

SHIVES/11#1

SECRETARIAT

(Formerly)

O 6 6 4 / K	O 6 6 4 / K

M.V. PHILOMEL.

REPAIRS.

CONNECTED FILES.

NUMBER

0664/0

Survey

No.

MEMORANDUM.

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

16th March 1961

The Honourable,

From The Harbour Master.

The Colonial Secretary,

Stanley, Falkland Islands.

Secretariat.

SUBJECT :-

M.V. Philomel.

I have given much thought to improve the services of the Philomel and as you are aware I am faced with many problems. The main one is this galvanic action which is caused by the presence of various metals in close proximity in the under water fittings. The reason why these defects are so serious in this Colony is of course the complete absence of docking facilities. If these facilities were available annual inspection and replacement of corroded parts would be simple.

The possibility of a slipway has been discussed, plans have been drawn up and S.P.W. has submitted an estimate, but unfortunately too late for consideration in the 1961/62 Estimate, furthermore I have some doubt if S.F.C. will approve, nevertheless it is worth a try.

In the meantime I am thinking on the line that the Slipway is out for the present, therefore, I have put up a draft letter which I recommend should be addressed to the Crown Agents asking them to approach the firm F.A. Hughes and Co. Ltd., who specialize in under water corrosion, enquiring whether there are positive means of its prevention on the Philomel.

I understand from Capt. White of the Darwin that this ship has had galvanic action problems but have been successfully handled and stopped by fittings supplied by F.A. Hughes and Co. This has given me much food for thought, and even if the proposed Slipway is brought into operation we will have the views of experts to work on.

At present the Navy are fitting a new shoe and attachments which support the rudder and will last for approximately three years, no longer. At the end of this period it will be necessary to make and fit another shoe and attachments. Therefore if the Slipway is not to be built, then we must think ahead, and have the new shoe, attachments and all iron fittings made of a non ferrous metal which will cost approximately £1200. This could be the answer by buying say new shoe and attachment firstly and another year add the additional pieces and finish up with the complete under-water fittings all made of non ferrous metals.

52

L.J. Grouse

Harbour Master.

pc
8/24/61

K10 576.

8664/v

24th March, 61.

Gentlemen,

I am directed to seek advice on the following matter connected with underwater corrosion which is affecting the serviceability of a 75 ft. Motor Fishing Vessel owned and operated by the Government of the Falkland Islands. This vessel M.F.V. 1185 (locally named 'Philomel') is of wood construction and copper sheathed. She is fitted with a balanced rudder made of wood with iron straps holding it on to a steel rudder post. The stern plate assembly and propeller is made of bronze. The box shoe and supporting plates which support the rudder are made of cast iron.

2. The problem of corrosion due to galvanic action in sea water on such a vessel we know is not a new one. Zincs have been fitted to neutralize the action, this of course only has the effect of slowing the action down. Facilities do not exist here for dry docking the vessel, and when work has to be done on the stern gear, it is carried out by beaching the craft on an open beach. It will be realized that work carried out under such conditions cannot be of the highest quality, therefore I am to ask if you will be kind enough to enquire from F.A. Hughes & Company Limited, 4 Stanhope Gate, London, W.A., who specialize in the prevention of underwater corrosion, whether there are positive means of its prevention.

3. A sketch of the vessel's underwater stern gear is attached showing the different metals in use and the areas affected by galvanic action.

4. Mr. D. J. Sallis, Master of the craft will be on leave in the United Kingdom from the 18th May to 23rd September 1961, and will be available if further information is required. Mr. Sallis' address will be, 28 Shooters Way, South View, Basingstoke, Hampshire.

I am,
Gentlemen,
Your obedient servant,

(Sgd) H. L. Bound.

for COLONIAL SECRETARY

Brown Agents for Oversea Governments and Administrations,
1 Millbank,
LONDON, S. W. 1.

VJG/EH

Copy to Harbour Master.

Copy to H/Master.

[Signature]



H.M.S. PROTECTOR,
at Port Stanley.

27th March, 1961.

No. 189

THE COLONIAL SECRETARY,
PORT STANLEY.

REPAIRS TO M.F.V. PHILOMEL

The repairs to M.F.V. PHILOMEL are now complete apart from cementing the rudderhead which will be undertaken by the boat's crew when the tides permit.

2. The general underwater condition of the boat appears to be sound but it is felt that more frequent refitting is required. As the boat grows older the need for inspection and repairs will increase and this may well become beyond the capabilities of divers even should a team be available.

3. Corrosion to steel fittings appears very rapid and, even with a good diving team, replacement has been very difficult, necessitating a total of over 30 hours diving and resulting in the boat being out of commission for a considerable period. It was thought, in fact, at one time that the job might prove impossible without the use of a proper slipway.

4. In conclusion, it is felt that, although the ship's divers are always ready to attempt repairs, too much reliance should not be placed on their ability to complete them and suitable arrangements to slip the boat should be made.

