

SECRETARIAT

0664 / 0

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4
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0

(Formerly)

M.V. PHILOMEL.

SURVEY.

CONNECTED FILES.

NUMBER

H. C. S.

5849
3.
Please see the attached report on the condition of the 'Philomel'. I called an informal meeting of Executive Council yesterday evening to consider the problem. There are three possibilities:

1. To attempt to make the repairs locally
2. To arrange for the 'Philomel' to be towed to Punta Arenas by the 'Darwin' in early September for repairs there
3. To purchase a new ship in the United Kingdom to replace 'Philomel'

2. 1. would involve the construction of a cradle here to hold the ship, and it would have to be pulled from the water. The only place where this could readily be done would be on the West Jetty, and it is very doubtful whether there is sufficient depth of water there to sink the cradle below the 'Philomel' and get her out clear of the water. We thought that the whole thing would be a very hazardous and doubtful operation, and in any case, it would take some considerable time to build the cradle, and we have no suitable wood in the Colony to make the repairs which we think may well be necessary. This leaves 2. and 3. Vessels from the Falkland Islands have previously been satisfactorily repaired at Punta Arenas, and the 'Philomel' has been there before. We are not sure what arrangements can be made there for a proper survey, but Mr. Barton is at this very moment enquiring into this in conjunction with a vessel that has been offered for sale. He will be able to give you the latest information. The question also arises as to the supervision of the work at Punta, and this also would have to be decided. Again, I think this is a matter on which Mr. Barton's advice would be most helpful while I am away. I do not know when Mr. Solis's leave ends, but it would have been a good thing if he too could have been at Punta Arenas while the repairs are being made.

3. We also considered whether it would be best to buy a similar vessel to the 'Philomel' in England, and have her sailed out here. Mr. Monk has been investigating this possibility for Pebble, and has seen advertisements of M.F.V.'s varying in price in the United Kingdom between £4,500 and £2,500. The trouble is, that these vessels would certainly be of the same age as the 'Philomel', and might not be in very much better condition. Apart from the purchase price, there would be considerable expense in hiring officers and crew to sail her out to the Falklands. Mr. Yorath of the Company, has been investigating the possibilities on behalf of Pebble, and I shall see him in the United Kingdom to glean what information I can, but with these three possibilities in mind, 2 seems to be the answer which will be the cheapest and most satisfactory.

4. You are aware of the considerable trouble we have had with galvanic action with the 'Philomel', and the question arises whether we should take this opportunity of trying to do something more satisfactory about it. This might mean replacing the present iron shoe with one made of phosphor bronze, and also replacing the iron straps on the rudder with straps made of phosphor bronze. Whether it is possible to have this work done at Punta, I do not know, but it is a thing that should be considered.

5. We have £16,000 at present in the 'Philomel' repairs and replacement fund, and I think this money could be used for the work at Punta.

6. There is the question of whether we need a ship like the 'Philomel' at all. Members of Executive Council are in no doubt whatever about this, and consider that the 'Philomel', or another ship of the same size, is essential for service in these waters.

1st July 1961

JA

2.

I spoke to H. R. He would like me to meet
the Board & I shall like to get a more thorough knowledge
of its implications. He will arrange a meeting.

Can be held for Monday

5/7/61

File 10:761

No. _____

MEMORANDUM.

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

30th June, 19 61

To: His Excellency The Governor,

Stanley,

From: Board of Survey, MFV Philomel.

Stanley, Falkland Islands.

SUBJECT:- Survey on M.F.V. Philomel.

We the undersigned visited Sparrow Cove on the night of June 29th - 30th for the above Survey. The following is recommended to Government:-

1. The Stern Tube was found to be one quarter of an inch slack and we recommend its withdrawal for further examination before refitting.
2. Stern Transome found to be rotten and must be renewed.
3. We suggest the vessel should be dry docked at the first available opportunity and a 100% Survey carried out on the whole vessel.
4. We decided on the spot to advise the Harbour Master to Plug, Float and tow vessel to Government Jetty.

Remarks.

Every assistance was given to us by the Harbour Master and crew of the Philomel which was much appreciated.

[Signature]..... Supt of Works,
Public Works Dept.

[Signature]..... Works Manager,
Falkland Islands
Company.

[Signature]..... Shipwright.

DECODE.

TELEGRAM.

585
586
4

From ARRONSKILL, "DARNED"

To OFFICER ADMINISTERING THE GOVERNMENT

Despatched : 6th July, 19 61 Time :

Received : 19 Time :

Board of Survey and Harbour Master consider advisable dry dock Philomel Montevideo. I think this should at least be considered with other possibilities. Would be grateful if Embassy could advise especially as to most suitable yard for 75' Government MPV.

Officer Administering the Government

Reply at-5

P/L

RHDM/MJ

DECODE.

No. 16.

TELEGRAM.

H#
586
5.

From Henderson Ambassador, Montevideo.

To PRIORITY Officer Administering the Government, Falklands.

Despatched : 11th July, 19 61. *Time* : 1257
Received : 12th July, 19 61. *Time* : 1000

586
4

Your telegram to Arrowsmith dated July 6th.

1. Recommend Montevideo Gas and Dry Dock Company who can accept Philomel for inspection and repair on slipway at Cerro.
2. They would like to have in advance Philomel's dimensions date of arrival here and some idea of work needed.

Henderson

P/L : LH

Copy to: Harbour Master

~~526~~ 6.

Discussed further with H.P.

1. To discuss with Captain White on Monday
2. To await report of messengers after 10 pm.
3. Possibly to consult Council Parity Bureau
or who perhaps to make video grant when we
know exactly what is to be done.

When we have thought impossible to call here to make
a final decision

or
12/7/61

Bill 18.7.6

17th July 1961

Sir,

M/V "Philomel"

There is a possibility that we may wish to send the M/V "Philomel" to Montevideo for a refit under her own steam. It is suggested that she should leave Stanley 36 hrs. before the "Darwin" leaves on Voyage E.15 to Montevideo, and should be in wireless communication with her during the voyage.

The "Philomel" has no Navigating Officer, and I should be extremely grateful if the Company could spare the services of one of their Navigating Officers for the voyage.

I am, Sir,
Your obedient servant,

signed R.H.D. Manders

Officer Administering the
Government

Reply at 19.

The Manager,
The Falkland Islands Company Limited,
Stanley.

MEMORANDUM

TO: To all members of Legislative Council .
To all members of Executive Council.

FROM: Officer Administering
The Government

M/V "PHILOMEL"

The following is the present position. As is already known, a Board of Survey, consisting of the Superintendent of Public Works, the Works Manager, Falkland Islands Company Limited, and Mr. Hannaford, Shipwright, surveyed the vessel and found the following defects; the stern tube was 1/4" slack, the stern transom was rotten. It is advised that the vessel should be dry-docked at the first available opportunity, and a 100% survey carried out on the whole vessel. Before this had happened, it was also realised that the "Philomel" was due for a refit, the copper sheathing was due for renewal, and the rudder skeg and its attachments had to be replaced by one made of a non-ferreous metal which would prevent galvanic action.

The "Philomel" is to be slipped again at the next full moon on the 25th July, and a further report will be made. Subject to the further information obtained, it is considered possible that the stern tube may be repaired sufficiently to enable the "Philomel" to proceed to a South American port under her own steam, but escorted.

We are advised that it would be best to send her to Montevideo rather than Punta Arenas for the following reasons:

- 1) There is a permanent Lloyds Surveyor at Montevideo, whereas there is no resident Lloyds Surveyor at Punta Arenas. There is an Officer there who is appointed by Lloyds to do surveys from time to time.
- 2) The climate at Montevideo is more suitable for work on a ship
- 3) In general, there are more facilities at Montevideo.

As regards cost, the cost of labour at Montevideo is said to be high, but we have not much knowledge of what the cost of labour is at Punta Arenas. The docking charges at Punta Arenas are said to be very high, whereas in Montevideo they are extremely low. It would appear that in general there is a better chance of a thorough job being done on the "Philomel" at Montevideo than at Punta Arenas.

The arrangement which we at present have in mind are as follows:

- a) To ask the Falkland Islands Company if

they can kindly allow us to have the services of a Navigating Officer for the voyage to Montevideo

- b) For the "Philomel" to proceed to Montevideo under escort of the "Darwin", which is scheduled to sail on August 21st. The suggestion is that the "Philomel" should sail 36 hrs before the "Darwin", and keep in radio contact with her throughout the voyage. It will probably be necessary to strengthen the crew of the "Philomel" for the voyage to enable watches to be kept.

Advice has been sought from the Ambassador at Montevideo, who has recommended the Montevideo Gas and Dry-Dock Company, who would accept the "Philomel" for inspection and repair on the slipway at Cerro. We are communicating with the Crown Agents for the Colonies by the next mail, asking if they can arrange for the services of the Lloyds Surveyor at Montevideo to be made available for us to make a survey of the hull and engines, and to let us know the cost of making the "Philomel" thoroughly seaworthy again, with his advice as to whether it is worthwhile. We are also asking whether he would be able to supervise the carrying out of the repairs already needed and any others that may be found to be necessary.

It has been suggested that we should also take this opportunity to have the "Philomel" registered. It is thought that the name "Philomel" may not be available, but it would probably be possible to register her as "Philomel II". A final decision will have to be made after the 25th, by which time it is probable more information will be available.

J. H. [Signature]
Officer Administering the
Government

17th July 1961

06/11/61 #10
The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley,

19th July, 1961

His Honour the Officer Administering the Government,
Stanley.

Sir,

m.v. "Philomel".

4110 7 I have received your letter of the 17th inst. and understand that you have already spoken to Captain White on the matter of releasing one of his Navigating Officers to take "Philomel" to Montevideo in August.

You mention wireless communication between the two vessels on the voyage and I certainly agree that this would be preferable to radio-telephony in view of the interference which is frequently encountered between Stanley and Montevideo.

The temporary loan of an officer, and the terms of same can be discussed when Captain White returns to Stanley, and provided he has no objection to the transfer the Company will not raise any.

I am, Sir,

Your obedient servant,

A. R. Denton

Manager,

Reply at 24

23rd July,

61.

Gentlemen,

m.v. 'Philomel'

4 in 0664/L

The above vessel is referred to in your letter S6/INS/Falkland Islands/22. A further reply is being sent to this letter. In the meanwhile it has been found necessary to send the 'Philomel' to a South American port for a survey. It has been reported that her stern tube is a $\frac{1}{4}$ " slack, that her stern transom is rotten and must be renewed, and apart from that, her hull and engines are due for a survey, and her Muntz Metal sheathing has to be replaced, also the rudder skeg and its attachments have to be replaced by one of non-ferrous metal to prevent galvanic action. It is suggested that she might be sent to the Montevideo Gas and Drydock Company.

