

C. S. O.

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(Formerly)

SUBJECT:

M. V. "PHILOMEL"

Project - Bundes.

Number & Year.

CONNECTED FILES.

0664

M. V. "PHILMOEL"

(AND SUB-FILES)

Result

Previous correspondence at 250, 251, 252
255 + 256 in 0664/E

H.C.S.

With reference the proposal that "Philomel" should visit Natales, Chile, to tow back the schooner hull for Mr Bundes, we cannot do very much until it is confirmed that (a) the Chilean authorities will permit the "Philomel" to make the voyage through their waters for this, and, (b) whether they will release the schooner for sale to a foreign country. The attached draft telegram to the British Consul in Punta Arenas covers the doubtful points regarding "Philomel", and Mr Bundes has this morning telegraphed his agent in Punta Arenas for confirmation of the clearance of the schooner. This telegram, if approved and sent to the British Consul, should be charged against Mr Bundes account.

An agreement between Mr Bundes and the Government should be drawn up by the Government's legal adviser. I consider that the basic terms should be somewhat on these lines: the Government will charge Mr Bundes with the full running costs of the "Philomel" between Punta Arenas and Natales and return, plus any additional expenses incurred (pilotage, charts, harbour dues, insurance etc) during the voyage. Mr Bundes will also meet the cost of any telegram the Government may consider it necessary to send to successfully carry out the project. For the towage between Punta Arenas and the Falkland Islands Mr Bundes will agree to make one visit annually within four weeks of a date specified by the Harbour Master to Cape Meredith and Bull Point lights and carry out necessary maintenance work at these. The cost of the operation will be covered so far as the Government is concerned by the saving effected in carrying a cargo of oil and coal in the "Philomel" - we shall be carrying 15 tons of coal and 2000 gallons of gas oil, effecting a saving of £200 + . The other 10 tons of coal (to make up the 25 mentioned in the telegram) will be carried in the schooner hull as ballast, and will give Mr Bundes a chance to write off the charges made against him for running the "Philomel" to Natales and back.

This project, which I consider should be encouraged as far as possible by the Government, should prove of great value to the islands communications services. The vessel when completed will be capable of carrying as much cargo as the "Philomel" around the camp, and I would very much like to see the vessel in operation before the S.S. "Fitzroy" goes to the U.K. for her refit. Mr Bundes has £3000 capital to put the project into operation. If we can save him actual expenditure by accepting services in lieu, then I think we should do so.

John Hinch



ACS.
 pp. Ugent pl.
 1/7

Y.H. - Attached.

3

It appears to me that the points in para 1 should have been settled during the recent visit, particularly the question of releasing a boat for sale to a foreign country.

There is also the possibility, even though permitted, that events may still prohibit the Philomel making the journey - a date is given in the draft telegram - we still have to be assured that the hulk will be ready in time to ensure the Philomel's return before August Fitzroy. I therefore do not consider that Consul should be asked to enter into any fuel commitments until we definitely know that trip is to be undertaken - para 2 of draft telegram should be deferred or amended stressing no commitment until further notice given?

Regarding agreement to be drawn up I do not like H.M.'s suggestion at all - I ~~think~~ have little doubt that you are as fully aware as myself that such an agreement would be useless - it would be voidable by Bundes on almost any pretext - I am not sure, but it seems likely that it would be void from the onset unless a period was set during which it was to remain in force.

It is my opinion that Bundes should at least pay the full running costs of the whole operation, we could waive the normal charter charges on the grounds that the project is in the public interest, if we do this we would I think be justified in requiring the ballast of 25 tons of coal to be furnished by, and remain the property of Government. H.M's observations regarding saving by Government fail to take into account the freight the Philomel might have earned carrying out her normal duties.

Agreement when drawn up should disclaim all liability on the part of Government for loss of or damage to the vessel towed, and also in consideration of Government carrying out job at cost Bundes be made liable for any damage caused to or by the Philomel arising out of the operation, and any claims by third parties against Government arising from operation. We should also cover ourselves against the possibility of Bundes preferring a claim against us for damages in the event of us not being able to undertake or complete the job for any reason whatever.

J.G.B.
2/7

I have had a talk to Bundes and he is awaiting information from his agent (Dick in Punta) as to when the boat is ready.

2) Subject to anything you or A.O. have to say the attached telegram should issue.