4
1. PC now signed.
Thanking them for excellent work done in spite of all difficulties

2. H.N. to speak with
for about slip
P 23/3/61

(D.N. FORBES)
CAPTAIN

Reply at 5.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	Psy			1.4.61
To	COMMANDING OFFICER PROTECTOR			(HMA/c)

3

Your letter 109 of 27th March stop Many thanks your kind co-operation and excellent work in spite of all difficulties

Colonial Secretary

Time

HLB/LH

BU 10.5.61 (mail)

no. mail form 17.5 c

17. 7. 61 (mail)

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



4, MILLBANK,
LONDON, S.W.1.
6
JUN 1961
FALKLAND ISLANDS

EM3/M1/Falkland Islands 8843

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

TELEPHONE: ABBEY 7730.

8th May, 1961.

Sir,

Your reference No.0664/K

748
I am directed to refer to your letter of 24th March, regarding the corrosion of the iron underwater fittings of M.F.V. "Philomel" and to enclose a copy of a letter dated 3rd May, 1961 received from Messrs. M. G. Duff and Partners with questionnaire reference no.88/61 and drawing no.211.

The information provided in your letter and the sketch showing the stern of the vessel were passed to Messrs. F. A. Hughes & Co.Ltd. who forwarded the enquiry to Messrs. M. G. Duff and Partners. You will note the recommendation contained in the second paragraph of the report, and it is felt here that if it is possible to ensure that there is no metallic connection at any point between the iron and the copper, the rate of corrosion attack should be very much reduced.

It is assumed that the vessel was originally sheathed with copper at some period when it was anticipated she would be operating in tropical waters where there would be a likelihood of the hull being attacked by marine borers. If it is felt that some form of sheathing is necessary to prevent damage by ice, there would appear to be no reason why the firms suggestion that renewable wooden sheathing should be used in the vicinity of the stern gear.

at.b.c
It is hoped that the documents enclosed will be of assistance and if you wish to obtain a set of anodes, will you please return the enclosed questionnaire when indenting, stating whether you have been able to insulate the iron parts from the copper sheath as suggested in paragraph two of the firms letter and referring to this correspondence.

I am, Sir,
Your obedient servant.

J. Randle

JRM
The Colonial Secretary,
Stanley,
Falkland Islands.

M. G. DUFF & PARTNERS LTD.
1, Guildhall Street,
Chichester.
Chichester 2654.

and 3694

EM3/11/Falkland Islands.8843.

88-61

May 3rd 1961.

Crown Agents,
4, Millbank,
London. S. W. 1.

Dear Sirs,

"GUARDION" CATHODIC PROTECTION
"PHILOCEL" N.F.V.

Your letter of 26th April to F. A. Hughes & Co. Ltd., has been passed to us for attention since we have some experience of the Cathodic Protection of copper sheathed vessels.

The best course for owners to take in this case would be to break all metallic connection between the copper sheathing and the ironwork by cutting back the sheathing and taking any other necessary steps internally to isolate the ironwork electrically from the copper (there may for instance be contact via steering gear and engine). We do not imagine that teredo worm is a trouble in the Falkland Islands, and if we are correct in this assumption there could seem no radical objection to this course. Where copper was cut away the exposed planking etc. could if desired be covered by wood sheathing which could be regarded as expendable, and would ~~be~~ be simple and inexpensive to renew if necessary.

Such a course would not entirely eliminate corrosion of the ironwork, but it would reduce it very greatly. Cathodic Protection could then be applied to the ironwork at very small cost (probably about £10 p.a.) to suppress any residual corrosion tendency, Type G.737 anodes probably being suitable.

If the above is not considered practicable for any reason then the problem becomes substantially more expensive to deal with. Assuming that the Copper Sheathing is not painted it would seem necessary to fit 6 in number Type G.722 Low Potential Anodes in the after part of the vessel in order to achieve local suppression of galvanic activity in way of the stern parts. The initial cost of such a system would be £47 inclusive of drawings and instructions, and the cost of a replacement set of anodes would be £34 at current prices (all f.o.b. United Kingdom port). The working life of the anodes would be about 12 months each set.

Before we can take the matter to finality we would be grateful if more information could be provided . We enclose a form of

/Contd.

questionnaire and have marked with a cross thereon these items on which information is desirable. It would also be of assistance to have drawings of the vessel if available.

Yours faithfully,
M.G. DUFF & PARTNERS. LTD.,

M.G. DUFF
MANAGING DIRECTOR

MGD/PAO

9.

Harbour Master,

To see mail from J. B. pl.

§

for C.S.

7. 6. 61.

10

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~537~~
11

W. A. R. LTD.

Number	Office of Origin	Words	Handed in at	Date
				13.6.61.

To Administrative Officer, Z.B.H.

No. 106. Propellor ex M.F.V. Philomel cracked across boss stop Is it possible to get it repaired at one of the Whaling stations and returned on Darwin.

Secretary.

Reply at 12

Time

DECODE.

TELEGRAM.

