo (next Thursday)
+ discuss question of rates with G.P.M.

16/7

Extract from the minutes of a meeting of the Executive Council
held on the 25th of July, 1953.

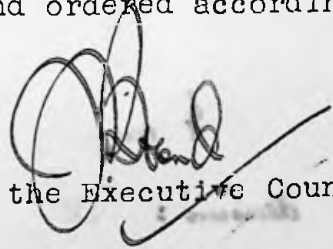
4. m.v. "Philomel".

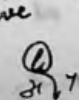
The Honourable the Colonial Secretary informed Council of the Harbourmaster's views on the future of the "Philomel". Council agreed that it would be unwise to contemplate disposing of her until it was known whether the private trading vessels "Protector III" and "Gambler" would be able to remain in operation indefinitely.

Council also accepted His Excellency's suggestions that :

- (a) a theoretical account be kept of the "Philomel's" hidden services (medical trips, maintenance of coastal navigation lights, etc.) over a period of one year.
- (b) bonus should not be paid to the crew for such hidden services.
- (c) the Harbourmaster should examine and report, in consultation with the Treasurer, on the present freight rates.

His Excellency concurred and ordered accordingly.


Clerk of the Executive Council.

C.T. ExCo minute above
Can you please give me a note
for the file etc. 
Recalled for minute
from A.C.S. 27/10/53.

"PHILOMEL" CREW BONUS.

I have considered the problem of a revised bonus payable to the crew of the "Philomel" as discussed at the conference at G.H. this afternoon, and I feel strongly that if we are to retain a respectable crew the bonus must now be divorced from the revenue since Government work is not now creditable as revenue.

It appears to me that there are three methods of paying a bonus in the future:-

(i) On a basis of days away from Stanley: this system was tried some time ago, but was not successful because the crew found a nice, comfortable settlement where they remained until they sorely tried the patience of the manager, and for this holiday in the camp they were paid their hardying bonus. I do not hold out any hopes of this system being any more successful in the future.

I approved the same doubt -

(ii) On a basis of days at sea: this would obviate the difficulties envisaged in (i) above, but could still lead to anomalies. For instance, a voyage to Ajax Bay can be done in two days there and back. But it is also a days run to Shag Island (half way there), and if a bonus of, say, 10/- per day is paid for every days running, then the crew would quickly spot the advantage of halting at Shag Island for the night on both the inward and the outward voyages, making the round trip last four days sailing! If we limit the bonus by means of a time basis or a mileage basis, this objection would still pertain, as Shag Island is six hours sailing and forty five miles from Ajax Bay and Stanley. Also limitation on this basis would at times be unfair to the crew: as an example, supposing we make the mileage limitation 50 miles, distances under that not counting, then the round trip to Port Louis is only 48 miles for which they would get nothing, although they may have had to load forty tons of cargo and discharge it and steam 48 miles in two days. I can personally see no method of working a bonus on this system without leaving loopholes through which either the crew or the Government can cheat.

But may equal before that the distance in the limit would require to ship out a trip.

unnecessary delay on boat.

(iii) The ultimate system I considered was one in which the crew are paid a hardying allowance on the basis of the miles steamed. This I consider would be a most satisfactory arrangement from both points of view and it overcomes the difficulties foreseen to both the former systems. There would be no incentive for the crew to remain weather (or otherwise) bound in some settlement, as they would not profit by this action; nor would there be any incentive to make short hops around the coast if a longer voyage were possible since their bonus stops as soon as the anchor is dropped. Measurement of the miles steamed would be a simple matter - there is a table of sea miles between all the principle settlements laid down by Captain Roberts and this can be used. Voyages to smaller settlements can be measured quite easily on the chart. It remains to assess what may be considered a fair rate of allowance per mile. Under the old scheme a maximum bonus would work out at £100 per annum if the ship ran well - this has never been achieved I may say, but then the ship has never run well. On a mileage basis 15,000 miles per annum would be a good years running; this works out at 1,250 miles per month, or the equivalent of one voyage around the West and two long East Island voyages. If we assume that 15,000 miles is worth £100, then one mile would be worth approximately 1³/₄d (actually, at that rate 15,000 miles would be worth £109⁷/₆). I cannot personally foresee any snags to this system, which I am sure would be workable from all points of view and would be acceptable to the crew.

They can still do the unnecessary sailing between two ports. Large distances & part of mileage allowance. Also unnecessary detours?

I attach with this memo. a provisional itinerary for the "Philomel" for your approval. This can be announced as soon as the freight and

38

agency matters have been resolved, and will I feel sure meet with the general approval of the populace.