3) I we should have an agreement with Bundes + R.C.C. should prepare with A.O. — the financial difficulties can be mainly overcome by requiring Bundes to put down a substantial deposit which he is prepared to do.

a) Following points should be considered :-

a) Towing fee.

I like you I don't like the light arrangement & rather from Bundes that for this consideration you was going to tow him free from Punta i.e. only charge him towing fee Punta - Retaba & back.

Bundes should be charged the whole towing fees at an approved rate. If you mentioned 6/- a mile. Is this the scale laid down?

b) We should be fully insured & Bundes should also insure (F.I.C.?). We must be released from any liability if we have to cast off the tow and Bundes insurance agents should be aware of this. R.C.C. to tie up with F.I.C.?

c) All additional expenditure, pilot harbor dues, ^{logbooks} an extra navigator etc., should be paid by Bundes we should carry on additional towing insurance which should be covered by towing charges.

d) When arriving at a towing fee, I agree that we should be as generous as possible.

e) We should also be able to call off the dogs deal on any pretext.

8/7

5

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				9.7.52
To	BRITAIN PUNTA ARENAS.			HQA/G

ASSUMING AUTHORITIES WILL RELEASE HULL FOR SALE TO BUNDES WITH
PERMISSION BE PERMITTED PROCEED NATALES TO TON IF HERE STOP ON
PILOT FROM PUNTA ONWARDS BE ARRANGED STOP ALSO ANY OTHER PARTICULARS
REQUIRED.

COLONIAL SECRETARY

DECODE.

No. 11.

TELEGRAM.

From H. B. M. Consul,

To Hon. Colonial Secretary

Despatched : 11th July, 19 52 Time : 10.30
Received : 12th July, 19 52 Time : 08.45.

5
Your telegram tenth yes "Philomel" can ^{low?} two hull
Patales to Stanley. / Register vessels under 25 tons
register only allowed for exportation. For hulls
ordered prior approval of plans by Port Authorities
necessary. Understand Dick's Office requested drawing
of plan hull in Patales and if transaction is effected
should take some 45 days to complete export arrangements.

BRITAIN.

P.L. VP. B.U.F.

H.M. & Mr. Bundes informed
(Intld) J.B. 14.7.

6H

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
				9.7.52.
<i>To</i>				
CROWN LONDON				HCA/C

224
06/24
1st
YOUR 6/281/17/3 OF/NOVEMBER 1951 STOP INSURANCE NFV 1185 STOP
A VOYAGE FROM STANLEY TO STRAITS OF HAGENLAN IS CONTEMPLATED
FOR PURPOSE OF TOWING BACK TO STANLEY SMALL SCHOONER APPROXIMATE
LENGTH FIFTYFIVE FEET STOP PLEASE OBTAIN QUOTATION FOR EXTENSION
OF EXISTING POLICY TO FULLY COVER NFV 1185 FOR ROUND JOURNEY EXCLUDING
LOSS OR DAMAGE TO SCHOONER UNDER TOW WHICH WILL BE AT OWNERS RISK STOP
ADVISE FIGURE AND ANY SPECIAL CONDITIONS BY TELEGRAM.

COLONIAL SECRETARY

Reply at 7A

Time

R.S.C.

P.H. para 3. - Will you please
p.a draft agreement.

J.P.
1957

Hon. Col. Sec.,

I have discussed with the D.O and
he suggests that the attached charterparty be
submitted for consideration.

I would respectfully suggest that
when the terms are settled, Mr Bunde
should take a copy of the charterparty to
the F.I.Co. and arrange his insurance.

J.P.

Registrar

23. vii. 52.

J.H. P.H.

R.S.C. has produced (at B.C.) a charter party
which places ship and stowage at disposal
of Bunde - nor does it provide for us calling
the deal off. The latter point could of course
be covered by not signing until we were certain
to proceed.

I however think that all we require is
an agreement to tow Bunde's vessel for a
fixed sum (to cover additional insurance) plus so
much a day from day of departure to day of return.

J.H. will say?

J.P.
6/8

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary

Despatched : 11th July, 19 52 *Time* : 1345

Received : 12th July, 19 52 *Time* : 0845

GA
Your telegram 9th July. Brokers quote 1 pound percent
for voyage Stanley to Straits of Magellan and return.
No special conditions.

CROWN.

P/L.
SS

H.C.S.