2. I am informed that there is a Lloyds surveyor at Montevideo, but that we cannot avail ourselves of his services without permission being obtained from Lloyds. It is, therefore, requested that you should make arrangements with Lloyds, if possible, to enable us to make use of the services of this Officer. A survey of the hull and engines of the 'Philomel' is required, and it is also suggested that the Lloyds surveyor might be able to supervise the work. I am informed that in the case of the Falkland Islands Trading Company's vessel, R.M.S. 'Darwin', the surveyor gives a certificate that all the work has been carried out to his satisfaction, but that the position might be slightly different in our case, in that the 'Philomel' is only insured against total loss. I should, however, be very grateful if you could ascertain whether the Lloyds surveyor would be able to perform this service for us.

3. According to our present plans, the 'Philomel' should arrive at Montevideo about August 25th, and it is requested, therefore, that a reply by telegram be sent.

4. The arrangements detailed above are subject to confirmation.

I am,
Gentlemen,
Your obedient servant,

[Signature]
for COLONIAL SECRETARY

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

58912

0664/V

24th July,

61.

Sir,

n.v. 'Philomel'

5865

I refer to your unnumbered telegram of the 11th July, 1961, regarding the Government owned n.v. 'Philomel', and have the honour to inform you that at present it is Government's intention to send the 'Philomel' to Montevideo under escort. It is expected that 'Philomel' will arrive at Montevideo on or about August 25th.

2. Arrangements are being made with Lloyds for their surveyor in Montevideo to carry out a complete survey of hull and engine.

3. The leading dimensions of the n.v. 'Philomel' are as follows:-

Length over all	75' 7"
" L.W.L.	71' 5 1/2"
Beam to outside of ordinary planks	19' 4"
Depth U.S.K. to top of beam at side	10' 11"

4. The following is a brief outline of work that may be required pending the Lloyds surveyor's report:-

- i. Stern tube slack and dead wood may need repairs or renewing;
- ii. Stern transom rotten and to be renewed;
- iii. Hull, Muntz Metal sheathing to be renewed;
- iv. Rudder stock, rudder arm, rudder tube and bearings, rudder skeg and bearing are all made of steel and iron, the propeller bronze, and as the vessel is Muntz Metal sheathed we have had endless trouble with action between the non-ferric metals and the ferric. It is proposed that all the steel and iron work be completely removed and replaced by bronze. This, it is considered, will end our troubles with galvanic action;
- v. Any other work which is deemed necessary by the Lloyds surveyor.

5. The arrangements detailed above are subject to confirmation.

I am, Sir,
Your obedient servant,

(Sd) R.H.D. Sanders.

02.

OFFICER ADMINISTERING THE GOVERNMENT

M. Ambassador,
Montevideo,
URUGUAY.
WJG/FH

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 26.7.61 Time: Received: Time:

No. 89. Following for Governor. Final decision regarding Philomel would be helped if information could be obtained as to possibilities of replacement with cost. Suggested that Turnbull and/or Johnson might advise. M.F.V. said to be not ideal as cargo too far forward. Vessel of about 90 feet preferable to Philomel's 75 feet.

Officer Administering the Government.

Reply at 20.

G.T.C.

RHDM/LH

Copy to: Harbour Master.

584

DEAN BROTHERS X



PEBBLE ISLAND,

FALKLAND ISLANDS.

16th July 1961

His Honour the Officer Administering the Government,
D.B.Wanders Esq.,
Stanley.

Dear Sir.

With reference a letter dated 5th July, 0747/111, from the Colonial Treasurer, concerning an Ordinance further to Amend the Income-Tax Ordinance. That is to increase to 90 days the period in which a Taxpayer has to pay his Tax, from date of assessment. With regard to the 3rd paragraph of this letter; I agree with the Bill and also that it should be considered by a meeting of the Stanley un-official Members and the Official members.

With regard
W.V.Philomel; H.F. wrote to me just before his departure and enclosed a copy of the Executive Councils Minute to you about her. The idea to send her to the Coast seems the most feasible to me, I hope however you will consider the following points before actually doing that. 1/ It is important to know exactly how extensive the rot is and also if it is anywhere else. You can determine this quite easily by boring and, a general examination of the whole Hull. You must do this in my opinion before sending her as only by this means will you know what to have done and for how much. 2/ This refit will be costly, how long will the present machinery last?. If its useful life is nearly over you should have her re-engined also. This might well mean waiting some time before having the Job done. 3/ The Deck-Housing needs some considerable repair, this also should be done. Obviously it would be no use doing this if the Engine is nearly worn out and was not renewed also. 4/ You should have the proper Equipment fitted to counteract the Electrolysis problem; W.Grierson has full details.

You might well find if the Rot is Extensive, the Engine is nearly worn out, the deck-housing is need of much repair, etc etc that with towing and other charges, a vessel from U.K. might be cheaper.

549
0747/111
Extracted
to
0747/111
1.550.

X/

While it is quite true that another M.F.V. from U.K. would be the same age as Philomel, it is also very probable that it has been much better maintained, annual dockings etc.

I think all the Pros and Cons should be very carefully considered, You should not be Stampeded into sending it to the Coast this September just because Darwin happens to be going then, if by so doing you would be only half doing the job. By that I mean , say not putting a new Engine in if it is needed, or, not attending to the Corrosion problem, or, by not ascertaining fully the state of the entire Hull. While it is very convenient the Darwin is going then if you can take advantage of it, it wont be the last time she will go, nor is she the only Ship which could tow it over.

I hope you will not mind me stating these opinions.

Yours sincerely

(A.B. Monk)

H. N.

20 16.

Please consider especially X.

I think we all agree on the importance of having all the information we can before we decide to send her. Please handle after consideration

on

24/7/61.

Ac'd
all
24/7/61.

Discovered - BU 2576
26/7/61

BU 31.7.61

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 31.7.61 Time: 1000 Received: Time:

No. 91. Following for Governor.

Philomel examined in favourable conditions noon Saturday.
Previous report that wood was rotten was mistaken. Refit anyhow
due soon but meanwhile Philomel can probably be commissioned.

Officer Administering the Government.

G.T.C.

RHDM/LH

GOVERNMENT TELEGRAPH SERVICE

18

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	Psy			1.8.61
To				
etat PRODROME MONTEVIDEO				HOA/c

m.v. Philomel stop Please defer action on myletter 0664/V of the 24th July

Officer Administering the Government

Time DRM/LH

19

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			1.8.61
To				
etat CROWN LONDON				HOA/c

No. 258. m.v. Philomel stop Please defer action on my letter 0664/V
of 23rd July

Secretary

Time DRM/LH

BU for SFC 2.8.61

DECODE.

No. 13.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 31.7.61 Time : 1725 Received : 1.8.61 Time : 1045

13

No. 69. Following from Governor. Your telegram No. 89.

Replacement Philonal probably obtainable at cost between 23,000 and 24,000 but would not be copper sheathed. I am enquiring whether any suitable 90 foot boats available.

gm

Secretary of State

G.P.O. : LH

Copy to: Harbour Master

*Memo for
Harbour Master*

0664/6.

21

No. _____

MEMORANDUM.

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



1st August 19 61

To:- The Hon. The Colonial Secretary,

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

Secretariat,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

M.V.Philomel

I have the honour to submit the following for your information:- "Report on Condition of Main Engine and Auxiliary Machinery M/V Philomel".

1. Installation. Holding down bolts : Quite firm.
2. Camshaft and Valve Gear : In good order
3. Governor assembly } : Serviceable but needs re-newing
- Speed control assembly }
4. Exhaust system : Good order.
5. Water circulation & Bilge pump : Still working but needs re-newing.
6. Lubricating system : In good order.
7. Running and reversing gear (Hydraulic) : This has not operated for several years, and is now operated by hand.
8. Cylinder Liners & Pistons : All within Makers limits.
9. Combustion chamber : Quite good except valve seats pitted
10. Large end and small end : In good order.
11. Crankshaft : Lister-Blackstone give a Crankshaft float of .030" to .040" Maximum. "Philomel" .050" this is due to wear in the thrust bearing (flywheel end) and needs re-newing. Apart from a broken "Barring bobbin" the crankshaft is in quite good order.
12. The ship badly needs a complete re-wire all the electrical apparatus is constantly wet by salt water due to leaking decks. The Auxiliary engine and generating set is in a bad way also due to leaking decks. This is all in one unit comprising of Engine, Compressor, Generator, Water Pump emergency cooling and bilge pump. The main sea cocks will not close completely and will need re-newing, all copper piping is very hard and brittle and should be renewed or annealed.

The Engineer is quite content with main engine but agrees that a new auxiliary unit will be needed shortly. I also suggest that Messrs Blackstone be approached regarding time limits for ordering spare parts for this type of engine. If at any time Council decided to purchase a new main engine this could be installed by removing bulkhead between hold and engineroom

A. J. Blythe

Ag. Supt.P.E.Dept.

DECODE.

TELEGRAM.

No. 56.

From Crown Agents, London.

To Colonial Secretary, Stanley.

Despatched : 3rd August, 19 61. Time : 1718

Received : 4th August, 19 61. Time : 1005

// Your letter 0664/7 July 25rd. This encl apply to
Lloyds surveyor Montevideo direct re survey and supervision
work Lloyds permission not required as no claim involved
and fees your responsibility. If voyage to Montevideo
under own power underwriters will require additional
premium one percent and Lloyds agents certificate of
seaworthiness before commencement.

Crown

F/L : IM

Copy to: Harbour Master

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 11.8.61 Time: 1500 Received: Time:

No. 104. Following for Governor.

Philomel now being commissioned temporarily. Indications are that she is sound and will give us many years service but cost of refit likely to exceed £10,000 would not consider replacing her with vessel of similar age but argument has been adduced that if we have to spend nearly £20,000 it would be better value to spend £40,000 on a new vessel. Final decision can await your return but any information on possibility of suitable replacement would be welcome. Suggested that Admiralty might help since in both wars we have had to provide patrol boat and presumably would do so in a future war. Possibility of Admiralty helping by providing floating dock also suggested.

Officer Administering the Government

G.T.C. : RHDM/LH

Copy to: Harbour Master

12th August,

61.

Sir,

10 I have to refer to your letter of the 19th July, 1961, regarding the "Philomel" and to inform you that the vessel will not now be proceeding at the time originally thought but she may be going later.

2. I am exceedingly grateful for your co-operation in the matter.

I am,

Sir,

Your obedient servant,

(Sd.) E.A. Morrison

For Officer Administering the Government

Copy to: Harbour Master

The Manager,
Falkland Islands Company Ltd.,
STANLEY.

25

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

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

Number	Office of Origin	Words	Handed In at	Date
	Psy			12.8.61
To				
	etat PRODROME MONTEVIDEO			HOA/c

12 Myletter of 24th July stop Philomel will not now be proceeding
Montevideo August

Officer Administering the Government

Copy to: Harbour Master

Time DRM/LH

No. _____

MEMORANDUM

26

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

8th August 1961

The Honourable,

From The Harbour Master.