This itin^{er}ary has been drawn up to be as near as possible the average performance I hope to achieve with "Philomel" under the new conditions - essentially my idea will be to send her out on a round tour of the settlements after the arrival of the "Fitzroy" with the mail, arranging her route to visit those settlements that will not be visited by the simultaneous camp voyage of the "Fitzroy". In this way a greatly enhanced mail service will be ensured. West Island ports are to be given preference - for instance, the voyage commencing on October 26th is planned to cover all West ports not on the "Fitzroy's" itin^{er}ary. There are bound to be some small sundry cargoes to fill in the gaps between mail bags and give the vessel a full load, and this should not in any way inconvenience the "Protector" or "Gambler". West ports are being fully covered by "Fitzroy" just before Xmas (with a few unlucky exceptions) and in consequence the Xmas mail run will be to the East.

Good

As mentioned above, this itin^{er}ary is meant to be a fair average: if the ship could do this throughout the year I am confident that there would be no talk of doing away with "Philomel". The total distance steamed in that period will be 1800 miles (in two months), which will produce a bonus of £6/11/3 per month for members of the crew. An A/B aboard "Protector" expects to get an average of £40 - £45 per month I am informed, and with this bonus our deckhand would be getting £36 per month and the Master £45 per month (plus a pension at the end), so I consider that the bonus is not far off the correct figure.

Gaps between voyages can be filled by fishing trips and tussac runs, all of which are required urgently locally.

Particularly tussac if
AO or someone else can
organise a supply.

John Black
1/4. X.

PROVISIONAL ITINERY M/V "PHILOMEL".

- October 19th. Fox Bay and Bull Point Light.
- October 26th. Port Howard, Fox Bay, Port Stephens, Weddell Is.,
New Is., Chartres, Roy Cove, West Point Is.,
Carcass Is.,
- November 10th. Lively Is., Bleaker Is., Sea Lion Is., Speedwell
Is., North Arm, Darwin.
- November 23rd. Salvador Waters, San Carlos Waters, Cape Dolphin
to land lighthouse, Port Howard.
- December 14th. All East Island ports (Xmas mails).

H.C.S.

This should be attached
to memo from HM which
I handed to you this p.m.

[Signature]
15/10

c. 2. What do you think of Albadred? I feel that we are perhaps adopting a rather an uncompromising attitude that we are dealing with a bunch of potential crooks.

2) They are asking for relief and if they get it and abuse it then they are liable to revert to the previous & less profitable system.

Also Solis stands to lose a nice pensionable job if it can be proved that he is ~~not~~ trying to win allowances.

3) - I think that we should make a provision arrangement of 10/- a day sailing time with a minimum of 3 hours (or whatever ^{time} may be ^{required} in miles or hours) per day. If Hon. finds that this is being abused then the concession may be withdrawn.

and unless it prop is at

14/10

O.C.S.

I consider miles steamed would prove the best incentive and we should give it a trial - I also consider 1 1/2d per mile would be ample and that it should only be paid for voyages outside harbours.

J.S.B.
15/10/53

Albadred Albadred

I have discussed with Treasurer & agree that mileage allowance is probably the surest & best incentive. My objection about unnecessary detours can be met by Hon. merely logging them the known distance between two points.

2) On 1 1/2 a mile and averaging 8 sea miles an hour they will earn 10/- in 10 hours

41

steaming which seems fair so
I would recommend that we introduce
^{outside the Narrows}
 $1\frac{1}{2}$ a sea mile \times as an experiment.

14/10

CS.

I think the mileage rate as suggested by HM, and with the safeguards he proposes, is ~~adequate~~ well worth a trial; an ~~incentive~~ there must be, apparently, and this seems the fairest and most satisfactory form.

2. I suggest we regard Paul Williams as "home waters" which will call for visiting cruises - and put the mileage rate up to 2d; I don't like 'sugging' over $\frac{1}{4}$ d. Please discuss these modifications with CT and H/M.

3. I assume that he is going to reduce his crew to

- Master
- Engineer
- Crewman
- Leading Hand
- Cook

mc. 17.
IX

H/M must be a little more circumspect in his remarks - Rumored don't 'cheat' and ~~endeavour~~ always to be a good employer. I fully understand what he means but others may not.

C.T.
H.M.
—

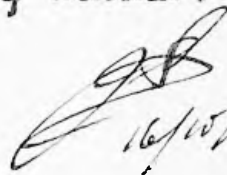
for your comments on Mr. S.'s proposal.
2^d an hour gives them a 7½ hour run
at 7 knots to earn 10¢ (outside but within).