No. 121.

From Officer-in-Charge, South Georgia.

To Colonial Secretary, Stanley.

Despatched : 16th June, 19 61. *Time :* 1500

Received : 17th June, 19 61. *Time :* 0945

No. 115. Your telegram No. 106. Philomels propeller. Have made arrangements with Leith. They cannot say for sure before seeing propeller but will do their best. Grateful you ensure that it is handy on arrival for early transhipment.

Officer-in-Charge.

P/L : LH

Copy to: Harbour Master

DECODE.TELEGRAM.

No. 249.

From Officer-in-Charge, South Georgia.To Colonial Secretary, Stanley.

Despatched :	30th June,	1961.	Time : 1810
Received :	1st July,	1961.	Time : 1100

No. 118. Philomel's propellor. Manager Leith has written that repair carried out to best of their ability but their knowledge this type repair not usually done so recommend new propeller at earliest.

Officer-in-Charge

P/L : LH
Copy to: Harbour Master

BU for HCS

7.7.61

JH

13 for information of

D. H. H.

7.7.61

14

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd. 250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			11.8.61
To	etat CROWN LONDON			HQA/c

No. 273. n.v. Philomet stop Muntz metal sheathing will have to be removed and in order save time and expense of waiting for it in Montevideo now suggest that provisional order for 450 sheets be made stop No firm decision made yet to send Philomet to Montevideo and must emphasise that arrangements only tentative therefore order can only be provisional stop when final decision made order could be confirmed and muntz metal shipped to Montevideo stop Grateful if arrangements may be put in hand

Secretary

Time

Reply at 15

Copy to: HM

Pa 28

12.8.61

DECODE.

TELEGRAM.

No. 27

From Crown Agents, London.

To Colonial Secretary, Stanley.

<i>Despatched :</i>	12th September,	19 61	<i>Time :</i> 1728
<i>Received :</i>	13th September,	19 61	<i>Time :</i> 0945

14

Your telegram 273 12th August. 450 muntz metal sheets 48 inches x 14 inches x 22G offered £365 - delivery 5 weeks. Please advise shipping mark and whether firm order may be placed.

CROWN

P/L: FH

Reply at 25.

See 23

THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER SHOULD BE
QUOTED IN COMMUNICATIONS.

1/5
CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

S6/321/FIDS/60/3

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

TELEPHONE: ADREY 7730

TELEX NO. 24209

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



12
August, 1961.

Sir,

17-19
17-19
I am directed to enclose herewith a copy of an invoice which has been received from Messrs. Salvesen & Co. in respect of repairs carried out at Leith Harbour, South Georgia to the propeller of the m.f.v. "PHILOMEL". Also enclosed are a statement and letter regarding the repairs carried out.

It will be appreciated if you will confirm that payment of this account may be made to Messrs. Salvesen & Co. and debited to the Falkland Islands account.

I am, Sir,
Your obedient servant,

A. F. Samatyni

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

Replied at 21/

AFB/JH

LEITH.

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

Dr. to Chr. Salvesen & Co.

21st July, 1961.

To REPAIRS CARRIED OUT AT LEITH HARBOUR,

SOUTH GEORGIA, to m.f.v. "PHILOMEL" 's

PROPELLER:-

" Labour:- 1 Tradesman -
 10 hrs. @ 23/- p. hr.

£ 11 10 -

Less 10% rebate

 1 3 -

 10 7 -

" Materials:-

 - 8 8

£ 10 15 8

E. & O.E. *WBR*

WBR/MS.

5
COPY.

THE SOUTH GEORGIA COMPANY LIMITED.

Engineering Office
RJ/PN
Leith Harbour, S.G.

Leith Harbour,
South Georgia, 26th June, 1961.

Service rendered to MFV "PHILOMEL" to-day:

Chiseling out crack and welding up propeller.

One Tradesman	-	10 Hours
Material used:	-	15' Bronzoid thread No. 6
		10' " " " No. 8

(?)

Signed -----

O.I.C.
King Edwards Cove.

Signed R. JONASSEN

Worksmaster.

19
COPY.

RJ/PN

26th June, 1961.

Officer in Charge,
King Edwards Cove.

Dear Sir,

Propeller for MFV "PHILOMEL"

This propeller has been repaired to the best of our ability and brought onboard "DARWIN" to-day.

A repair of this kind is not usually carried out as far as we know, so our recommendation is to get a new propeller as soon as possible.

Yours faithfully,

(Signed) W. JOHANSEN.

Manager.

H.M.

20

16. We may authorize payment?

26th

1690

21

H.G.S.

Yes. Charge should be debited against Head V.
subhead 17. Repair and Maintenance.

L.G.

H.M.

16.9.61.

H.G.S.

22

May 15 be referred to me before
any definite order is placed.

L.G.

H.M.

16.9.61

DECODE.

TELEGRAM.

No. 12.

From Crown Agents, London.

To Colonial Secretary, Stanley.