The Colonial Secretary,

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

M.V. "Philomel"

27-29 I have the honour to forward herewith a report on the work carried out on the M.V. "Philomel", also a general report submitted by Mr. R.F. Hannaford who carried out the necessary repairs at Sparrow Cove.

The Handbook on Kelvin Diesel Engines is attached to prove his point regarding the prevention of galvanic action. See page 1024 under Equipment.

Will you please return the Kelvin Handbook to me.

L. Johnson

Harbour Master.

*File this pl
also a copy of
the report submitted
to Council*

58. Davis St.,
Stamley.
August 7th 61

27

Dear Sir

While working on the "Philomel" when she was beached at Sparrow Cove last. I saw the awful effect of Galvanic Action on her.

As the vessel is completely sheathed to the waterline with Muntz Metal and has a Bronze Propeller and several other bronze fittings on a Steel Stern Tube and Steel Propeller Shaft, with a Rudder Bar, Rudder Straps and Shoe all of Steel, it is no wonder that Galvanic Action has shown within 4½ months from the time some of the steel pieces were fitted new. All this is just asking for trouble.

I now suggest to you a method of overcoming this trouble.

The method being that the Stern Tube be changed from Steel to Brass with a Bronze Propeller Shaft and all other outer fittings of Bronze. That the Steel Rudder Bar be changed to Bronze with Straps of the same metal. The Shoe and Cheeks also to be made of Bronze.

I base my ideas on this matter from the example shown by the L.T. Co.'s Lug "Clio". She has been in service for almost 21 years, she is sheathed with Muntz Metal and has her Stern Tube, Propeller Shaft, Rudder Straps etc. in the metals I suggest for the "Philomel". Also the "Clio's" wooden engine beds are fastened through the hull with ½" Copper Bolts.

Please find enclosed a small booklet dealing with Kelvin Engines and equipment. The engine installed in the "Clio" is the K.R. 4. 88 H.P.

Hoping all this is perhaps of assistance.

Yours faithfully

R. F. Hannaford

Report on Work undertaken on "Philomel"
Beached at Sparrow Cove

28

July 28th - July 31st 61

Arriving at Sparrow Cove at 10 p.m. Friday 28th

Work was started on extracting the Stern Tube at 10-30 p.m. The Stern Tube was so slack in the Deadwood Bore that it was only necessary to push it aboard approx 1' with the aid of a screw jack, from there members of the crew pulled it out with the aid of a rope. As nothing further could be done until the Deadwood Bore was inspected in Daylight, new Galv. Coach Screws were fitted to the Rudder Locket Hinge. I suggest these be changed for Brass Coach Screws at the earliest opportunity as their life will not be long due to Galvanic Action. Coach Screw size 5" x 1/2" The Deadwood bore was plugged and work ceased at 1-45 A.M.

Saturday 29th

On the low morning tide the Deadwood Bore and Loanson Frame were examined. The Loanson Frame pronounced as rotten in an earlier night-time torch light survey was found to be sound though slightly waney on the outer surface.

On the low evening tide suitable segments were fitted to the deadwood bore to centralize and make the stern tube a good fit.

The stern tube was then entered into the bore and slowly pushed into place with a screw jack, the whole operation taking from 10 p.m. to 6 A.M. just beating the rising tide.

Sunday 30th

29

At low morning tide the Stern Tube was caulked around with Oakum to make it watertight, then $\frac{3}{8}$ " holes were bored at intervals around the tube and a mixture of Red Lead, Putty, and Linseed Oil was pumped into the space between the bore and the tube to complete the bedding in and waterproofing of that part of the vessel. Slightly more than $\frac{1}{2}$ gallon of the mixture was used. The $\frac{3}{8}$ " holes were then caulked tight and the bronze plate replaced on the sternpost, and the tube was plugged as the tide was rising.

At 10 p.m. on the low evening tide, the lead sheathing removed to inspect the Transom Frame, was replaced with new lead. The Propeller Shaft was then fitted with the Propeller and assembly.

Work finished 6 A.M. just as the tide was getting uncomfortably high.

R. F. Hannaford

7/8/61

ACS

30

~~World~~ (in consultation with H.V. we
 have 1 month before C.A.A. of
 our requirements of MUNTZ metal
 & long to arrange ~~but if~~ to have it
 delivered & flown to Monte (or perhaps
 Punta) immediately on receipt of a
 telegram confirming the order.

Done

10/12/64

Done 148 Ambassador but this is not
 going here in the Pacific.

Done

but taking into the ^{physical} ~~financial~~ will be
 was to be proceeding at the time
 on property purchase & all the
 I am exceedingly grateful for the
 cooperation in the matter.

John,

MEMORANDUM

TO: All Members of Executive Council. FROM: Officer Administering
All Members of Legislative Council. the Government

M/V "PHILOMEL"

Honourable Members will wish to know the position about the "Philomel". I would summarize it as follows:

1. In the absence of docking facilities in the Falkland Islands, and especially as the bottom is copper-sheathed, it is impossible to say for certain what is the state of "Philomel".
2. The survey made at night had reported the stern transom to be rotten, but the later survey by day showed that this was not so. As far as we know there is no reason to believe that her hull is not sound. As far as we know, she should be able to give us many more years of useful service. But point 1 must be borne in mind.
3. Her copper sheathing is due to be replaced.
4. The galvanic action which has caused so much trouble must be prevented as soon as possible. This necessitates replacing all iron fittings with non-ferrous metals.
5. There is rotten wood in the wheel house which has to be replaced.
6. The deck house has to be removed and re-fixed.
7. Extensive replacements are needed for the engines.
8. Our type of engine is no longer manufactured, so that spare parts are expensive.
9. "Philomel" can, however, be made seaworthy by about the 21st August, and again put in commission until a decision is reached and arrangements made.

2. Further information is being obtained on various points, but at present the following provisional ideas are put forward:

- a) "Philomel" should proceed to Montevideo or Punta Arenas and be docked and surveyed, and an estimate made to repair her.
- b) A final decision will have to be made after the report is received.
- c) If it is decided it is not worth repairing her, an attempt will have to be made to sell her.
- d) If she is to be repaired, the replacements for the engine will be ordered.
- e) Delivery may take about a year, but the parts can be installed at Stanley.

See 37.

3. As regards the question of whether it should be Punta Arenas or Montevideo, a decision could be taken after R. S. "Darwin's" visit to the former, as Captain White has very kindly promised to report on facilities there.

4. The next question to be considered is whether instead of spending large sums on replacing parts of our engine, we should buy a new engine. Information as to the cost of the parts required is awaited.

5. It would be convenient if - assuming that a new engine were to be installed - this could be done when she is in dock and the deck house is removed, but the great disadvantage is that the engine would take at least a year to deliver, and it is inadvisable to postpone the refit longer than necessary. It would appear better to get the required parts now, and decide whether to replace the engine or not in good time before the next refit is due.

6. Finally, the question arises as to whether considering that the refit and the replacement of the parts for the engine is likely to cost over £10,000, and that we cannot be sure that the survey will not reveal a more serious state of affairs than is now contemplated, it is worth the expense of sending her to South America, and whether we should not buy a new ship. The possibilities and cost of obtaining a suitable vessel are being investigated.

7. That appears to be all that can be said at present. When we hear about the parts for the engine, and when H.E. the Governor has returned, a final decision can be reached.

[Handwritten signature]

Officer Administering the
Government

11th August 1961

Bu 22.8.61

Bu 49.61

EXTRACT FROM LETTER FROM HON. G.C.R. BONNER, J.P. OF 31ST JULY, 1961.
(Original filed in: 1185/A)

31.

Memorandum on M/V Philomel, dated 17th July, 1961.

I have read this memorandum with interest and am glad that it has been decided to send the vessel to M/Video for a complete overhaul and refit. This is long overdue and should not be delayed. The arrangement suggested seems adequate and reasonable and am sure that the FICO will give every assistance. I think the choice of M/Video wise despite the cost. This job is bound to be costly wherever and whenever it is done and no expense should be spared to ensure that the Philomel is returned to us in good, seaworthy condition.

I note, however, that the M/Video Gas and Dry Dock Co. are suggested as being possibilities for undertaking this work. When discussing this question with Capt. White the Master of the Darwin, he maintained that this Company was easily the most expensive in M/Video and that he was sure that there were smaller yards in the port which would be fully capable of undertaking the work we require and doing it well, at a more reasonable cost.

I would suggest therefore that full inquiries are made as to whether the M/Video Gas & Dry Dock Co. are the only firm capable of doing this work. The advice of Maclean & Stapledon might be sought and the Embassy might be asked to make further inquiries. Perhaps Capt. White could be asked to make some representations on our behalf.

Since writing the above I have had your information that the vessel's condition is not as serious as was feared and that adequate repairs can be effected locally. However, I think that the overhaul plan should be carried out and the sooner the vessel is properly refitted the better. Therefore my remarks regarding finding the best people for the job still apply. I do not wish the impression to be given that I want a cheap job doing on the ship but would like to feel that every effort is made to obtain the best people for the job at the best price.

Regarding the registration, I suppose this would be a good idea, provided that there is not much extra cost involved. I am not really very aware of the advantages of the ship being registered or not we seem to have managed quite well for fifteen years without it but if it is an advantage and not too costly it might be as well to proceed with it. As regards the name - I know there is an H.M.S. Philomel in the New Zealand Navy, but do not know whether names of naval ships have any bearing on civilian registrations.

Lastly, I have been wondering if there is any case for having this repair and refit paid by C.D. & W. funds? I would have thought that the Philomel played a large part in the welfare of the Colony in her role of mail-carrier and hospital ship. It might be however that these funds only apply to capital expenditure.

LH

EXTRACT FROM LETTER FROM THE HONOURABLE A.B. MONK, J.P.,

DATED 18TH AUGUST, 1961

ORIGINAL LETTER FILED IN 1945/A

I am glad a second look at 'Philomel' revealed that she is after all not rotten. I think, as I always have, that there is a space between the Stern-tube and Dead-wood and that it is through here that she leans mostly.

Box 49.61

HN.

Mr Philmel.

Mr. Mink (as he says he always has)
stem tube

But there is a leak between dead wood &
and it is through that that the leaks
mostly. (Don't know what we decided
must do at Starvas Cove 2

26/8/61

0-16

36

Yes, the water was getting in through the deadwood
and the stem tube. The stem tube was withdrawn,
examined and rebedded by Hannaford. I have
every reason to believe that we will not have
this trouble again.

While on the subject of "Philmel". Her wheel-house
has been patched up temporary, but all the timber of
the wheel-house is rotten and will have to be re-repaired
when the refit takes place. She will be leaving with

a full cargo at 1 pm today for Berkeley Sound Ports and
will be loading 57 Bales of Wool at Tahanea Harbour.