Bundes called this afternoon with a copy of a telegram he has received from his agent in Punta Arenas, as follows :-

"PLEASE ADVISE BUNDES RE HIS TELEGRAM 29th HULL READY 12th PROXIMO MUST BE INSPECTED PRIOR LAUNCHING BY LOCAL COMPETENT AUTHORITY. ARRANGING TOW THIS PORT WHERE PROPOSE EQUIP AS INSTRUCTED. TELEGRAPH URGENT".

(message received through the F.I.C.)

To this he intends reply

"PLEASE PROCEED. PURCHASE EQUIPMENT BUT STOW IN HOLD HAVE X ARRANGED RIGGING HERE. TELEGRAPH WHEN CONSIDERED READY FOR FALKLANDS TOW.

I understand from Bundes that it was his original intention to have the hull rigged in Punta Arenas but he now considers it would be cheaper to have it done here.

The above information was passed to me for H.H.'s. information

D
5.8.52.

Y.H. to see.
6/8/52
CS. Seen. Be has Ag. Am.
Am I right in assuming that
Phonel will only tow from Punta Arenas?
not Natalis?
yes. J.B.
X
6/8

H.M.
to see above.

H.C.S.
See. Thank you.
John P. Blair
A.H.M. 7/11/52

File - PA

CS
cont.
A
I agree. What we want is a towing
agreement - not a contract of hire. Philonel
should be free to ^{load} coal, diesel oil etc, as
she works for the return trip & any delays caused
thereby should not be charged to Bundes.

2) I rang up F.C. & Lynch is prepared to help
Registrar over this.

3) Not but what I think R.C. draft was a palliant
effort.

R.S.

R.S.C.

Pl see my minute to H.H. at p.7. and above.

Will you pl. contact Mr Lynch and have
new draft agreement drawn up.

13/8

Hon. Col. Sec.,

Draft Towing Contract submitted, please.

2. I contacted Mr. Lynch and he produced a
copy of the U. K. Standard Towing Conditions
upon which the Draft is mainly based.

H.B.
Registrar
16. viii. 52.

G.H.

Draft at C.C. appears to be, ^{more like} what we want.

I am not sure whether Clause 2. covers us if for
any reason we have to call the deal off before proceeding.

Presumably Clause 7. covers us if we had to instruct
Philonel to deviate say to bring in a medical case to Stanley
even though the person was not a member of the crew?

Clause 8. would
enable Bundes to
instruct Master to
leave ship? G.H.

Like R.S.C. I am not sure regarding Clause 8 - if we
leave it in it would enable Bundes to retain the vessel
at Punta in the event of the tow being held up for any reason -
but it may be legally necessary in order to cover clause 9.

I think we must have a clause to enable us to
recall the Philonel if necessary - and Bundes to shall be
liable. This could perhaps best be done by setting a time
limit at Punta which could not be extended without consent
of owner?

15/8

W
✓

C.P.

I think clause 2 sh^d be strengthened to enable us to call off the deal for any reason. We don't really want this with if Bundes doesn't like the clause he can lump it.

2) You comment on clause 7. I think we ~~should not be~~ are adequately covered. It is an unlikely contingency & if necessary we could bear any extra expense involved.

3) I think sections 5. & 8. of the draft should be omitted?

4) I don't understand x/ of Sec 9 of the draft. If it purports to stop us loading coal etc in conflict with Sec 6 it sh^d be omitted.

5) x/ of your minute. I don't think Bundes sh^d be liable & it would make the terms too harsh. As long as we are not liable to Bundes (i.e. covered by para 1 above, then we must stand the racket for a breakdown of ph. touch.

6) See discuss with or without final draft when you have considered above.

20 } 8

R.S.C. above of 5.0. also see my minute at p.9. clause as at last para p.9. should be inserted.

x on draft 'rendering' would appear better than 'render'

[Signature]
2/18

Hon Col. Sec.,
Re-draft submitted, please.

H. C. S.
New para. 6 added, pl.

H. B.
Registrar
22. VIII. 52.

H. B.
Registrar
26. VIII. 52.

A

Y.H.

Amended Draft Agreed at once which now appears satisfactory.

H.M. informs me that Bundes has been asked to pay a fee of £400 for towing from Natales to Punta - it therefore appears likely that we will now be approached to undertake the whole tow, in this event H.M. informs there might be difficulty.

If Bundes turns down a Chilean firm undertaking the tow from Natales to Punta it is possible a foreign vessel will not be allowed to take the bread out of the mouth of natives.