Despatched : 3rd October, 19 61. Time :

Received : 3rd October, 19 61. Time :

14

Your telegram No. 273 12th August. Much
most grateful reply my telegram 12th September.

Crown

24.

Please lay matter by
for 24 hours

P/L : IM

or
24/12/61

Reply at 25

GOVERNMENT TELEGRAM

FALKLAND ISLANDS AND DEPENDENT TERRITORIES

SERVICE

SENT

(W. & S. L. 50 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			10.10.61
To				
etat CROWN LONDON				HOA/c

23

No. 358. Yourtel of 3rd October muntz metal stop Please hold in
abeyance until further notice

Secretary

Copy to: Harbour Master

Time DRM/LH

October, 61.

Gentlemen,

16 I am directed to refer to your letter S6/321/FIDS/60/3 of the 1st August, 1961, and to request you to pay the sum of £10. 15s. 8d. to Messrs. Salvesen & Co., in respect of repairs carried out at Leith Harbour, South Georgia to the propellor of m.f.v. 'Philomel'.

2. Please debit the Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) D.R. Morrison

for COLONIAL SECRETARY.

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

RB/IM.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd.—250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			1.3.62.
To				
etab Commanding Officer HMS Protector			(HO A/C)	

I should be extremely grateful if it could be arranged that we could have the loan of the diving party for one day to check up and tighten bolts on Philonel stop Details could be arranged with the Harbour Master

Colonial Secretary

Confirmatory Copy-Phoned to R/T Station 2 p.m.

Time

RIDE/IN.

Copy to H/Master

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd. - JO Pd/7/59)

Number	Office of Origin	Words	Handed in at	Date
	Psy			5.3.62
To	etat Commanding Officer HMS Protector			HOA/c

Again very many thanks to the Diving Party for their great help with Philomel

Colonial Secretary

Time RHD/LH

0664/0.

29

No. _____

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



MEMORANDUM

17th March 19 62

To:- The Hon. The Colonial Secretary,

Secretariat,

STANLEY

From:- The Supt. P.E. Dept.

Stanley, Falkland Islands.

SUBJECT:- M.V. Philomel - Engine

I have the honour to inform you that in the Company of W.A.N. Goodwin the Engineer of M.V. Philomel I surveyed the underside of the Flackstone engine and gear box, and report that there was no indication of erosion of the iron casings. The intermediate plates supporting the engine on the wood bearers were found to be spongy and will need to be renewed but there is no urgency regarding this. A holding down nut was removed revealing an elongation of the hole through which the holding down bolt passes, this would indicate that at some time the engine had moved, possibly through overload. The Engineer reported that he had found no trace of mis-alignment and therefore it is reasonable to assume that at some time a correction must have been made. Both fuel tanks were examined. The starboard tank, as near as could be seen, was in good order but there are traces of erosion. The port tank is in poor condition with the upperside badly eroded due to the ingress of salt and rain water.

Modifications recommended

1. That the port fuel tank be removed.
2. That the existing auxiliary composite unit comprising of a diesel engine, air pump, bilge pump, and generator be scrapped.
3. That all unnecessary electrical fittings and wiring are removed, and the vessel re-wired.
4. That a Lister air cooled diesel driven alternator with an output of 7.5 KW at 230V 50 cycles be installed in a position previously occupied by the port fuel tank. That electrically driven bilge and air pumps are installed to replace those previously fitted to the original auxiliary unit.

- 5. That the battery charger at present ashore in the engineers workshop is installed on board for the purpose of charging batteries to supply the steaming and night lights.

If these proposals are adopted it would allow for greater space in the engine room. The installation of an air cooled diesel auxiliary would obviate the need of water circuits for cooling and the erosive problem of liners previously encountered in this unit would not occur. The smaller electrically driven auxiliaries could be fitted into more convenient positions and would be more adaptable, both units could operate at the same time should the need arise.

Supt. P.E. Dept.

Copied to:- The Harbour Master.

0664/K

Copies to: 0660/L/O
2189

21
95m April, 62.

From: The Colonial Secretary,

To: The Harbour Master,
S.P.E.D. & S.P.W.D.
STANLEY.

n.v. Philomel

The question of repairs, replacement and construction of slipway for Philomel has been widely discussed for sometime and the resulting policy may now be summarised as follows:-

- (a) A slipway is essential and should be constructed as soon as possible.
- (b) Philomel should not be replaced till the slip is complete or nearing completion.
- (c) Meanwhile the vessel should be kept running with as little expense as possible being incurred on her maintenance and repairs.

2. In view of (c) above I am to invite you to submit your recommendations regarding the best means of repairing the hull and engines.

HJB/FH

Reply from S.P.E.D. p 35
Reply from S/W p 36
Reply from H.M. p 37

(Sgd) R.H.D. Gaudes
H.I. Bound.

~~THE~~ COLONIAL SECRETARY

W2/Falkland 8919/1

All communications to be addressed to the Crown Agents, the above reference and the date of this letter being quoted.



THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

4 MILLBANK,

LONDON, S.W.1.

14th February, 1962.

Tele.
Letter

No. 273

Date 12.8.61.

Indent

No. 066+1/K

Date

Sir,

I am directed to append a report in connection with the indent or other communication referred to hereon.

Department:—

I am, Sir,

The Colonial Secretary,
Port Stanley,
Falkland Islands

Your obedient servant,

ITEM No.	SUBJECT	REMARKS
1	Muntz Metal Sheeting for M.V. "Philomel"	<p>14 15 26</p> <p>With reference to your telegram of the 11th August calling for Muntz Metal, price and delivery were advised in the Crown Agents' telegram of the 12th September and you advised in your telegram of the 10th October that no further action was to be taken until further notice.</p> <p>No further communication has been received from you and in the circumstance no further action will be taken until your instructions are received. Should you wish an order to be placed, will you please advise the shipping mark to be used.</p>
		33
		<p>Am. For yr observations pl</p>
		34
		HCS
		<p>In view of page 31 para (c) No further act is required.</p>
		HCS
		Am.

PAL/CAHC

No.

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

MEMORANDUM

2nd. May 1962.

The Hon. The Colonial Secretary,

Stanley

Supt. Power & Electrical Dept.

Stanley, Falkland Islands.

SUBJECT :-

M.V. Philomel

I have the honor to refer to your Memorandum 0664/K. dated the 25th April 1962.

To the best of my knowledge the Philomels main engine is in good order and should give good service with normal maintenance for an indefinite period.

The reduction and reversing gearbox which is an integral of the main diesel propulsion unit is serviceable but its condition is unknown. Should a major fault develop here I doubt whether the cost of repair or replacement would be worthwhile if a replacement Philomel is likely.

The diesel engine which is the prime mover for the pump, air compressor and generator is in poor condition, if it is thought that the vessel will not be replaced then I would advise that this unit ^{is} either replaced or a different arrangement is made regarding maintaining the services it supplies.

I also advise that the vessels wiring is overhauled.

Supt. Power & Electrical Dept.

A
See 1/204/61 fo. 29.

No. _____

MEMORANDUM

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



7th May, 1962.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: The Superintendent of Works.

Stanley, Falkland Islands.

SUBJECT :- Slipway for Philomel.

31

With reference to Memo No. 0664/K 25th April, 1962.

(C) I find it difficult to understand why the Philomel should be kept running with as little expense as possible being incurred on her maintenance and repairs.
If work has to be done on her, then it should be done to the best of our ability and for the safety of the crew.

(A) A slipway is essential, information on site should be complete this month, so with a slip in view why can't we go ahead with (B) and replace the Philomel if she needs replacing.
A new boat would not need to be slipped for 12 to 18 months and in the meantime we could be forging ahead with the slipway.

I inspected the Philomel this morning with Mr. Sollis who reported that water was leaking in through the port bow, when at sea.

As the ship was unloaded and riding high it was impossible to say the extent of leaks.

The only way to have her repaired is to cork her seams working from a dinghy alongside.

My one and only Carpenter & Shipwright Adrian Biggs is at present working at Darwin School and will not be available for another two weeks.

BUF

A. Panton
Supt. of Works.

No.

MEMORANDUM

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

9th May 1962

To The Honourable,
The Colonial Secretary,
Stanley.

From The Collector of Customs & Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

M.V. "Philomel"

31

With reference to para 2 of your Memo No. 0664/K of 25th April 1962. It has now been decided that "Philomel" should be kept running until the slipway is nearing completion before her replacement is due. In my opinion it would be more economical to replace her as soon as possible rather than spend unnecessarily on "Philomel". As you are aware we have been running "Philomel" since July 1961 borrowing spares from P.E.D. and P.W.D., these spares are to be replaced and others will have to be ordered to keep her in commission. At the present time I am faced with further troubles, a serious leak above the water-line on the Port bow has developed. Labour to repair this leak is unobtainable. F.I.C. regret they can not spare any carpenters to renew the caulking and the Government Shipwright is working at the Darwin school for at least another week. From day to day new troubles are presenting themselves and it is difficult to say what is coming next.

As Harbour Master I must ensure that the "Philomel" is kept on top line and above all the safety of life at sea must be my first consideration, economy my second.

For the 1962/63 financial year I estimated for £500 to cover engine spares and £300 to cover maintenance, providing we do not get any major troubles this should cover her for another year.

I understand Supt. of P.E.D. is reporting on the engine problems.

L.J. Ginnison

Collector of Customs & Harbour Master.

38

*broken to 14 ft re A of 35 which is 1 ft in
re water which requires decision now. It will speak
to the Engineer re water again.*

B 16/5/62

BU 23.5.62

0664/K

No. _____
It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

31st May, 1962.

From Collector of Customs & Harbour Master.
Stanley.

To The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT:- M/V "Philomel"

I have the honour to refer to our meeting held in your Office this morning, when the Superintendent of Public Works, Harbour Master Shipwright Biggs, Master and Engineer of Philomel were present.