LJB

Mm.

28.8.61

8

Bu 4/9/61

Bu 9961

(ORIGINAL IN P/437/II)

M.V. 'Philomel'

31

Thank you for your Memorandum on her. I would have thought it unlikely she were rotten anywhere in the Hull. She does not need Copper Sheathing anyway in these waters; there is nothing to stop that being stripped off here. In anycase it would be a shocking waste of money to put new on. Gentoo has been 36 years here without any sheathing. If the sheathing is removed it would be very easy to ascertain the condition of her planking here. Even if it were not removed one can still do so fairly thoroughly by boring in various places. You, in my view obviously need a new Engine.

I maintain it should be perfectly easy to ascertain in Stanley whether she is rotten, anywhere. Further this should be done before sending her anywhere. She should not be sent for overhaul, presuming the investigations into the Hull in Stanley show it economical to do so, until the new engine is on the site wherever the overhaul is to take place.

I refuse to believe there is no-one in the Falklands capable of determining the condition of a small wooden Hull like Philomels, he may not put it into Surveyors Jargon, but his report will be probably more informed.

DECODE.

TELEGRAM.

No. 34.

From Crown Agents, London.

To Colonial Secretary, Stanley.

Despatched : 13th September, 1961. *Time :* 1727

Received : 14th September, 19 61. *Time :* 0945

11

22

Your letter C664/V July 23rd. Has Philomel proceeded Montevideo. If so cover is void unless journey formally declared to underwriters. If cover to be extended as indicated our telegram August 3rd please confirm date departure estimated date return and sea-worthy certificate obtained.

Crown

P/L : JH
Copy to: Harbour Master

Reply at ~~11~~ 39

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

47
39

(W. & S. Ltd.-1959/7/59).

SENT

Number	Office of Origin	Words	Handed in at	Date
	Psy			16.9.61
To etat CROWN LONDON				HOA/c

38

No. 334. Your telegram 13th September stop Proposal to send Philomel to Montevideo postponed indefinitely

Secretary

Copy to: Harbour Master

Time DRM/LH

GOVERNMENT TELEGRAPH SERVICE

~~#2~~
40

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd.—25/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			16.9.61
To	etat PRODROME MONTEVIDEO			HOA/o

25 Mytel of 12th August stop Proposal to send Philomel to Montevideo postponed indefinitely

Colonial Secretary

Copy to: Harbour Master

Time DRM/LH

Y. E.

The last memorandum on the 'Philomel' is at 31. The following might now be added, see paragraph 1 sub-paragraphs 1 and 2 - The present Captain and also Mr. Hannaford are pretty sure that the hull is sound. HM says that we cannot go further than that without slipping her which we cannot do here at present. I suppose the soundness of the hull is really the crux of the matter. If her hull is sound it would I think be silly to scrap her.

Sub-paragraph 3 - Copper sheathing - Mr. Monk maintains that it is not necessary to copper sheath her. The copper sheathing is due to be replaced - please see 37 where Mr. Monk gives his views. It is unfortunate to disagree with our Council member who has most knowledge of these things but I have discussed this further with Mr. Grierson. He tells me that he has discussed it with Mr. Goss, Chief Officer of the 'Darwin' who has known the 'Gentoo' very much longer than Mr. Monk has. It is according to him perfectly true that she has never been copper sheathed. It is also true that her entire keel was eaten away by worm and had to be replaced. There seems to be no doubt at all that there is worm in the Falklands and almost every other vessel is copper sheathed. In spite of what Mr. Monk says I do not think that we would be justified in trying to economise by not copper sheathing her. Information about copper sheathing her is at 15 in 0664/K. 16 6

*~ copper -
sheathing
also helps her
containing in 1664*

It must be admitted that the 'Alert' is not copper sheathed and we have had her for I think 30 or 40 years and she is on the slip now and shows no sign of damage by worm. I have no idea what the cause of this is. It maybe just luck it maybe that the fact that she is pulled out of water and thoroughly dried out every year and does not give the worm a chance to establish itself. I remember from my own boat in Ceylon that drying out at regular intervals was regarded as a prevention of worm. Or it may be that the worm is not prevalent just round about Stanley. However, as I have said before I do not see that we can take any risks in this matter.

Sub-paragraph 4 - Stopping of galvanic action - the position is still the same. We will have to deal with this as soon as we reasonably can.

Sub-paragraphs 5 and 6 - This is correct. If we only had carpenters here this could well be done in Stanley. If for instance Adrian Biggs comes back this matter should present no difficulty, as of course there is no question of having to dock. It is desirable that if new engines are to be installed the proper job on the deck-house and wheel-house should be done after they have been installed.

Sub-paragraphs 7 and 8 - Replacements for the engines - we had ~~hoped to get further information by this mail but it has not come.~~ *are awaiting* Mr. Monk reckons that we will have to get a new engine.

Further points. The SPW has inspected a slipway at New Island which it was thought might serve as a kind of model. He is favourably impressed and is producing a plan in the course of the weekend. Mr. Hannaford is of opinion that if we only had a slipway we could do all the ~~work~~ ^{work} necessary in Stanley.

work

Oct 23rd

Mr. Sollis the Skipper is arriving in the next 'Darwin', the HM would like to consult him before any further important decision is taken.

I do not think/.....

42
I do not think that we are yet in a position to decide that we need a new vessel. In fact I think the chances are that we would do better to stick to the 'Philomel' who will probably give us many years of good service.

It is certain however that we will have to spend a lot of money on the 'Philomel' and I have little doubt that we certainly ought if we possibly can, to build a slip.

I do not think therefore that we should put up a request for money from CDW for a new ship at this stage but we might, when we have decided ^{what} to do, consider putting up a request for money for repairs for 'Philomel' and for a slip. File 0040/A deals with our application for money to buy 'Philomel', pages 5 and 6 at the beginning of the file give our application, page 13 at the bottom and page 14 at the top seems to indicate that she was paid for from CDW money but we can probably get more evidence on this subject later.

To sum up I do not think any further action need be taken at present.

16th September, 1961.
RHDM/FH

EXTRACT FROM MESSAGE FROM HQ. G.C.N. BOICER TO HQ. COA. SEC.

I now turn to your memorandum of 11th August concerning M.V. Philoel, for which I thank you. I am glad to hear that the damage was not as serious as was first anticipated and have read your comments on the vessel's future with interest.

I would be inclined to favour Project (a) in Section 2. Until we have some definite estimates to work on I feel that we are rather groping in the dark. I note that you are obtaining estimates for replacements. I presume that to obtain an estimate such as we would require on the vessel she would have to go to Montevideo.

I was surprised to read that a new engine would take a year to deliver. I would have thought a replacement could have been obtained more quickly provided a standard pattern of propulsion unit was obtained and not a highly specialised job.

All your remarks as to, I feel, rather overshadowed by the problem of whether we should proceed to build a slipway for the vessel in Stanley. If this you have would be able to refit Philoel with our own resources and any spare equipment which could act as a guide for the job? If we can build a slipway refit the vessel ourselves for less than the refit will cost in Montevideo. Then I feel that the plans for the slipway should be proceeded with, with all possible urgency.

4
44

EXTRACT FROM LETTER FROM HONOURABLE COLONIAL SECRETARY TO HONOURABLE
G.C.R. EGMONT, J.P. OF 27 SEPTEMBER, 1961. (Original in: 1185/A)

M/V "Philomel"

As regards your remarks about the Gas and Dry Dock Company, I did consult Captain White again after you spoke to me, and he reckoned that this firm was as good as any. However, as you know, the "Philomel" is now in commission. We are waiting for further particulars about the cost of spare parts to the engine, which we hope will come by the next mail, and the question of the refit can be decided then. I will go into the point about trying to get assistance from C.D.S.W. Funds when we are deciding what we are going to do.

509
~~47~~
45

Y.E.,

The present position about the 'Philomel' is as follows:-.

A new rudder stock has to be made or possibly the present one can be straightened. This was estimated to take about two weeks and should perhaps take about another week, but they cannot tell exactly.

The 'Philomel' will then be commissioned. Her first job is to bring the doctors gear to Darwin. After that she will be sent to the West and will be beached and the bolt on the rudder will be put right. At the same time a test survey of the hull will be made to confirm the fact that it is sound.

It now appears that it would be more economical to get a new engine and it is thought that the final decision on this might be taken after Mr. Gutteridge's arrival. When that has been decided the engine can be ordered. It was estimated that it might take about a year to deliver. I think it would be best if we could put off the docking until the engine is ready and get everything done at the same time.

If only we had a slip or dry dock here we might be able to avoid sending the 'Philomel' to South America altogether and do all the work here. Captain Coleman the Administrative Officer has kindly promised to make enquiries as to whether one of the Salvesen dry docks would be available. If it were we would not need to worry about the slipway.

✓ If Y.E. agrees the beaching on the West can be proceeded with as above and the question of the engine can be gone into when Mr. Gutteridge comes.

8

46

RHDM/IM.

HCS

I think there is little hope of getting a Salvesen dry-dock to Stanley, and in any case it wd. be uneconomically large for Philomel & not large enough for Darwin. I am convinced we shd. have our own slip. How do plans for this progress?

2. Capt. Coleman thinks we cd. get a

47

suitable vessel built in Norway at a reasonable price, and he will make enquiries on our behalf. Whatever is decided, it will be useful to have this information.

SA 8.11.61.

48

CC Please note above.
Re state re to stih.

8/11/61

H.B.S

49

Could the drawing of the slipway be made available in order that I can discuss with the charter of Philmont (the S.P.W. idea and Biggs' drawing, if it has come to light.).

H/S

Hh.

10.11.61

BU a week
fr.

BU Monday 13.11.61

H N.

50

Plan herewith

8/13/11/61

H.B.S

51

Another document today, it was agreed that the Super. Public Works should discuss question of slipway with beam agents.

H/S 20.11.61

BU 15/12/61

29 in 664/101

Misses Sumner
Bennett are
searching P.W.D
Office for it.

S.P.

for your comments & advice
 re on the question of Philomel's
 engine. Report is at 21 herein
 Cost of engine spares is in I/204/61.
 Particulars of engine at back
 cover of 0664/v.

D.P.
 1.12.61

53

Hon. C.S.

I have read Mr Blyth's report and have
 have discussed with him the state of Philomel's
 engine and auxiliaries. It is apparent that the
 auxiliary needs replacing and that some refitting
 is required on the main engine. The engine which
 is the same type as those installed in the Stanley Power Str.
 is now obsolete having been superseded by a new
 design, their spares however are still available.
 As time goes on and the demand for the spares begin
 to slacken then they will become more expensive
 and the time will come when it will be uneconomical
 to operate. The engine still has useful life
 and is in my opinion by no means worn out. If
 however major structural repairs are needed on
 deck which would necessitate the removal of the
 deck housings above the engine room, then it might
 be advisable to fit a new engine at the same time,
 for the reason that the engine is obsolete and
 would in all probability need replacing before
 the deck housings needed replacing again.