B. J.H. 27/8

C.B.

draft agreement seems satisfactory.

Ag. com. says Bundes plan seem no further forward and as I have told him to carry on with normal camp trips with Philomet.

3) Decision in Natales too to await something definite from Bundes.

20/8 C
P.A. (pending approval from Bundes)

J.H. 28/8

See

Bundes has asked if he can see the proposed towage agreement - he particularly wants to know what the tons is likely to cost him.

2. There are several points which will have to be decided upon before we consider showing him the agreement, i.e.

Clause 2. Tonnage of Philomet & particulars of fuel (possibly not available)

Clause 3. What is the lump sum & the daily rate to be?

Clause 6. Detention of Philmae in Chile —
No. of days?

x 3. I think the last para. of A on 11
is cleared up at 6.

B $\frac{9}{28/8}$

A.B.L.

Clause 2. Voyage doesn't matter & can be left out.

Clause 3. £100 & £30 a day.

Clause 6. By agreement after discussion with Mr. Burden.

x. No- page 6 preceded the offer of terms,
now made to Burden.

JB

The Honourable,
The Colonial Secretary,
Stanley.

Stanley, 13
8th September, 1952

Dear Sir;

Regarding the proposed Tonnage Agreement (Whitman Port to Port Stanley) between Government and myself, I would respectfully ask that sympathetic consideration be given to the following points before finalising the Agreement:

Clause 3. That some reduction in the daily hire fee be considered. In support of this I would like to emphasise that

- (A) it is understood that "Philomel" will be commanded by an uncertificated Master and a possible error in navigation would prolong the voyage unnecessarily.
- (B) there is also the possibility of "Philomel" being weather bound, after leaving Stanley, at some port elsewhere in the Falklands, before attempting the Whitlean crossing
- (C) should "Philomel" have a breakdown the delay could be indefinite and there is no clause to cover the hireer in such circumstances.
- (D) it is understood that Pean Bros. had "Philomel" / "Penelope" on charter on more favourable terms than those now offered me

Clause 8.

I am given to understand that¹⁴
the \$100 mentioned in clause 3 is
to cover "Philomel's" insurance and
this is a reasonable contingency
which I would expect to pay
but I respectfully submit that to pay
the insurance premium and also
be responsible for the loss of the
vessel, appears unreasonable.

While appreciating Government's past
co-operation in this matter, I feel obliged to
raise the above points in view of the fact
that the initial cost of the project will
now go far beyond what was anticipated
apart from my responsibility to my partners.

I am,

yours faithfully,

Christian Pender.

Y.H.

P. 13.

I have seen Mr. Burden and informed him we will reduce charge to £22 a day and cover the point regarding Insurance vis a vis. him being responsible for total loss.

He was grateful & expressed appreciation of Govt. consideration, he however still persisted regarding Philomet being Weather Bound and. I said I was prepared to recommend to you that in the case of her being weather-bound in the Islands we would reduce the charge to £14 per day for each day she was held up but that no reduction would be made if she became weather-bound on the mainland.

Y.H. will agree to this further revision?

J.P.B.
15/9

Yes
15/9

R.S.E.

13-15 - would you pl. consider possible amendments to the draft Agreement & call & discuss with H.B.S. on Thursday, pl.

J
16.9.

Hon. Col. Sec.

We spoke. Re-draft submitted, please.

J.P.B.

Registrar
18.11.52.

Office Agreement may now be final - original (on blue cover) & 3 copies will do.

J
24/9.

B.O. 12.10.52

Original in 0664/m 16
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
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29.9.52

To

BRITAIN PUNTA ARENAS.