It was agreed that work of re-caulking the "Philomel" in the area where the leaks occur should be carried out as soon as possible.

Since this meeting, the Supt. Public Works has approached me on the question of paying Biggs overtime to do this work during weekends. As Biggs is on the Personal Emoluments List I understand overtime can only be paid on work carried out in the Camps and not in Stanley.

May I have your guidance on this matter please.

J. Grinson
Harbour Master.

40

But early
~~||~~

H.C.T.
would it be objectionable to allow him as a special case?
31/5/62

41

40

H.M.
Discussed with H.C.T.
principle of overtime but for a big job like this I would consider, as a very special case, approving the payment of a bonus if the work were done out of normal working hours. Please recommend a bonus in consultation with SPW
It is undesirable to accept to
recommen a bonus in
6/6/62

O.A.G.

The leak has been located and the shipwrights
is now repairing the deck above the stem. It does
not appear to be a big job so I don't think
the question of a boom will be necessary.

43
notes with
Hess and
S.

H.G.
7.6.62.

2a

No. M/4.

MEMORANDUM

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

19th September, 19 62.

From The Collector of Customs and Harbour Master.

To His Honour, The Officer Administering The Government. Stanley, Falkland Islands.

Stanley.

SUBJECT :-

M/V "Philomel"

It is disappointing that I have once again to report that the "Philomel" is in trouble and must for safety reasons be withdrawn from service indefinitely.

This morning an inspection of her underwater assembly which supports the rudder was carried out with the aid of a Glass Box. It could be clearly seen that the state of corrosion to the steel fittings has been very rapid indeed, all the bolts have been eaten away to such an extent that both the Port and Starboard cheek plates which fasten on to the rudder skeg have dropped off and all the bolts are either missing or shaped like a pencil at both ends. We are indeed very fortunate that the vessel is in Port, because in this condition she could have lost her rudder etc at sea.

We can make new cheek plates here in the Department, but the question is how are we going to fit them without the services of a Diver.

Only last March the Divers from H.M.S. "Protector" re-newed all the bolts for us before she sailed for the United Kingdom.

[Handwritten signature]

Harbour Master.

See 45
H.M. for further report
21/9/62

By 27.9.62

H.M. 46

Please report present condition on 20/9/62

47

Y.H. We hope to carry out the necessary repairs on the next moon-tide at Sharrow Cove - about the 13th October 1962. At present the main engine is stripped for overhaul.

[Handwritten signature] 1/10/62

BW

48.

Hm.

I understand the operation was unsuccessful.
Can you say what the present plans
are pl.

16/10/62

49.

A.B.S I have spoken with O.A.G on this
subject. The plans are, that, if possible we
will try and get R.W. Ross to do the necessary
repair work using Service Diving, Establishment.
after Ross has finished with the "Malenas".

HJG

50

16.10.62.

Since above, arrangements have been made
for Ross to fix the Cheek and Rudder Shoe
to "Phalmet" after this week-end. Ross'
fee will be £35 out of which he will
engage his own man to take charge while
he is diving.

This amount will be paid from 17. Repair
and Maintenance. May I have H.A.'s
approval to proceed please.

51. HJG

Hm

16-10-62

apnd

16/10/62

52

A.B.S

Seen, thank you.

HJG

17.10.62.

H.B.S.

see above. I have prepared the necessary Indent
to cover the Anodes for Pholmet. Attached
also is a draft letter for Brown Agents together
with their Questionnaire completed.

H.B.S.
H.M.

29.10.62

7th November,

62.

Gentlemen,

6 I have the honour to refer to your letter EM3/M1/Falkland Islands 8843 of the 8th May 1961, regarding the recommendation from Messrs. M.G. Duff and Partners in preventing underwater corrosion of the iron work fittings of the m.v. "Philomel".

2 2. In my letter 0664/K of the 24th March 1961, it was stated that the "Philomel" was copper sheathed, this is not quite correct, she is sheathed with Muntz Metal, which I understand is only 60% copper. This Muntz Metal is insulated down the stern post with strips of lead.

3. As we have ample proof that the marine borer is very active in these waters it is not considered advisable to cut away the present Muntz Metal sheathing, but to fit the G 722 type of Low Potential Anodes as recommended.

I/331/62 4. An Indent has been prepared, together with the completed Questionnaire and sketch of the "Philomel's" hull.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound

for COLONIAL SECRETARY.