The main factor effecting the ships serviceability
 has been that there is no means of slipping the
 vessel for inspection of her hull and underwater
 fittings. Erosion of these fittings and the
 difficulty of repairing or replacing them has been
 a major fault occurring time and time again resulting
 in delays and aggravating alterations to a published
 itenary. I believe that irrespective of whether

Philomel/

Philomel is kept, replaced or refitted, and that it is Government policy to keep a vessel of this type, a slipway suitable for a complete inspection of the vessel is a necessity.

54

Spencer
Supt. P.E.D. 4-12-61.

(would like to discuss with
SPE, H.A., Master & Engineer
on Philomel's return

pl get on to H.A. in about a week
with a view to fixing suitable time & date
8/12/61

BU 12.12.61
BU 15.12.61

PM.

55

Would you pl. suggest a convenient time
& date.

[Signature] 15.12.61

H.B.S.

56

Philomel reported this morning she would be back
on Stanley at 9 pm this evening, Wednesday 20th.
I suggest to meet Thursday morning, if convenient

H.B.S.
H.M.
20.12.61.

Discovered Philand further
with H.A. latter again SPL

3:30 2/12/61.

Beans in mind to write at 31²⁴⁵ the following
has to be recorded.

- 1. Whether we get a new deal 2/12 or
next Philand we must have a Dlyt.
I have written to SPW on his on 0604/17.
- 2. The general opinion was is that it
would be better to await the ~~the~~ state
before making any major decision on Philand.
- 3. This has to be done with
broad with the Beaches on the West side of S.
- 4. of the matters referred to at 31 the following
comments can now be made...
 - 31 3. necessary and the amount to state.
 - 31 4. If the can be regularly stopped
at ~~is~~ ^{is} ~~is~~ ^{is} NOT be necessary to do all
this. It is in combination of the general
action with the responsibility of insulating them
has been a broadness.
 - 31 5. This is very urgent - see below
 - 31 6. If the wheel house is repaired
the repairs of the deck house is not so urgent
or the amount a decision on the repairs

The following fresh hours are complete with.
The latter says the Philand is not long enough

to be 500
It appears that latter volume is involved
in ~~change of~~ ^{change of} hostilities of getting a suitable
replacement at a reasonable price from - (the 2 Sweden

58

What news means is

(a) to get to what work prepared -
^{18.12.61 to 19.12}

It will be S.P.W. at the time I am very sorry
to ask for the review of a (Cavendish) Shik work
which would be too a lot of work with the
I would be most grateful if he could send
the review of the Admin. Progress for about a week
to refer to what place of the Philom
as this is very urgent as he would not
know he is back in the office for a bit. would be
have more arrangements with the H.D. ~~copy to H.D.~~

(b) ~~copy H.D.~~ ask H.D. if he could exchange
as the statement of the latter the Philom
is with his copy for the work we have to do.
It would be helpful if progress could be produced
in support.

(c) I am writing to L.P.E. again about the
engine.

(d) I have taken up the question of the work on
the other side

(e) We need H.D.V. for a report on Cambridge
when...

59

s/c fl. inf. SW as at (a) above
23.12.61

60

Note:

Above memo not now to issue as work
is already in hand.

J.H. 1
30.12.61

H.M.

For yr. observations on 58 (6) p.e.

2.1.62.

H.C.S.

The "Philomel's" carrying capacity is approximately 2,080 cubic feet (52 tons measurement). On numerous occasions we have been compelled to shut out cargo on account of space (much to the annoyance of Farm managers).

It is the Master's opinion that should Government decide to replace the "Philomel", her replacement should be larger, i.e. about 100 feet in length with a carrying capacity of approximately 3,200 cubic feet (80 ton measurement).

At present with "Philomel" the average space taken up for mail is 200 cubic feet, but when on trips to far West ports the space taken up for mail is much greater.

H.M.

Harbour Master.
24/1/62.

62

Refer to sub in bin

drafted.

We may await it BU 2 weeks

P 25/1/62.

BU 8.2.62

be in
inside of notes
5/2/62

BU Tuesday 13.2.62

Oct 4/0

63

H R.

Mr. Mark makes the following points
about Philand:

1. Advice Biggs could make
95% certain that she was sound (or
else find one of the west hole.

2. He does not think we need lay around
underwater for the fish. At Punta he says
they are sleepers twiclighted down and back up
wh after each tide. But they are 40'
more full. He suggests we should use steel
framework. He had about water which turns
a heavier weight should be in concrete and has
shown to be a cradle which would be pulled up and
would go down ~~in~~ by gravity..

He suggests how we might handle seals
by length to go to Punta 105. Scoping He suggests at
130' x 130' ~~rows~~ P20.

in file to H.R.

64
He says we had no difficulty
in hoisting the 60 engine of Gen too which
he says is heavier than Philmore's
units we could do this so see if the
junk is sound.

8/2/62

H.E.S.

65

Noted. This file may be useful for tomorrow's
discussion on the proposed slurry.

H.G.

14.2.62.

H.N.

66.

We concentrated on the risk & will be referred to the
junk.

Could I have your comments on feasibility

1. Admin B's survey
2. Hoisting engine

8/2/62

1. I have no doubt that Adrian Bisp could carry out this survey providing S.P.W. permits
2. This is doubtful, I think the only person capable of advising on or this is Mr. Gutteridge

L.J.G.
N.M.

68

19. 2. 62.

S.P.W. for advice

20/2/62

For C.S.

69

I have discussed with the Engineer M.V. Philome, there is not sufficient head room to enable the engine to be lifted, the only means would be to dismantle the engine and to remove it from the site. The object of the removal is to examine the condition of the bottom of the ramp and gearbox for possible erosion. The Philome has for a ramp lift to move, or he returns the position the Engineer will drill test holes in the ramp for the inside of the crankcase and take measurements of any erosion, and it is hoped that a means may be found to examine the gearbox base by means of a lamp and mirror

See 70

(have addressed a
note to Mr. as a result
of plans and S.A.O. - SG
20/2/62.

SPED.

22-2-62.

CC 3367

0664/K

25th April, 62.

To: Superintendent of Works,
S.P.E.D. & S.P.W.D.

From: The Colonial Secretary,

STANLEY.

m. 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.

Copies to: 0664/M/0
2189

fa
(Sgd) RHD Sanders
H.L. Board. fa
COLONIAL SECRETARY

3 December, 1963.

Dear . . .

I am desired by the Governor to send you this letter of thanks for the splendid job of work carried out on the 'Philomels' rubber assembly. His Excellency has followed with the greatest interest and admiration the efforts of the diving team in what has been a difficult undertaking in most unpleasant conditions and he would be grateful if you would convey his personal thanks to all concerned.

Yours sincerely

(Sgd.) L. Gleadell

Captain M. S. Ollivant, M.B.E., D.S.O., R N
H.M.S. Protector.

Copy on: 0664/K. ✓

BU 20.12.63
Return of Mr. G.

IS/TE.



X
H.M.S. PROTECTOR
c/o G.P.O., LONDON
9th December, 1963.

No. 285/1.

THE COLONIAL SECRETARY OF THE FALKLAND ISLANDS.

SURVEY OF GOVERNMENT VESSEL 'PHILOMEL'

As requested a provisional survey of the state of the PHILOMEL has been carried out by my Engineer, Electrical and Shipwright officers between 28th November and 3rd December, 1963. It should be made clear that a thorough survey cannot be carried out without slipping and lifting facilities, which are not available at STANLEY.

2. The detailed reports by officers concerned are enclosed as appendices to this letter.

3. In general it would be fair to say that PHILOMEL is seaworthy but much in need of a thorough overhaul in some yard with lifting, slipping and pipe bending facilities. These observations are supported by the brief report forwarded by the Commanding Officer, H.M.S. PROTECTOR on 27th March, 1961 recommending slipping before the state of the hull becomes too difficult for divers to combat.

4. It is estimated that such a refit would take at the very minimum three months and while it is not possible to hazard a guess as to the cost it would obviously be fairly expensive.

5. If such a refit was undertaken it is probable that the craft could have about ten years useful life ahead of her. However this depends on the detailed survey of the hull and hull fastenings. If she is left in her present state it is doubtful whether she could last more than two years but at any stage the auxiliary engine could break down irretrievably thereby rendering PHILOMEL virtually useless.

6. In view of the probable fire hazard involved it is essential that the following items should be taken in hand as soon as possible:-

- (a) Rewiring of all the Engine Room wiring including charging arrangements
- (b) Refitting of both 220 volt and 24 volt DC generators
- (c) Charging arrangements for Radio supplies

7. The crew are to be commended in keeping this craft going as long as they have with so few repair facilities, but it is recommended that the following preventative maintenance, which is within the STANLEY crews resources, should be regularly undertaken:-

- (a) Painting and cleaning of bilges and compartments etc.
- (b) Scraping, chipping and painting of ferrous fittings
- (c) Ensuring that all oil and dieso leaks are kept to a minimum and are not allowed to seep into the bilges
- (d) Essential caulking where there are major leaks]

[M.S. Ollint
CAPTAIN]

Not acknowledged

ENGINES

A survey on the main engines and auxiliary generator of G.V. PHILOMEL was carried out by Lieutenant Commander D.G.C. WOODHOUSE (E) R.N., on 28th November, 1963.

The survey is based on my observations, and, as no machinery was running nor any opened up, nor were the Defect books available, on hearsay evidence from the Captain and Engineer of the above named ship.

GENERAL APPEARANCE OF ENGINE ROOM

The appearance generally was poor and I consider that little time has been spent on anything other than essential defects. I noticed extensive corrosion on the top of the fuel tanks, rust streaks where water was entering from uncaulked seams where the deckhouse joins the deck. The rocker cover was off the auxiliary engine and oil vapour had spread in the vicinity. I noticed the bilges were very oily and in a generally dirty condition.

MAIN ENGINE

The main engine appeared to be in good mechanical condition and I assumed that it runs satisfactorily. It was mentioned that spares were expensive and difficult to get due to the age of the machine.

The air start bottles have never been pressure tested since the craft came out. This should be done at the earliest opportunity and a visual examination carried out via the handhole doors.

Cooling water piping for the Main engine and auxiliary are in a very bad state and I noticed that there were many instances of plumbers joints being used. These, although effective, only aggravate the source of trouble due to electrolytic action of dissimilar materials.

I consider the main engine should be lifted from the ship when possible for a complete overhaul, and for an examination of the engine bearers.

I consider the engine to be serviceable at the moment for a period of about two years. After overhaul and examination a life date could be estimated.