HCA/C

YOUR TELEGRAM 8TH SEPTEMBER STOP PHILOMEL WILL WISH TO BUNKER REQUIRE[→]
MENT ABOUT 2000 GALLONS OIL STOP NEWPARA 2 SHE WILL ALSO BRING FIFTY
EMPTY DRUMS FOR REFILLING REQUIREMENTS APPROXIMATELY TWO THOUSAND TWO
HUNDRED GALLONS STOP NEWPARA 3 SPECIFICATION OF OIL REQUIRED IS MARINE
DIESEL FUEL STOP GROSS CALORIFIC VALUE MIN 18750 STOP BTU PER LB STOP
HARD ASPHALT CONTENT NOT TO EXCEED TWO PERCENT STOP ASH CONTENT NOT TO
EXCEED 0.3⁰³ PERCENT STOP VISCOSITY REDWOOD AT ONEHUNDRED DEGREES F NOT
TO EXCEED SIXTY SECONDS STOP WATER CONTENT NOT TO EXCEED 0.5 PERCENT
STOP FOUR PINT STOP THIRTY DEGREES F STOP NEWPARA 4 THE FOLLOWING TIMBER
ALSO REQUIRED ONEHUNDREDASEVEN FOOT CYPRESS POSTS AND FIFTY NUMBER
SEVEN FOOT BY FIVE INCH BY FIVE INCH SANDY POINT PINE POSTS STOP NEWPARA
5 OWNER OF HULL TO BE TOWED HAS BEEN ADVISED AND WILL MAKE HIS OWN
ARRANGEMENTS REGARDING CARGO⁸ TO BE CARRIED IN HULL STOP NEWPARA 6
PHILOMEL HOPES TO MAKE TRIP MID OCTOBER BUT FIRM ARRANGEMENTS AWAITS
ENGINE SPARES⁸ TO BE RECEIVED NEXT TRIP OF STERCOY FROM MONTEVIDEO STOP
NEWPARA 7 GRATEFUL IF YOU WOULD ADVISE WHEN FORMALITIES COMPLETED.

Time

COLONIAL SECRETARY

23/9/52
By: [Signature]

17

TOWAGE AGREEMENT.

It is hereby agreed between the Government of the Falkland Islands hereafter called "owners of the 'Philomel'" and Robert John Christian Bundes hereafter called the Hirer as follows:

1. The owners of the m.v. "Philomel" agree to use their best endeavours to take a Hull now lying at ~~Punta Arenas~~^{RAIILES}, Chile, in tow to Port Stanley in the Falkland Islands. *CRB*

2. The agreement to be considered "in operation" from the time the "Philomel" leaves ~~Port Stanley~~^{FOR ANY} for Punta Arenas and shall continue until her delivery in like good condition to the said owners at Port Stanley: Provided that the owners of the "Philomel", may without liability, at any time and for any reason cancel this agreement. *CRB*

3. The Hirer shall pay to the owners of the "Philomel" the sum of £100 (one hundred pounds) plus £22 (twenty-two pounds) per day commencing on and from the day the "Philomel" leaves ~~Port Stanley~~^{FOR ANY} until her delivery to the said owners at Port Stanley. *CRB*

4. That in the event of the "Philomel" being driven into port or anchorage in the Falkland Islands by stress of weather the hire payment shall be reduced from £22 (twenty-two pounds) per day to £14 (fourteen pounds) per day for the time the "Philomel" is so detained. No such reduction shall be made in the hire payment should the "Philomel" be driven into port or anchorage in South America by stress of weather.

5. The Hirer shall pay the salary of an extra navigator (if required) during the period of hire, all pilot fees, harbour dues and all other expenses incidental to the voyage.

6. The owners of the "Philomel" shall be free to load a cargo in the "Philomel" at Punta Arenas and any delay caused thereby shall be at the expense of the owners of the "Philomel".

7. The Hirer shall not detain the "Philomel" ~~at Punta Arenas~~^{IN CHILE} for a longer period than seven days without the consent of the owners of the "Philomel". *CRB*

8. The ordinary route of the voyage shall be taken and shall not be deviated from except where the Master of the "Philomel" considers it so necessary for the safety of life or the safety of the vessels.


9. The owners of the "Philomel" shall not, whilst towing bear or be liable for damage of any description done by or to the "Philomel" or done by or to the Hirer's vessel, or for loss or damage to anything on board the Hirer's vessel, or for loss of the Hirer's vessel, or for any personal injury or loss of life arising from any cause, including negligence at any time of the owners of the "Philomel's" servants or agents, unseaworthiness, unfitness or breakdown of the "Philomel" her machinery, towing gear, equipment of hawsers, lack of fuel, stores or speed, or otherwise, and the Hirer shall pay for all loss or damage and personal injury or

loss of life, and shall also indemnify the owners of the "Philomel" against all consequences thereof, and the owners of the "Philomel" shall not be held responsible for any damage done to the Hirer's vessel and the Hirer shall indemnify the owners of the "Philomel" against any claim by a third party (other than a member of the crew of the "Philomel") for personal injury or loss of life: Provided that any such liability for loss or damage as above set out is not caused by want of reasonable care on the part of the owners of the "Philomel" to make the "Philomel" seaworthy for the navigation of the "Philomel" during the towing or other service - the burden of proof of any failure to exercise such reasonable care being upon the Hirer.