Copy to: Harbour Master

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

WG/LH

See 31
2189

M.G. DUFF & PARTNERS LTD.
"Guardion" Cathodic Protection

Information requested from owners. Date

EXTERNAL PROTECTION - WOOD HULLSName of Vessel Philomel Owners Falkland Islands GovernmentAddressForm of Hull (i.e. round bilge or chine etc.) ROUNDLength B.P. 75 feet Beam 19 feet Draught For'd (light) 5 feetDraught Aft (light) 9 feetBlock CoefficientDraught For'd (loaded) 7 ft. 6 ins.Draught Aft (loaded) 8 ft. 9 ins.Bottom Sheathing Material copper (muntz metal)Paint Specification used on bottom Apexior used on iron fittings only.Engines. Make and type Blackstone EPVMG 4 B.H.P. 160Shaft Couplings. Type Solid couplingShafting. Lengths exposed externally NOT Diameter four inches

Material Steel rp.m. 600

Stern Tubes. Material cast steel. Material of bearings Gun metal.Shaft Brackets. Material not fitted. Material of bearings ---Propellers. Number 1 Material bronze. Diameter 39"Other metal fittings below water whether requiring protection or not:

Rudder straps, rudder trunk and stock

Parts requiring protection Ironwork of skeg and rudderNormal period between dockings No docking facilities, repairs carried out on beaches when necessary.On what service employed Coastal service.Is vessel in continuous service throughout the year. NoIf not in continuous service, how and where and for how long usually laidUP Alongside jetty in Stanley Harbour. Normally three months over a period of one year, when not laid up through corrosion troubles.Area of normal use. Falkland Islands only

If area of use is in other than temperate seawater, please give following additional information:

Average water temperatures Winter 40.6 Summer 47.1* Water salinity (if variable state maximum and minimum figures)

or

Water Specific Gravity (if variable state maximum and minimum figures)

1025

If accurate information as to temperature and salinity or Specific Gravity is not available then give a general description of the water in which the vessel operates: Occasionally the vessel visits ports on fresh water Rivers.

* = Only if other than normal seawater.

Profile and section drawings or sketches should be forwarded.

Copied LH

0664/K

57



H.M.S. PROTECTOR,
c/o G.P.O., LONDON



15th January, 1963.

No. 189/NP

THE COLONIAL SECRETARY,
PORT STANLEY.

REPORT ON THE SURVEY OF THE UNDERWATER FITTINGS
OF M.F.V. PHILOMEL

The underwater fittings in way of the propellor and rudder consisting of the rudder pintle, skeg strengthening cheek plates and bolts of M.F.V. PHILOMEL were surveyed by the diving team of H.M.S. PROTECTOR on 31st December, 1962.

2. The diving team had previously fitted new cheek plates in December, 1961. It is understood that these dropped off after approximately six months due to the failure of the securing bolts through corrosion. New cheek plates and bolts were fitted by a local diver in 1962.

3. The surveyed showed:

- (a) The cheek plates of $\frac{3}{8}$ " mild steel and the mild steel fitting carrying the lower rudder pintle were in good condition.
- (b) The cheek plates are through bolted to the dead-wood and skeg by approximately eighteen $\frac{3}{4}$ " Whitworth mild steel bolts. Six of these bolts had been omitted because the holes in the cheek plates and skeg did not line up. The remaining bolts showed signs of severe corrosion even after only six weeks.

4. The diving team fitted five new bolts, two as replacements and three which had previously been omitted, and tightened all the remaining bolts. It is intended to fit the three remaining bolts when the ship returns to Port Stanley at the end of January, 1963.

5. It is relevant that if the cheek plates drop off, the pintle fitting can also drop leaving the rudder with no lower support. Should the M.F.V. encounter heavy weather in this condition there is a good chance of damaging the hull and of the vessel becoming unseaworthy.

6. The severe corrosion is most likely to be caused by the combination of mild steel fittings in contact with the non-ferrous materials in the vicinity all immersed in sea water, thereby setting up a cell. The non-ferrous metals are the copper sheathing of the bottom and a manganese bronze propellor.

7. In light of the severe corrosion on the securing bolts that has taken place in the last six weeks it is suggested that:-

either All the mild steel bolts are replaced in H.T. Brass, and the cheek plates are replaced in a bronze alloy (the best solution, but rather expensive)

or Zinc corrosion pieces are fitted (much cheaper, but they might require replacement after only 6 months)

(R.H. GRAHAM)
CAPTAIN

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			24.1.63
To				
etat CO PROTECTOR (Conf. copy 'phoned R/T Office 2.30 pm 23rd)				HOA/c

Would be most grateful if you could spare services of diving party
tomorrow to fit six brass bolts to Philomels rudder skeg

Colonial Secretary

Time HLB/LH

DECODE.

TELEGRAM.

From Diving Officer, H.M.S. Protector.

To Colonial Secretary, Stanley.

Despatched : 23rd January, 1963. Time :

Received : 23rd January, 1963. Time :

'Phoned from R/T Office 3.40 p.m. 23rd.

Regret unable to provide diving team until a.m. Friday.

Diving Officer

P/L : LH

Harbour Master informed

(Intld.) HLB

60
GOVERNMENT TELEGRAPH SERVICEFALKLAND ISLANDSSENT

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			24.1.63
To	etat CG PROTECTOR (Conf. copy 'phoned R/T Office 3.45 23rd)			HOA/c

Following for Diving Officer begins many thanks ends

Colonial Secretary

Time HLB/LH

DECODE.