AUXILIARY ENGINE

I understand that this engine is not in a very good condition. This engine has to run to provide electrical power and starting air for the main engine. It also drives the main bilge pump. The main defect lies in heavy internal corrosion on the taper into which the cylinder liners fit. A joint has been made and it is now in a running condition. Further corrosion may allow water to enter the oil sump with dire results. Replacing this casting virtually means a new engine. I do not know how the spare gear situation is.

The exhaust system for this engine is badly corroded and is a bad pipe run.

The air compressor has never been refitted but is in a mechanically sound condition. The bilge pump works satisfactorily.

I consider that providing no major defect occurs the engine should run for a further two years.

DIESEL WINCH

This is in very good condition although it is on the upper deck and open to the elements.

CONCLUSION

I consider that the machinery on the whole has been maintained in a good mechanical condition and that it should run for the next two years. I do think that there is a serious requirement for a complete overhaul of main and auxiliary engines and a thorough survey of associated fittings. However if there is a breakdown of the auxiliary engine this refit should be hastened.

ELECTRICAL

A survey of the Electrical installations onboard G.V. PHILONEL using Test Equipment was carried out (by Electrical Lieutenant G. KEMP, R.N. and Chief Electrical Artificer KINGSTON,) on Tuesday, 3rd December, 1963, with the following observations.

GENERAL OVERALL CONDITION

The Switchgear, Generators and wiring especially in the Engine Room has deteriorated rapidly. Tests carried out show that insulation of these equipments, due to the ingress of oil, water and lack of maintenance, is extremely low. It is evident that some re-wiring has taken place in the past, the materials used being of the normal household cabling and non-watertight fittings which will not stand up to the elements of water and oil.

It was also noticed that a considerable amount of "Jerry rigged" wiring has been put in, obviously to supplement already defective wiring and units, thereby doing away in some cases with the necessary safeguards incorporated in these various units.

It is my considered opinion, that the whole of the Engine Room electrical installation constitutes a probable fire risk in its present state and should be refitted at the earliest convenient time, using the proper materials, i.e. oil resistant wiring and watertight fittings.

A list of detailed defects is listed below.

1. Main Generator 220 Volt DC

- (a) Overall insulation zero to earth.
- (b) Field coils insulation zero to earth.
- (c) Armature insulation 500,000 ohms earth.
- (d) Brush assembly insulation zero to earth.
- (e) 50% of brushes seized in their holders.
- (f) Interior of machine saturated with oil and carbon dust.
- (g) Commutator badly scored.
- (h) One cover plate missing.
- (i) Grease nipples missing on bearing housing.

Machine should be completely stripped and re-conditioned.

2. Emergency Battery Charging installation.

Charging generator 24 Volt DC

- (a) Overall insulation 70,000 ohms to earth.
- (b) Commutator badly scored.
- (c) Cover plate missing.

Machine should be completely stripped and re-conditioned.

3. Main Switch Box

- (a) A large proportion of switches etc. defective and inoperative.
- (b) Interior dirty with ingress of oil.
- (c) Insulation deteriorated.

Main Switch Box to be stripped and re-conditioned.

/... 4. Engine Room Wiring

4. Engine Room Wiring

The whole of the supply cables and internal wiring has deteriorated and low insulation due to ingress of oil and water.

To be completely re-wired with proper cabling i.e. oil resistant cable.

5. Battery Charging Resistance Units

(a) Interior slightly corroded, insulation deteriorated.

To be stripped and re-conditioned.

6. Subsidiary switches in Engine Room

Of the household SIMPLEX type allowing ingress of oil and salt corrosion.

To be either fitted with watertight glands or replaced by watertight fittings.

7. 24 Volt Emergency Lighting Battery

(a) Various cells showing low specific gravity of Electrolyte, indicating deterioration of cells. Probably due to incorrect charging and by passing of Battery Charging Cut out and Voltage Regulation Unit.

Defective batteries to be replaced and wiring from 24 Volt charging generator via Battery Charging Cut Out Unit to be re-wired.

8. Domestic lighting in Crews Space, Galley, Hold and Wheelhouse

(a) A large proportion of fittings broken and in need of covers.
(b) Some wiring deteriorated with low insulation.

Broken fittings to be renewed and defective wiring re-wired as applicable.

9. Ships Radio Installation

Charging arrangements for batteries inadequate and dangerous.

Proper charging unit and permanent wiring to be installed.

HULL

An internal and external survey was carried out on PHILOMEL on 1st December, 1963, by Shipwright Sub Lieutenant F. HORE, R.N., and Shipwright Artificer BELL. Several major defects were noted and are as follows.

1. The weather deck needs recaulking, there are several bad leaks, particularly in the Engine Room. The deck through which the bulwark stanchions pass badly requires caulking.
2. The Diesel Tanks, both Port and Starboard, are corroded and require re-preservation.
3. The Engine Room Supply Fan Trunking is corroded away.
4. The deckhead beams in the Engine Room and one in the crews quarters aft are badly shaken.
5. Approx. 30-40% of the copper sheathing on the keel is missing. The keel in these positions is soft and the midships section is badly worn.
6. The sheathing in the vicinity of the waterline is torn and several sections are missing.
7. The projecting skeg which supports the lower pintle is badly worn. The holes used for the side plates and shoe retaining bolts are out of line and enlarged.
8. The stem is cracked about 4 feet above the waterline.
9. The funnel is corroded through just above the funnel deck.
10. A cement box is fitted around the rudder post trunk and rudder post gland.
11. The metal plating of the superstructure is corroded just above the wooden weather deck. Needs chipping and preservation.
12. All port holes are defective.
13. The eyesplates of the funnel and mast shrouds are corroded.
14. The Main exhaust pipe above the funnel is badly corroded.
15. The anchor chains are badly worn and should be tested and heat treated.
16. The steering chains are badly worn and should be tested and heat treated.
17. The mast is badly shaken, and it was reported [by the Captain] that the region above the top shroud band is rotten.
18. The derrick should be tested.
19. The bridge windows are defective, one cracked, the other badly bloomed.

CONCLUSIONS

In my opinion a detailed survey can only be carried out if the boat is slipped and this should be done as soon as possible. It is recommended that the engine be lifted to enable the bearers to be examined. A section of inner planking, a number of plank fastenings and keel bolts should be removed for inspection. The boat appears to be basically sound and seaworthy, but concern is felt because of the defects listed, a prolonged refit will shortly become essential.

X

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79

Y.E.

folio 80 - attachments for your information.

S.I. 30/12.

~~87~~

80

HCS

note of thanks to Capt. Ollivant for

this most useful job & then file back

to me.

PA 31.12.63

88
S 1

6th January, 1964.

Dear

Thank you very much for your report on the "Philomel", and for all the work which led up to it.

The Governor is extremely grateful to you and your officers, and asks that you give his thanks to all concerned.

Yours sincerely

(Sgd.) W.H. Thompson

S. S. Ollivant, M.B.E., D.S.C.,
DIRECTOR.

WHT/IN.

Kiv 87

H.C.S.

1. I have read with interest the Survey Report received from Captain Ollivant, R.N. of H.M.S. "Protector" on the recent provisional survey of the state of the Philomel, also the detailed reports by Officers concerned.
2. With reference to paragraph 6 of the report - the probability of fire - I have discussed this question with Mr. Gutteridge, the Superintendent of the Power and Electrical Department and his report is attached.
3. For your information may I respectfully point out that the "Philomel" has been a most disappointing project ever since she arrived in the Colony. The idea of sending her to a shipyard overseas has been recommended to Government several times by various Boards of Survey as can be seen from the Philomel files.
In April, 1962, this idea was almost approved - but instead - instructions were given to keep Philomel running with as little expense as possible being incurred on her Repairs and Maintenance. (This incidentally seems to be the only information which was not passed on to the Surveying Officers from "Protector").
4. Now Government are contemplating replacing the Philomel. This in my opinion requires much thought and consideration for the following reasons:-
 - (i) Is such a ship essential to the farming community ?
The Superintendent of Power and Electrical has pointed out in his Memo attached - Philomel's original purpose was that of a hospital ship.
 - (ii) If Government decide to purchase a new vessel what facilities for docking are to be made ? we just cannot keep a ship running without carrying out proper annual overhauls under professional guidance. The heavy recurrent costs of annual overhauls plus the possibility of heavy capital expenditure for a new vessel may not warrant the continuance of the service.
5. In accordance with your instructions I have compiled statistics covering the "Philomel's" revenue and expenditure over the past three years, together with the miles steamed, Ports visited, Bags of heavy mail carried, number of days at sea and number of days in Port which include loading and discharging times.

<u>"M.V. PHILOMEL"</u>			
<u>REVENUE.</u>	<u>1960/61.</u>	<u>1961/62.</u>	<u>1962/63.</u>
Earnings.	£3,724.	£2,899.	£3,226
<u>EXPENDITURE.</u>			
Crew	2,604	3,549	3,267
Fuel and Oil	656	362	459
Insurance	407	407	350
Victualling and Bedding	364	393	274
Repairs & Maint.	190	168	167
Engine Spares	306	210	191
Other Charges	572	427	603
Total Expenditure	<u>£5099</u>	<u>£5,516</u>	<u>£5,313</u>
Miles Steamed	4,268	2,956	4,661
Ports Visited	116	94	115
Bags of Mail carried	327	253	457
Number of Days at Sea	99	65	89
Number of Days in Port	266	300	276

Breakdown of Ports Visited/

BREAKDOWN OF PORTS VISITED.

	<u>1960/61.</u>	<u>1961/62.</u>	<u>1962/63.</u>
Ajax Bay	6.	3	4
Barren Island			1
Beaver Island	2		
Bleaker Island	2		
Bluff Cove	1	1	
Burnt Island	1		
Carcass Island	4	2	4
Carew Harbour			1
Chartres	3		3
Cow Bay			1
Dunbar	3		
Dunnose Head		2	1
Fegen Inlet	2		1
Fitzroy	2	2	1
Fox Bay	2	1	2
George Island	1		
Grave Cove	1		
Goose Green	1		2
Green Patch	4	5	2
Hill Cove	3	2	3
Island Harbour	1		
Jersey Harbour		1	
Johnsons Harbour	3	6	2
Kepple Island			1
Lively Island	1		
Many Branch	1		
Mengeary Point Light	3	5	
Moro	2	4	7
Muddy Creek	2		
North Arm	1		
New Island	1		1
Pebble Island	10	3	9
Pirate Creek			1
Port Howard	3	1	4
Port Louis	3	7	4
Port San Carlos	7	4	5
Port Purvis		1	1
Ranee Bay		1	
Ricon Grande	3	9	7
Roy Cove	4	2	6
Salvador	5	8	7
San Carlos	5	2	3
Saunders Island	7	6	9
Seal Cove			1
Seal Lion Island	1		
Shag Island	2	2	
Speedwell Island	1	1	3
Teal Inlet	1	6	6
Volunteer Rock	1		
Walker Creek			1
Weddell Island	2		2
West Point Island	8	5	8
White Rock Harbour	1		1

GENERAL.