10. The Hirer shall not bear or be liable for any loss or damage of any description done by or to the "Philomel" otherwise than whilst towing, or for loss of life or injury to the crew of the "Philomel". Nevertheless nothing contained herein shall prejudice any claim the owners of the "Philomel" may have in Admiralty or at Common Law against the Hirer.

11. The owners of the "Philomel" will not be responsible for the consequences of War, Strikes, Lock-outs, Riots, Civil Commotions, Disputes or Labour Disturbances (whether they be parties thereof or not) or anything done in contemplation or furtherance thereof, or delays (except as in paragraph 6 above) of any description, however caused, including negligence of their servants or agents.

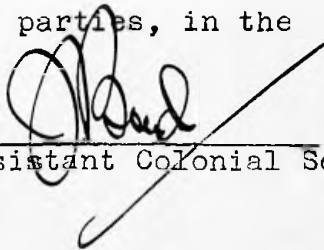
As witness the hands of the parties this 30th day
of October, 1952.



Acting Colonial Secretary,
for and on behalf of the Government
of the Falkland Islands.

W. Burdett

Signed by the parties, in the
presence of



Ag. Assistant Colonial Secretary.

19.

Acera

17 & 18 distributed as follows:-

Am. 2 copies
Mr. Bander 1 copy.

S
30/10.

GOVERNMENT TELEGRAPH SERVICE.

20

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				31. 10. 52.
To			(via U.K.)	
BRITIAN PUNTA ARENAS				

BY TELEGRAM 7th OCTOBER PHILADEL EXPECTED SAIL YOURS

723
0664/100

FOURTH NOVEMBER STOP WILL CONFIRM

COLONIAL SECRETARY.

Time

VP

GOVERNMENT TELEGRAPH SERVICE.

21

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				31.10.52.
To	CROWN LONDON			H.O. Acct.

6/17

BY TELEGRAM 9th JULY PLEASE ARRANGE EXTENSION EXISTING
INSURANCE POLICY TO FULLY COVER MEV 1185 FOR VOYAGE STANLEY
TO STRAITS OF MAGELLAN AND RETURN STOP YOUR TELEGRAM
11th JULY REFERS

SECRETARY.

Time

Reply 23

DECODE.

23

TELEGRAM.

IMMEDIATE

From The Crown Agents for the Colonies.

To The Colonial Secretary

Despatched : 3rd November, 1952 Time : 1730

Received : 4th November, 1952 Time : 0845

21

Your telegram 31st October. Please cable date of voyage of MFV 1185 Stanley to Straits of Magellan and expected date return. Please confirm vessel will be towing schooner on return.

CROWN.

Reply at 24

P/L.
SS

GOVERNMENT TELEGRAPH SERVICE.

24

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
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2.4.11.52

To

IMMEDIATE CROWN LONDON

HGA/C

23

YOUR TELEGRAM 3RD STOP REV 1185 EXPECTED SAIL 5TH NOVEMBER AND RETURN ABOUT 27TH STOP CONFIRM SHE WILL BE TOWING SCROCKER ON RETURN.

SECRETARY

COMPULSORY COPY. ORIGINAL PHONED TO W/T STATION 1655/4th.

Time

GOVERNMENT TELEGRAPH SERVICE.

25

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				5.11.52
To				
BRITISH PURCHA ARCHAG				HCA/G

PHILOMEL SAILED YOURS P.M. TODAY ETA A.M. SATURDAY STOP GRATEFUL
ARRANGEMENTS MADE ON ARRIVAL STOP ADVANCE SKIPPER EQUIVALENT SEVENTY
FIVE POUNDS.

COLONIAL SECRETARY

CONFIRMATORY COPY. ORIGINAL PHONED TO M/T STATION
1625/5th.

Time

DECODE.

26

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 6th November, 1952 *Time* : 1710

Received : 7th November, 19 52 *Time* : 0845

21

Further your telegram 31st October. Confirm
insurance MFV1185 extended to cover voyage.
Letter follows airmail.

CROWN.

P. A.
(Intld) J. E. B.

P/L.

DECODE.

27

TELEGRAM.

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

To The Colonial Secretary.

