

SHIVES/11#5

O664/Q	O 6 6 4 / Q

(Formerly)

M.V. PHILOMEL

PLANS AND SPARE PAPERS

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CONNECTED FILES.

NUMBER

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

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

EM3/M4/FALK.IS.9348.

4. MILLBANK,

LONDON, S.W.1.

Telegrams: "Crown, London-S.W.1"

Telephone: Abbey 7730

Telex No. 24209

19th November, 1964.

Dear Sir,

Your reference No.0664/K/II.  
Proposed new cargo vessel.

We refer to your letter dated 28th May, 1964, and to the subsequent discussions in this Office with Mr. L. Gleadell & Mr. E.C. Gutteridge, and enclose copies of letter dated 3rd November, 1964, from James N. Miller & Sons Ltd, with tender, specification, three drawings, two engine leaflets and a photograph.

From our conversation with Mr. Gleadell, we learned that available funds, although more than before, were still limited. It was therefore decided that Messrs. James Miller should be asked for new plans, specifications and prices for a modified version of the 76ft vessel only, with possibly some small increase in length. However, as Messrs. Miller previously advised, there is a considerable saving in cost in using the same lines drawings and frame moulds of a standard size fishing boat hull, and the new proposals are for a vessel of the same dimensions as the 76ft vessel they previously offered.

From considerations of weight distribution and safety, it has been necessary to place the cargo oil tanks forward of the cargo hold in a separate tank room divided from the cargo hold by a watertight steel bulkhead.

The engine room bulkhead has been brought forward to provide the minimum 2'6" space between it and the engine, which you asked for. Messrs. Miller have found it necessary to keep the fuel bunker tanks in the engine room, but with the additional space forward of the engine and the absence of freshwater tankage in the engine room, we feel that working space in the engine room will not be too much restricted. It is not practicable in this wooden vessel to incorporate fuel bunkers in the bilges. The bunker tanks might, however, be reduced in size if the steaming range of 800 miles provided for is not required. Alternatively, if, as we gathered from Mr. Gutteridge, you may possibly consider drawing the vessel's bunkers from the cargo oil tanks, the fuel tanks in the engine room could be done away with and the smaller freshwater tanks located in the engine room. We should mention that, in considering requirements for the cargo oil tanks, we have assumed that the fuel oil to be carried will be diesel oil or a similar light oil as used in domestic heating installations.

We explained to Mr. Gleadell that the reduction in cargo space consequent on the requirement to carry 17 tons of cargo fuel oil was likely to be greater than was visualised from your letter, due to the need to keep the tanks separate from the wood structure of the vessel and the need to provide space between the tanks and the ship's structure for normal maintenance. Nevertheless, we were surprised that it should be reduced 2,400 Cu.ft, particularly as the length of hold on Messrs. Miller's new plan still scales 20'9" as against 23'0" in the previous arrangement drawing without cargo tanks. This has been queried with Messrs

/Miller

The Officer Administering the  
Government.,  
Colonial Secretary's Office,  
Stanley,  
THE FALKLAND ISLANDS.

JMcC/STB.

Miller who after re-measurement of their lines plans advise that it will in fact be 2700 Cu.ft.. Irrespective of size, the actual carrying capacity of the vessel in terms of dry cargo is reduced by the 17 tons weight of oil plus approximately 4 tons weight of tanks, i.e. from 87½ tons to 66½ tons, so that except for light stowing cargo, additional space in the hold could not be used.

The hatch size which is shown on the new plan as 7ft x 4ft has also been queried, in view of your previously stated requirement of a minimum size of 12ft x 8ft. The reduction appears to have been made to get stowage space for the 16ft Lifeboat, but there is no reason why the Lifeboat should not be stowed above the hatch as previously proposed, and the hatch size increased, which could be done with no increase in cost.

We discussed with Mr. Gutteridge the technical implications in the paragraph headed "Auxiliary" in your letter, and as a result of the discussion we have not pursued the matter of the diesel driven alternator which would be a large and expensive item of equipment. We think that the arrangement as now proposed, i.e. a completely independent diesel driven hydraulic pump for supplying hydraulic power to the cargo winch and the windlass, with a separate diesel ~~driven~~ auxiliary engine driving a generator and a bilge and washdeck pump, will prove to be very satisfactory. In addition, a separate diesel driven pump is to be supplied for discharging the cargo fuel oil.

The standard method of starting the Kelvin propulsion engine is by electric starter. Messrs. Miller have allowed for two main engine starters, each with its own bank of batteries, one starter being a standby unit. This should ensure safeguard against starter failure.