In the meantime should "Philomel" be kept in commission? . The risk of fire etc does not apparently worry the Master, who claims that now the vessel is more safe than she has ever been. She has just completed an extensive overhaul in the Engine Room and Deck. In view of the Report I should like your guidance on this matter please.

L. J. J. J.
Collector of Customs and
Harbour Master.

17th February, 1964.

MEMORANDUM

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907
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It is requested that, in any reference to this memorandum the above number and date should be quoted.

7th February, 1964

The Harbour Master,

Secretariat,

STANLEY.

Supt. Power & Electrical Dept.

Stanley, Falkland Islands.

SUBJECT:- M.V. Philomel

With reference to the Report on the M.V. Philomel No. 285/1 dated the 9th December, 1963 and submitted by Captain Ollivant R.N. to the Honourable, The Colonial Secretary and forwarded to me by yourself for information and comment. May I refer you to my Memorandums dated 17th March and 2nd May 1962 addressed to the Hon. The Colonial Secretary and yourself respectively.

-29.11
0664/K

35 in 0664/K

It will be noted that recommendations were made at that time for the vessel to be rewired. That the auxiliary diesel generating and pumping unit should be replaced and a different arrangement made regarding supplying the services it provided, these included battery charging. A considered opinion was given on the state of the main engine and tanks.

The vessels 220 volt circuits in use were rewired using tough rubber sheathed wire in place of the lead covered previously used, Broken fittings in use were replaced by domestic type fittings. The tough rubber wire used, although not standard for ship installations was considered suitable, it is waterproof, robust and more flexible than lead. Its main disadvantage as far as the vessel is concerned, is that it becomes solvent in oil if permanently saturated in it. Because of this none of the wiring runs were positioned whereby oil might have laid on the wire. The fittings being domestic type were not watertight, it meant either using these or nothing, as no ships fittings or wire is held in stock. The low voltage battery circuits were not rewired as no decision had been given regarding the replacing of the auxiliary unit and the circuits it supplied.

After reading the Captain's most comprehensive report, it would appear hazardous to send the vessel to sea, for the many defects listed throughout, except under escort to a dock for the refit recommended.

You may wish to consider my following observations.

If the Government decide either to refit the Philomel or purchase a new vessel, docking in Stanley or at some foreign port is essential at set periods. Costs of operating will consequently be much higher than they are now. The subsidy last year was in excess of £2,000. With commercial shipping enjoying a franchise when possible, as far as Government operation is concerned, would it not be in order to expect them to provide an adequate service, ~~already~~. Is Government service in this field desirable but not essential. By essential I mean, will some farms be rendered in-operative if the service is withdrawn. I think not, some farms provide their own sea transport, Pebble, with a vessel the same as Philomel. Might it be suggested that some Farms, particularly those on the West, namely, Hill Cove, Roy Cove, Port Howard, Chartres, Packe Bros. etc., form a consortium and operate their own vessel. It might be remembered that the original purpose of the Philomel no longer exists, that as a hospital ship.

February 20, 1964.

Go
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D

Y.E.

Bill Grierson telephoned.

- (a) Philomel is not ready for sea. Engine trials this morning were disappointing and there is another job to be done on her.
- (b) The fencing job has been cancelled as the farmer cannot get labour, and therefore there is no freight for Salvador waters.
- (c) He also mentioned a report which came in from Protector and might affect when Philomel can put to sea.

We may need to raise with the Electrical Officer when Protector is here.

YE.

I have yet to finish my investigations into Philomet, but you might be interested in photos 89 & 89a.

SPE's letter does not make much sense & I have yet to discuss it with him.

Philomet is out today on engine tests, & should be in commission again next week.

W. 20.2.64

HCS

We spoke briefly. (c) of attached map ⁹⁰ indicate which way the wind is blowing.

~~W~~ 20.2.64

BH 25.2.64 (90)
W

pe.

H.M.

Inspection of Phetomet

has been asked the Co. of Protection
to let his Eng., Elec, & Surveying Teams
inspect Phetomet as soon as possible
after arrival here.

Please see that Phetomet is in Port &
Reach, for inspection.

Di 6/10

92 87

6d

Noted. This will be arranged.

H.M.
12-1035

Di
13/10

8th October, 1965.

As Martin Ollivant has no doubt told you H.M.S. Protector has kept a very kind eye on our vessel n.v. Philomel, and I am wondering whether you would be good enough when you arrive to allow your officers to examine and report on the engines, electrical fittings and hull once again.

Since they last did this in 1963 we have been searching for funds to keep her afloat and working until we can reach a final decision on her replacement. I hope this will be reached very soon now and a newer report will, at least, give us some idea of the time scale in which we must work.

We are all looking forward to Protector's arrival and to welcoming you to the Falklands.

My wife hopes we shall see you at Sullivan House and, like me, looks forward to meeting you.

(W.R. Thompson)

Captain S.R. Sandford, R.N.,
H.M.S. Protector,
c/o British Embassy,
MONTEVIDEO.

LS

KIV 93
h

WA 16/2/66

371A

Engineer's Office,
H.M.S. PROTECTOR,
at Port Stanley.

14th February 1966

60
22h

REPORT OF SURVEY ON M.F.V. "PHILOMEL" - JANUARY 1966

1. The following is a report of the bi-annual survey of the engines of the Falkland Islands Government M.F.V. "PHILOMEL", carried out on January 28th 1966 by Eng. Sub-Lieutenant (ME) D.P. Harris and E.R.A.1 E. Rashleigh of H.M.S. PROTECTOR.

2. Appearance of Engine Room. There appeared to be little change in the general state of the engine room since the last survey. There is considerable corrosion of the diesel tank-tops, which could possibly be partly arrested by wire-scrubbing and painting with Red Admar. The top outboard sections of tank-tops are virtually inaccessible, however. The bilges have not been painted, nor have the engine bearers. In view of the fact that the Main Engine holding-down bolts have, on occasion, become seriously corroded it is considered that all portions below deck plate level should be given at least one coat of protective paint as soon as possible.

Electrical wiring in the engine room is of a very low standard and should be renewed throughout.

The engine order telegraph repeat from engine room to wheelhouse is defective and no spare parts have been obtainable to date.

The two compressed air reservoirs from which the main engine is started have not been tested as there is no existing means of testing available. The inspection covers should be removed and the reservoirs sighted internally for signs of corrosion.

3. Main Engine. This has had two top overhauls since the last survey, during which it was found that the camshaft was badly worn. A certain amount of backlash exists in the Ahead and Astern gearing, but this is not thought to be of a serious nature. There is fairly heavy external corrosion of the exhaust manifold and system, but no exhaust leaks were evident on light running. All the copper piping systems require to be annealed and there have been several cases of pipe failure due to hardness. The ancillary air compressor has been out of action for about 12 years and, in view of the condition of the auxiliary engine (para.4), it is now essential that this be refitted in the near future. Again, lack of spares renders repairs impossible in the Falkland Islands. Both the auxiliary cooling water pumps are worn and in need of refit.

The engine was run up on no load during the survey. It started readily and ran very smoothly, showing a good lub. oil pressure and a clear exhaust. Figures from recent running at sea were available and from these it was evident that exhaust temperatures are remarkably even at normal loads. Generally speaking, the main engine appeared to be in good condition, although the ancillaries require attention.

4. Auxiliary Engine. This engine is in an advanced state of decay. The cylinder liners are held in by red lead instead of the designed rubber "O" sealing rings and the cylinder block is badly worn and corroded. On past experience PHILOMELS engineer estimates that the liners will only last a further 6 months to 1 year, after which repairs would be practically impossible locally.

The engine has an excessively high lub. oil consumption and starting is becoming increasingly difficult. Owing to leaks in the deck above the engine it is impractical to use it in rough weather. This engine is used to drive a generator and an air compressor for charging the main engine air start reservoirs. As the main engine ancillary air compressor is U/S, failure of the auxiliary engine would render starting of the main engine impossible.

It is considered that the auxiliary engine has reached a state where either replacement or a major overhaul is essential. The exhaust system would undoubtedly delight Emmett or Heath Robinson.

5. Diesel Winch./.....

5. Diesel Winch. This is still in a remarkably good state of repair considering its position on the forecastle. The engine starts easily and runs well.

6. Tail Shaft, Stern Tube and Bearings. These are overdue for examination, but the boat would have to be slipped or dry-docked to facilitate their removal. No serious defects are suspected.

7. Conclusion. If "PHILOMEL" is to continue running it is essential that she be dry-docked or slipped at the earliest opportunity for a complete refit, which would last at least three months. She has now reached a stage where deterioration will escalate rapidly beyond the scope of normal running repairs unless all the existing defects and deficiencies are taken in hand. As has been previously stated, it is beyond the facilities to take them in hand locally.

It is thought that a daily work-book should be kept of all work undertaken by the engine room staff at sea and in harbour, together with a defect book showing work beyond the capacity of ship's staff. Also a running log showing engine hours, fuel and lub. oil consumption etc. would be beneficial. These books could be provided by PROTECTOR if required. Such a system would facilitate a monthly inspection by Government staff. Records of this nature will be necessary as a basis upon which to make out a defect list, should the ship be sent for refit.

The engineer of the boat has one assistant and very limited equipment with which to effect repairs other than those of a fairly straightforward running nature.

D.P. Harris

(D.P. HARRIS)
ENG. SUB-LIEUTENANT R.N.
SENIOR ENGINEER

23rd February 1966.

Dear Captain Sandford,

Thank you very much indeed for allowing Sub-Lieutenant D. P. Harris to carry out a survey of the engines of m.v. 'Philomel'. The excellent report which has been submitted will be of the greatest use to us and, I hope, will help us to convince our Legislature that a new 'Philomel' must be obtained.

As ever,

Willoughby Thompson.

(W. H. THOMPSON)

COLONIAL SECRETARY

Captain S. R. Sandford, R.N.,
H.M.S. PROTECTOR

FA

91

R.R.S. "Shackleton"
British Antarctic Survey.
Stanley.
14th February, 1966.

m.v. "Philomel"

[From the list of defects it will be seen that the ship's hull and superstructure are in poor condition. I am also informed that the machinery is poor. To put the ship into good condition she would have to have the deckhouse removed, be re-engined and the hull largely re-fastened and caulked, apart from expense and the fact that the ship would still need regular maintenance all this would mean not having the ship in use for a long time, possibly as long as twelve months.]

2
Apart from two defects which are of a minor nature and should be attended to before the ship sails again I think that she could be nursed along as at present for perhaps another year. If the condition does not become seriously worse I recommend that the ship should not be at sea in the winter of 1967 but it is possible that she should be withdrawn earlier.