17/10

H.C.S.

No objection to 2^d per mile providing crew is reduced.

H.M. bases his calculation on an estimated max possible earnings of Philomet. It should not be overlooked that this revised bonus is payable ~~whether or not~~ whether or not the Philomet is carrying freight - for instance she may be fully loaded outward & empty inward.


16/10/33

H.C.S.

This seems quite a good agreement from all points of view:
2^d p. mile outside line joining Cape Pembroke to Mengear Point - the table of distances can be easily amended to cover this alteration. Distances to be computed as the shortest reasonable route between the two ports & not from engine room a ship's log.

As regards crew reduction: I think we should be dismissed at end of November - the deckhand, I. Jones, who is the least useful. The present engine man (C. Jacobsen) has given notice which expires on November 11th - a replacement is essential, but it would be as well to make this appointment unestablished in future (unless the other deckhand, who is P.E.) wishes to transfer). The other deckhand can be liquidated early next year, by which time I hope to be able to obtain a more able bodied cook - the present one is rather decrepid & not of great use on deck.

I have summarized crew situation overleaf.

19th November, 53.

To: The Harbour Master,

From: The Colonial Secretary,

Stanley.

Bonus for crew of "Philomel".

15 I am directed to refer to my memorandum of 30th June, 1950, and to inform you that with effect from 1st October, 1953, the 10% earnings bonus for the crew of the "Philomel" will be discontinued and they will be paid a bonus at the rate of 2d a sea mile steamed on duty outside a line joining Cape Pembroke to Mengeary Point - the distance to be computed as the shortest reasonable route between ports.

2. You should explain to the crew that this scale of bonus has been approved on the assumption that it will be possible to reduce the complement to 5 men in the near future. Should it not be possible then the scale will be reviewed.

(Sgd.) C. Campbell.

Colonial Secretary.

Copies to: Treasury
Audit.

Recd.
B.V. 5 says
work crew of Philomel.

13/9

BU 18/9

Recd.
20/11

No. _____



MEMORANDUM.

45

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

9th September, 1954.

TO: The Honourable,
The Colonial Secretary,
Secretariate.

FROM: The Harbourmaster,
Stanley, Falkland Islands.

SUBJECT :- INTERVIEW - D.J. SOLLIS.

A

Sollis wishes to have an interview with you regarding the complement of the "Philomel" and so far as I am concerned the only convenient time will be on Saturday morning if this is convenient to you please.

Harbourmaster.

B

ACS

Ham. Summs.

C.

H.C.S. BU. on 24 pt.

Do you wish to record the results pt?

ACS

He rules that he wishes to consider this matter. longer crew may remain at sea.

Dear white

20/9 BU 30/9 84108

13/9 BU 10/10

46

Bo 2 months.

Bo

11/12

Bo
11/12

MEMORANDUM

17th March, 1955.

From

THE FALKLAND ISLANDS COMPANY LTD.,
STANLEY.

To

Dear Colin,

"PHILOMEL" TO PUNTA ARENAS JAN. 1955.

At the time this vessel went to Punta Arenas I was Acting Chilean Consul. Vessel's documents were duly visaed and I sent a bill for £9 (as per tariff) to the Harbour Master. Now two months afterwards I am informed the money cannot be paid "as they don't know which vote it comes from". That is most unsatisfactory as far as I am concerned. The Chilean Consul has been back some weeks and I have had the embarrassment of returning his Consular books, together with a shortage of cash, which I do not intend to pay myself.

Yours sincerely,

J. Martin

P.T.O.

Conf:

*C.T.
Can you please deal
with this & let me know
if (as prima facie appears)
he does deserve a
rocket.*

*P
193*

H.C.

Qu.

48 I don't know why the H.C. did not enquire here about the appropriate code. The £9 should be charged to Head VI. B(1) 12 - up overhaul, repairs & engine spares.

If not a rocket at least a cap on the bushes is called for.

R.I. 11/3

(I've informed H.C.'s office to settle as above).

R.I.

49

23rd March,

55

From: The Colonial Secretary

Harbour Master,
Stanley.

CONFIDENTIAL

I have received an appeal from Mr. Creece, in his capacity of Acting Chilean Consul, for payment of £9.0s.0d. due to him as fees for work in connexion with "Philomel's" documents. He alleges that two months after presenting an account he was informed by your Department that the money could not be paid as you did not know which vote it came from.

I have to enquire whether the allegation is true and if so to request an explanation since such action could only bring Government into contempt and ridicule and cause unnecessary work for a number of persons.

Q

COLONIAL SECRETARY

PC