The electrics proposed are 24 volts D.C. throughout as before, in the interests of simplicity. A ~~auto~~ transformer and a battery charger are proposed, so that power for ship's lighting and other electric services including battery charging can be supplied independently of the vessel's own generators when lying alongside in port. Electric power can be obtained from either the <sup>main</sup> engine driven generator or the auxiliary diesel driven generator set when at sea, or from the auxiliary diesel driven generator set or a shore supply when not steaming. There is a total of three banks of batteries, one 250 Amp.hr. and two 180 Amp.hr., and an extra price for these to be Nife instead of lead acid is quoted.

We have abandoned the suggestion for Cascover nylon sheathing for the hull, since our discussions with Mr. Gleadell and Mr. Gutteridge indicated that maintenance of Cascover sheathing in the Falkland Islands would be difficult due to climatic conditions and the lack of slipping facilities. The cost of copper sheathing, with underwater fittings and fastenings electrolytically suitable, is quoted.

Open type scuppers in lieu of galvanised freeing ports are included in the new quotation.

Messrs. Miller's G.A. plan shows the proposed method of stowing twenty 40-gallon fuel drums on deck, in the manner which we understand you had in mind. The drums have been assumed to be the normal 40-gallon drum size, i.e. 23"

/diameter

diameter, 34½" long. When the drums are carried, the access along the the side decks will only be by climbing over the drums, and Messrs. Miller have therefore allowed for portable guard wires with stanchions on top of the bulwarks in way of drum stowage.

With regard to the dory type nesting scows, we are not clear as to the size of these, but it appears to us that there will be no difficulty in stowing these on deck alongside the hatch.

There is no mention in your letter of requirements for electronic equipment, but if a radar and an echo sounder are still required we suggest that the Decca D202 radar and the Ferrograph Offshore, which we previously recommended, might be chosen. We were given to understand by Mr. Gutteridge that a ship's radio, if required, might be available in the Falkland Islands, and we are not therefore allowing for this. A portable lifeboat radio as required by the M.C.T. can be obtained at a price of £285.

We should mention that the freshwater tanks shown in the new general arrangement plan are out of scale, and that for the capacity specified they will be larger than scaled from the drawing. You will note also that the fuel tanks as installed can be used as ballast tanks for trimming purposes. They will of course be most useful as reserve fuel tanks during the delivery voyage to the Falklands.

Messrs. Miller mention in their letter an auto-transformer for electric power supply from shore. This of course would require to be a double wound transformer.

Two versions of the Kelvin T8 engine are offered, and estimated speeds for each are quoted. We are inclined to agree with Messrs. Miller that the additional cost of the turbo-charged engine would be justified.

As to total cost, allowing for all the extras quoted for in Messrs. Miller's tender (with the exception of short voyage spares and the T8 propeller), £1400 for radar and echo sounder, £285 for a portable lifeboat radio and an approximate figure of £4500 for the delivery voyage, the cost delivered Falkland Islands would amount to £58,199, say £58,200. To this would be added Crown Agents and Inspection charges amounting to about £1300, making a grand total of £59,500.

We are calling for tenders from Delivery Contractors, and hope to be able to advise you shortly a more accurate estimate of cost for the delivery voyage. The photograph enclosed is of the Fishing Vessel "Brighter Hope", which is the same size and type of boat as is now offered by Messrs. Miller. It is said to have proved itself as an exceptional sea boat, and it usually fishes in the Faroe, Icelandic & Rockall Fishing Grounds. Providing the cargo space is sufficient for your requirements, we think that the boat offered should prove an admirable vessel for your purpose.

We look forward to receiving your comments and further instructions in due course.

Yours faithfully,

for the Crown Agents.

C.S.

The drawings and engine specifications for "Philomel's" replacement have been shown to Lieut. Commander Woodhouse of H.M.S. "Protector" in accordance with your instructions. After a lengthy discussion the following notes were taken:-

1. That the equipment, Echo Sounder, Radar are an excellent choice and should give satisfactory service.
2. He suggests that main generator on engine produces A/C current which can be used for the above and rectified for Battery charging. Lights can still be run from A.C. or D.C.
3. His choice of the two engines is the T 8 model because the T S 8 model is a super charged engine and spares for the super charges will be costly. The T S 8 Model is a standard engine fitted with a super charger, thus engine components may be overstressed for the extra  $\frac{1}{3}$  horse power which is hardly required.
4. From his experience of carrying out a survey on our "Philomel" he thinks that as few separate engines as possible is the answer. Main engine has power to drive winch and has bilge and wash deck pumps capable of satisfying ships needs. Auxilary engine provide A.C./D.C. lighting and drives cargo pump. This to have emergency bilge pumping connections. Electric starting is a must on both.
5. Sheathing - Nylon fibre glass is preferred - providing the ship gets routine docking and maintenance - but - if she is expected to run as Philomel has i.e. without regular docking then copper sheathing is the answer and have it repaired by diver.
6. Finally Lieut, Commander Woodhouse recommends that if Government decide to purchase this new vessel she should go into a dockyard at least once a year under professional care and attention, otherwise Government will be faced with the same problems as has been experienced with the "Philomel"

*H.M.*  
H.M.