TELEGRAM.

No. 2.

From Commanding Officer, H.M.S. Protector.

To Colonial Secretary, Falkland Islands.

Despatched : 8th March, 1963. *Time* 1114
Received : 8th March, 1963. *Time* 1500

Grateful for information whether Philomel requires assistance of diving team.

2. Convenient dates 12th or 14th March.

Commanding Officer

Reply 65

P/L : LH

Hm. 62
 Pl advise
 P/L
 8.363

63

H.G.S.

The services of the Shubringho office
and his team would be appreciated
to inspect Philomels, unobstructed
fittings and to see to what extent
the recent cathodic protection anodes
have reduced galvanic action.
One or two bolts may have to
be re-nursed.

64

Services of team of insulators

4/3/63

etc would be appreciated

4/3/63

9/3/63

8/3/63

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

65

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			9.3.63
To	etat CO PROTECTOR			HOA/c

61 Yourtel 8th March would very much appreciate examination Philomel by divers on 12th

Colonial Secretary

bb

Am
to see pl. *John*

Time HLB/LH

9.3.63

11.6.1.

Seen, thank you.

hfg.

11.3.63.

or

Pa.

How C.S.

I discussed the "Pinecone" repair job with Bob Ross + the master.

From the information available, Ross estimates that the work wd. cost £10 to £15 + I agreed that we could accept his assessment. He will also closely examine the under water area + report if any further repairs or replacements are necessary.

During the discussion Ross mentioned the difficulty he encountered the last time he was "down": Apparently the sea bed where he is required to work is covered with such things as old lavatory basins, cisterns, radiators, etc, which have been dumped over the end of the jetty. Apart from making the task difficult there is the added risk that damage could easily result to the diving equipment. Perhaps SWS could be asked to take action to prevent the dumping of rubbish in this area.

30.7.63

Water

69
FIC would charge separately for the hire of equipment.

A.P.W. spoken ~~to~~ to today. He has
no knowledge of dumping, covering his term
but will investigate.

L.G.

31.7.63



0664/K.

No. _____

MEMORANDUM

31st July 1963

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

The Ho. The Actg. Colonial Secretary,
Secretariat,
STANLEY.

Actg. Collector of Customs.

Stanley, Falkland Islands.

SUBJECT :- M.V. Philomel.

I have the honour to ask permission to spend the major part of the funds allocated to Head V. Customs & Harbour. Sub-head. 17. Repairs & Maintenance M.V. Philomel., for the purpose of curing permanently the under water erosion which constantly affects the vessel's metal cheeks and rudder shoe.

It is proposed to replace the cheeks and shoe with similar fittings made of brasses and gunmetal, these metals being non-ferrous no galvanic action can take place and consequently no erosion will occur.

The metals needed are available locally and are estimated to cost one hundred and fifty pounds, approximately five hundred pounds of metal being required. Sundry other items and labour to shape the metal is estimated at seventy five pounds, making a total of two hundred and twenty five pounds to effect the modification. Mr D.J. Sollis, Master of M.V. Philomel is in strong favour of this work being carried out and believes that economies may be made on other maintenance work on the vessel whereby no further funds under this sub-head will be required during the current financial year.

Your permission is accordingly asked for to purchase the metals locally in order that the work may proceed. Mr T. Thorsen of Albion Star, has undertaken to carry out the the necessary welding operation of the parts and it is hoped that we would have the fittings made up in time to be fitted by divers from H.M.S. Protector when she arrives at the beginning of the season.

Actg. Collector of Customs.

J. H.

72

Estimates for the proposed replacement of Philomel are in the region of £70,000.

If we can get a better service (and a few more year service) by adopting the above I think we should do so. However,

Kiv 70

As the result future is now a matter
of cement policy would you agree to the
expenditures recommended. I feel it would
be correct to do so.

73

L.G.

2.8.63

✓ agree.

74

PM 2/8/63

Please advise Ag C. & C accordingly

75

Ag. C. & C.

Accordingly pl.

3.8.63

H.C.S.

76

Noted thank you.

6/8/63

20 12 63
BU ~~5.11.63~~

return of
M.G.

77

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			18.11.63
To				
etat COMMANDING OFFICER HMS PROTECTOR				HOA/c

Most grateful if you could spare diving team to fit new bronze shoe to Philomel during your visit next week

Colonial Secretary

Reply at 78.

Copy to Master "Philomel"

HLB/LH

RU 24.11.63

DECODE.

13

TELEGRAM.

No. 2.

From Commanding Officer, H.M.S. Protector.

To Colonial Secretary, Stanley.

Despatched : 19th November, 19 63. *Time* : 10.42

Received : 22nd November, 19 63. *Time* :

Diving team will certainly assist detailed arrangements on arrival.

Commanding Officer

P/L : LH
(Intld.) HLB

Copy to Master "Philomel"

By ~~28.11.63~~
21.12.63