Despatched : 9th November, 19 52 *Time :* 1130

Received : 10th November, 19 52 *Time :* 1400

For Harbour Master. PHILOMEL arrived today.

BRITAIN.

H.M.informed - pl.send him a copy.

(Intld)J.B.
10/11..

P/L.
SS

copy sent 10/11. 1430.

SS.
10/11

Bu. 28/11/57

Copy in 0664/III and 0664/E.

GOVERNMENT TELEGRAPH SERVICE.

28

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

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

GRATEFUL TO LEARN MOVEMENTS OF PHOENIX.

COLONIAL SECRETARY

Bo. 22.11.

Time

DECODE.

copy in 0664/10

29

TELEGRAM.

From Britain, Punta Arenas, Chile.

To The Colonial Secretary.

Despatched : 20th November, 19 52 *Time :* 1657
Received : 20th November, 19 52 *Time :* 1400

PHILOMEL towing hull left daybreak today ETA Stanley 22nd.

BRITAIN.

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

copy sent 20/11.

bu 22/11/52

P/L.
SS

ECODE.

Copy in 0664/E III

30

TELEGRAM.

From Britain, Punta Arenas, Chile.

URGENTE To The Colonial Secretary

Despatched: 21st November, 19 52 Time: 1508

Received: 22nd November, 19 52 Time: 0845

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

BRITAIN.

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

Record. Philome & Tom arrived Base 28. am. 23rd November
& arrived Stanley am. 25th Nov.

28/11

BU. 21/12

P/L.
SS

~~26~~

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



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

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

12 NOV 1952

Sir,

21
26
31
We have the honour to refer to
your telegrams of the 31st October and 4th
November, and to confirm our cable of the
6th November to the effect that the
extension to the insurance of the MFV 1185
has been arranged as requested. The
additional premium of £81. 9s. 0d, as per
the attached copy of our Brokers' debit
note, will be found debited in our
Falkland Islands account in due course.

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

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

56/281/17/3

file

32
[Handwritten signature]
F

Please quote Reference—

52 MB/70604

MARINE AND AVIATION DEPARTMENT

Date 6th November 1952

GLANVILL, ENTHOVEN & CO. LTD

134 LEADENHALL STREET LONDON EC3

Charity Act Sec 10 of 31/10/52

Drawn Account for the Colonies

DEBIT NOTE for INSURANCE effected

BY & OF Govt. of Falkland Islands

DETAILS

MOTOR FISHING VESSEL No 1135

Additional Premium on Policy No 52MB/69352 of 20/-% in consideration of which it is agreed to allow the vessel hereby insured to make one voyage from Port Stanley (abt 5.11.52.) to Strait of Magellan incl. risk whilst there & thence return with small schooner in tow to Port Stanley

<u>£9,000</u>	●	20/-%	£90. 0s. 0d
			Less 9 3/4% <u>8. 11s. 0d</u>
			<u>£81. 9s. 0d</u>

[Handwritten signature]

All Clauses terms & conditions as per Policy

Effected with:- Lloyds

On HULL etc.



[Handwritten signature]

E. & O. E.

ACB 600 5/11/52

Yes

31-32 - Mr. Barnes placed \$100 on deposit - is he see me a refund?

J.P.

accs.

above. NO!

Premium to be debited against deposit. All cash balance transferred to Philmel's earnings.

J.P.
12/11

C.A.

Account J.P. - n.a. p.

J.P.
12/11

Honey

change has now been allocated from C.A. & adjusted accordingly.

J.P.
12/19

Pa.
12/19



● Confidential

☞ Before the Philomel leaves for Punta, I think we must satisfy ourselves from Consul that there will be no hitch about clearing Bruner's boat & that ~~it~~ he has complied with all local requirements.

☞ I wonder if he is at all interested in the bidding for the 'Protector' motor - which must come up for sale. ~~He~~ ^{we} might make some discreet enquiries.

629

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number Office of Origin Words Handed in at Date

To

BRITAIN PUNTA ARENAS.

Grateful you confirm "Philamel" permitted proceed
Natales to tow schooner hull thence to
Falklands STOP If so please obtain Chilean
charts covering Punta Arenas to Natales
and arrange for pilot if necessary. O

Philamel requires at Punta Arenas 25 tons
coal & 4000 gallons diesel gas oil 2000 of latter
for ships use remainder as cargo O

If permitted Philamel hopes arrive at
you July 12 O

Time