*6/6 on file  
S.I.*

*he has discussed  
discuss on  
his return from  
Camp  
S.I. 23.2*

*bu 4.365*

APPENDIX C

Cost of ship inclusive of delivery to Port Stanley  
by approved contractor vide Crown Agents letter  
Q/EM3/14/Talk. Is. 9348 of 17th December, 1964

£61,400

Specification

DIMENSIONS

Length overall ... .. 76 ft.  
Beam ... .. 21 ft.  
Draft Mean ... .. 9 ft. 6 ins.

GENERAL

The vessel to be built as per plan and to scantlings hereinafter specified with straight stem and canoe type stern, to be rigged with one mast. To be built under Lloyds survey and to their requirements for issue of classification certificate for small Coastal craft.

WORKMANSHIP

The workmanship to be of good description and quality, the greatest care to be exercised in having the hull moulding eye sweet and fair, finish to be plain and good.

SPECIFICATION

The Vessel to be finished for delivery on or as agreed to suit, strikes and all other causes outwith the control of the builders excepted, the builders to pay all expenses of the vessel until handed over and to keep her insured against fire and all other risks covered by builders' risk policy whilst building, and until handed over in terms of this specification. The vessel's name to be cut on the hawse boards, and have the port of registry painted on the stern. Official tonnage to be cut on the main beam if measured under the Merchant Shipping Act.

KEEL

To be of Oak 10" sided, 13" moulded and to suit the form of the vessel, scarphs to be hooked and not less than six times the siding in length. To have white lead between scarphs and bolted with six 7/8" bronze screw bolts. A facing of oak to be fastened to bottom of keel 3" thick and width of keel with corners rounded.

HOG

To be of oak 8" sided and fitted on top of keel, scarphs to be fitted to run up of keel forward and aft.

STEM

To be of oak 10" sided and moulded to suit the form of the vessel and fitted to keel as shown on plan. To be rounded off to suit stem iron. An apron of no less than 6" sided and moulded to suit. Stem bolted to keel with 7/8" bronze bolts spaced 12" apart and staggered across breadth of stem.

DEADWOODS

Fitted forward 10" sided and moulded to depth of frames at centre, deadwood aft to be sided to carry stern tube.

FORE KNEE

Of oak 10" sided, to run well up stem and along top of deadwood, fastened with 7/8" bronze screw bolts.

STERN POST

To be of oak 10" sided at keel and swelled in way of propellor shaft to give sufficient housing for the stern tube to be moulded as shown on plan. The heel of the sternpost to be tennoned into the keel. The whole to be fastened to keel, deadwood, and knee by 7/8" bronze bolts.

STERN KNEE

To be of oak sided 10", swelled as stern post for housing of stern tube, moulded as plan and to suit the form of the vessel and securely fastened with 3/4" bronze screw bolts.

OUTRIGGER

Of oak, sided 10", moulded as plan and to suit the form of the vessel to have fashion pieces each side to

OUTRIGGER  
(cont'd.)

augment rabbet for hood ends. To be moulded as drawing and to be fastened with  $3/4$ " dia. screw bolts, bronze.

KEELSON

Of oak, 10" x 9", bolted through frames and keel, as long as possible.

FRAMES

Of oak, sided 5" single, moulded at keel 12", at bilge 8" and at head 6", spaced at 16" centres. Each side of the butt to be fastened with galv. screw bolts, having four on each side of the butt frames. To be fastened to keel with  $7/8$ " bronze screw bolts through frames, hog and keel.

PLANKING

To be of larch generally of good quality. Ordinary planking  $2\frac{3}{8}$ " thick, sheer and bilge planking 3" thick. Planks to be fastened with  $1/2$ " bronze dunnops treble in each plank of 7" and over in width and double in planks of less than 7" in width. All butts on planking to be treble nailed for two frames on each side of butt. To be caulked with oakum and payed with pitch. Topsides to be caulked with white oakum and payed with putty. Alternatively the planking fastened to Lloyds in bronze screws.

BEAM STRINGER

To be fitted all fore and aft, three at 8" x 3" larch fastened with 6" galv. steel flats and to have a breasthook both fore and aft. Stringers to have one  $5/8$ " galv. bolts in each frame, fastening planking frame and beam stringer together. Bolts staggered from top edge to bottom edge in consecutive frames.

BILGE KNEES

6" x 6" of oak tapered to 4" on lower edge to be well fastened into frame.

BEAM SHEELS

Of larch to run two-thirds length of the vessel, 9" x 6" bent inside stringers on edge with  $5/8$ " galv. screw bolts between each frame and  $1/2$ " galv. screw bolts in each end every beam and half beam.