(Sgd) D. Turnbull

Master

m.v. "Philomel" - survey notes made by Capt. D. Turnbull of R.R.S.
"Shackleton" on the 11th February 1966

Engine Room

Main beam at after end of engine room badly split.
Next beam abaft of that badly split.
Starboard side on engine room three half beams badly split.
Main beam of forward engine room split.
One half beam port side badly split.
One half beam with minor split.
Connection of Deck House to wooden deck leaking in many places.
Steel deck head of engine room badly corroded.
Fastening of starboard fuel tank broken through movement of heavy weather.
Seams of wooden deck over engine room badly leaking, caulking coming through.
Four bolts holding engine bearer to frame slack, no other bolts able to be sighted in time available.
When engine is running engine beam attachment to hull appear to be slack also on port side.

Hold

Fire main to be blanked off from forward end of hold.
Immediate. Hand operated bilge pump to be renewed before vessel proceeds to sea.
Caulking appears to be very slack in fore peak.
Nearly all iron work shows corrosion through water coming through decks.
Leaks in fore deck not big but they are there.

Hull

Copper sheathing in very bad condition.

H.M. Ship 92

9th December, 1963.

SURVEY OF GOVERNMENT VESSEL 'PHILOMEL'

As requested a provisional survey of the state of the 'Philomel' has been carried out by my Engineer, Electrical and Shipwright officers between 28th November and 3rd December, 1963. It should be made clear that a thorough survey cannot be carried out without slipping and lifting facilities, which are not available at Stanley.

2. The detailed reports by officers concerned are enclosed as appendices to this letter.

3. In general it would be fair to say that 'Philomel' is seaworthy but much in need of a thorough overhaul in some yard with lifting, slipping and pipe bending facilities. These observations are supported by the brief report forwarded by the Commanding Officer, H.M.S. Protector on 27th March, 1961 recommending slipping before the state of the hull becomes too difficult for divers to combat.

4. It is estimated that such a refit would take at the very minimum three months and while it is not possible to hazard a guess as to the cost it would obviously be fairly expensive.

5. If such a refit was undertaken it is probable that the craft could have about ten years useful life ahead of her. However this depends on the detailed survey of the hull and hull fastenings. [If she is left in her present state it is doubtful whether she could last more than two years but at any stage the auxiliary engine could break down irretrievably thereby rendering 'Philomel' virtually useless.]

6. In view of the probable fire hazard involved it is essential that the following items should be taken in hand as soon as possible:-

- (a) Rewiring of all the Engine room wiring including charging arrangements
- (b) Refitting of both 220 volt and 24 volt DC generators
- (c) Charging arrangements for Radio supplies.

7. The crew are to be commended in keeping this craft going as long as they have with so few repair facilities.

92a

ENGINES

A survey on the main engines and auxiliary generator of 'Philomel' was carried out on 28th November, 1963.

The survey is based on my observations, as no machinery was running nor any opened up.

GENERAL APPEARANCE OF ENGINE ROOM

I noticed extensive corrosion on the top of the fuel tanks, rust streaks where water was entering from uncaulked seams where the deckhouse joins the deck. The rocker cover was off the auxiliary engine and oil vapour had spread in the vicinity.

MAIN ENGINE

The main engine appeared to be in good mechanical condition and I assumed that it runs satisfactorily. It was mentioned that spares were expensive and difficult to get due to the age of the machine.

Cooling water piping for the Main engine and auxiliary are in a very bad state and I noticed that there were many instances of plumbers joints being used. These, although effective, only aggravate the source of trouble due to electrolytic action of dissimilar materials.

I consider the main engine should be lifted from the ship when possible for a complete overhaul, and for an examination of the engine bearers.

I consider the engine to be serviceable at the moment for a period of about two years. After overhaul and examination a life date could be estimated.

AUXILIARY ENGINE

I understand that this engine is not in a very good condition. This engine has to run to provide electrical power and starting air for the main engine. It also drives the main bilge pump. The main defect lies in heavy internal corrosion on the taper into which the cylinder liners fit. A joint has been made and it is now in a running condition. Further corrosion may allow water to enter the oil sump with dire results. Replacing this casting virtually means a new engine.

The exhaust system for this engine is badly corroded and is a bad pipe run.

The air compressor has never been refitted but is in a mechanically sound condition. The bilge pump works satisfactorily.

I consider that providing no major defect occurs the engine should run for a further two years.

DIESEL WINCH

This is in very good condition although it is on the upper deck and open to the elements.

CONCLUSION

I consider that the machinery on the whole has been maintained in a good mechanical condition and that it should run for the next two years. I do think that there is a serious requirement for a complete overhaul of main and auxiliary engines and a thorough survey of associated fittings. However if there is a breakdown of the auxiliary engine this refit should be hastened.

926

ELECTRICAL

A survey of the Electrical installations onboard G.V. 'Philomel' using Test Equipment was carried out on Tuesday, 3rd December, 1963, with the following observations.

GENERAL OVERALL CONDITION

The Switchgear, Generators and wiring especially in the Engine Room has deteriorated rapidly. Tests carried out show that insulation of these equipments, due to the ingress of oil, water and lack of maintenance, is extremely low. It is evident that some re-wiring has taken place in the past, the materials used being of the normal household cabling and non-watertight fittings which will not stand up to the elements of water and oil.

It was also noticed that a considerable amount of "Jerry rigged" wiring has been put in, obviously to supplement already defective wiring and units, thereby doing away in some cases with the necessary safeguards incorporated in these various units.

It is my considered opinion, that the whole of the Engine Room electrical installation constitutes a probable fire risk in its present state and should be refitted at the earliest convenient time, using the proper materials, i.e. oil resistant wiring and watertight fittings.

A list of detailed defects is listed below:-

1. Main Generator 220 Volt DC

- (a) Overall insulation zero to earth.
- (b) Field coils insulation zero to earth.
- (c) Armature insulation 500,000 ohms earth.
- (d) Brush assembly insulations zero to earth.
- (e) 50% of brushes seized in their holders.
- (f) Interior of machine saturated with oil and carbon dust.
- (g) Commutator badly scored.
- (h) One cover plate missing.
- (i) Grease nipples missing on bearing housing.

Machine should be completely stripped and re-conditioned.

2. Emergency Battery Charging installation.
Charging generator 24 Volt DC

- (a) Overall insulation 70,000 ohms to earth.
- (b) Commutator badly scored.
- (c) Cover plate missing.

Machine should be completely stripped and re-conditioned.

3. Main Switch Box

- (a) A large proportion of switches etc. defective and inoperative.
- (b) Interior dirty with ingress of oil.
- (c) Insulation deteriorated.

Main Switch Box to be stripped and re-conditioned.

4. Engine Room Wiring

The whole of the supply cables and internal wiring has deteriorated and low insulation due to ingress of oil and water.

To be completely re-wired with proper cabling i.e. oil resistant cable.

5. Battery Charging Resistance Units

- (a) Interior slightly corroded, insulation deteriorated.

To be stripped and re-conditioned.

6. Subsidiary switches in Engine Room

Of the household SIMPLEX type allowing ingress of oil and salt corrosion.

To be either fitted with watertight glands or replaced by watertight fittings.

7. 24 Volt Emergency Lighting Battery

- (a) Various cells showing low specific gravity of Electrolyte, indicating deterioration of cells. Probably due to incorrect charging and by passing of Battery Charging Cut out and Voltage Regulation Unit.

Defective batteries to be replaced and wiring from 24 Volt charging generator via Battery Charging Cut Out Unit to be re-wired.

8. Domestic lighting in Crews Space, Galley, Hold and Wheelhouse

- (a) A large proportion of fittings broken and in need of covers.
- (b) Some wiring deteriorated with low insulation.

Broken fittings to be renewed and defective wiring re-wired as applicable.

9. Ships Radio Installation

Charging arrangements for batteries inadequate and dangerous.

Proper charging unit and permanent wiring to be installed.

92d

HULL

An internal and external survey was carried out on 'Philomel' on 1st December, 1963. Several major defects were noted and are as follows:-

1. The weather deck needs recaulking, there are several bad leaks, particularly in the Engine Room. The deck through which the bulwark stanchions pass badly requires caulking.
2. The Diesel Tanks, both Port and Starboard, are corroded and require re-preservation.
3. The Engine Room Supply Fan trunking is corroded away.
4. The deckhead beams in the Engine Room and one in the crews quarters aft are badly shaken.
5. Approx. 30-40% of the copper sheathing on the keel is missing. The keel in these positions is soft and the midships section is badly worn.
6. The sheathing in the vicinity of the waterline is torn and several sections are missing.
7. The projecting skeg which supports the lower pintle is badly worn. The holes used for the side plates and shoe retaining bolts are out of line and enlarged.
8. The stem is cracked about 4 feet above the waterline.
9. The funnel is corroded through just above the funnel deck.
10. A cement box is fitted around the rudder post trunk and rudder post gland.
11. The metal plating of the superstructure is corroded just above the wooden weather deck. Needs chipping and preservation.
12. All port holes are defective.
13. The eyesplates of the funnel and mast shrouds are corroded.
14. The main exhaust pipe above the funnel is badly corroded.
15. The anchor chains are badly worn and should be tested and heat treated.
16. The steering chains are badly worn and should be tested and heat treated.
17. The mast is badly shaken, and it was reported that the region above the top shroud band is rotten.
18. The derrick should be tested.
19. The bridge windows are defective, one cracked, the other badly bloomed.

CONCLUSIONS

In my opinion a detailed survey can only be carried out if the boat is slipped and this should be done as soon as possible. It is recommended that the engine be lifted to enable the bearers to be examined. A section of inner planking, a number of plank fastenings and keel bolts should be removed for inspection. The boat appears to be basically sound and seaworthy, but concern is felt because of the defects listed, a prolonged refit will shortly become essential.

97
93

23rd February 1966.

Dear Mr. Harris,

89A

Thank you very much for all your work on the engines of m.v. 'Philomel' and for your extremely helpful report.

We are hoping to replace 'Philomel' within the coming year and your report will be of the greatest assistance when I approach the Legislature for funds.

H.M.S. Protector's ever-willing help is a great comfort to us.

Sincerely yours,

Willoughby Thompson.

(W. H. THOMPSON)
COLONIAL SECRETARY

Engineer Sub-Lieutenant D. P. Harris,
H.M.S. PROTECTOR

FA

RG

A.C.S.

With reference to the survey reports on 'Phulomel' at p. 89A + p. 91, can you tell me whether the vessel has been shipped & properly attended to since February, 1966? (Para. 7 of p. 89A + para. 1 of p. 93 are particularly relevant.) and I have marked the portions which indicate that ^{even if extensive repairs} ~~repairs of some kind~~ have been taken in 1966 the ship would only be seaworthy for 2 more years. (1/2/7)

C.S.

95

I have spoken with Mr. Sallis.
Phulomel has had no drydock or beaching attention since S/Lt. Harris' report of 14.2.66 at p. 89A.

14.7.69

Pa