BEAMS

Main beams of oak, 8" sided and moulded 8" at centres, 8" at ends. Ordinary beams of oak 5" sided moulded as main beams. All main beams to have lodging knees through fastened to beams and ship's side with  $1/2$ " galv. screw bolts. The ends of beams to be fastened to stringers with  $1/2$ " galv. driving bolts and to beam shelf as aforementioned.

CARLINS

Of oak main carlins 10" x 6" half beams larch or oak 6" sided 6" parallel, moulded. Alternate half beams to be connected to carlins and to ship's side with oak knees.

DECKING

To be of edge grain pine well selected planks of  $2\frac{3}{8}$ " thickness well fastened to beams with galv. flats, the heads of which are to be sunk and filled with end wood dowels. Caulked with oakum and payed with PRC compound.

DECKHOUSE

To be constructed of marine type plywood reinforced with steel angle frames to Lloyds scantlings and approval with opening ports of brass and windows of Beclawat or similar type. Outside doors to be of Teak with brass hinged, a ladder of galv. steel fitted as shown, an exhaust funnel and ventilating trunk to be of galv. steel.

STANCHIONS & BULWARK RAILS

Bulwark stanchions of Oak  $5\frac{1}{2}$ " x  $4\frac{1}{2}$ ". Rails of 8" x 3" oak tenoned on top of stanchions and bolted with  $3/8$ " galv. bolts. Rails to have one run cope iron, one on edge 2" x  $1/4$ " galvanised, fastened with countersunk galv. nails

BULWARK STRENGTH  
POSTS

To be open type as shown on drawing.

BULWARK PLANKING

To be of 1 1/2" larch in as long lengths as possible.

BULKHEADS

Of T. & G. Pine 1 1/2" thick with four main bulkheads of painted steel to Lloyds requirements.

RIGGER

Stock and pintles of bronze, blade of wood, dia. of stock 3/2" with couplings welded and machined keyway to be cut on coupling faces. The stock to be housed in a watertight bronze gland on the stern frame and a bronze watertight bearing on deck.

SKEG

A bronze skag of approved pattern to be fitted and connected to the keel into which the heel of the rudder is to be stepped.

MAST & RIGGING

Mast to be of steel tube of a suitable size with the necessary mountings, rings and eyebolts, to be fitted in suitable tabernacles. Mast to have the necessary standing rigging and running gear for the working of a derrick. Mast for tested load of 2 tons.

ACCOMMODATION

GALLEY: To be situated as per plan and fitted with a cooker complete with system for supply of hot water. Cooker must be capable of cooking for a total crew of nine. Galley to be fitted with stainless sink, pan rack, drawer and locker space, etc. Sink to provide hot and cold water. Floor to be tiled.

All floors in accommodation to be covered with linoleum AA quality.

LAVATORY & SHOWER: Situated in deckhouse. Lavatory to be complete with flushing system, from deck sanitary tank, discharge pipes and storm valves.

MESSROOM: Situated in deckhouse, fitted out as per plan with settee, table and folding chairs, all to be finished in mahogany. Radiators to be fitted as shown on plan.

MATE & ENGINEER'S CABIN: Situated in deckhouse, radiator fitted as plan with two berths, dressing tables, all finished in mahogany with entrance way from messroom.

CAPTAIN'S CABIN: Situated aft of wheelhouse, fitted as plan, with berth, sideboards, wardrobes, chart table, all in mahogany. Radiator fitted.

WHEELHOUSE: Fitted as plan with navigational aids fitted.

CREW'S CABIN: Situated below deck aft, fitted with six berths and all necessary lockers, etc. for accommodation of crew. Radiator fitted.

VENTILATION: To be adequate for health purposes in living quarters and to M.O.T. approval. Other spaces to be well ventilated to approval as a precaution against the possible danger of dry rot. To prevent undue interference with working deck space rectangular vents fitted close to deckhouse superstructure. Inlet air trunkways to be taken close to ship's side and exhaust to normal deck level. Ventilation to engine room space to receive special

ACCOMMODATION  
(Cont'd.)

attention to ensure elimination of all fumes.

Floors in accommodation to be of  $1\frac{1}{2}$ " T. & G. covered in linoleum and hatches cut in suitable positions for easy access to bilges. Hatch edges to be lined with brass strip.

FURNITURE: All furniture to be in first class mahogany. All drawer fronts to be solid mahogany and doors, etc. to have resin bonded mahogany plywood panels.

ENTRANCE STEPS: Stairways to accommodation to be of pine with galv. tread strips fitted on each step.

HARDWARE: Handles, locks, hinges, etc. throughout the ship to be of approved pattern and material. All doors to have silent back hooks and rubber stops. Ample number of coat hooks to be provided in cabin and officer's accommodation. All cupboard doors to have knobs and catches.

ENGINE BEARERS

To extend for and aft as indicated on the drawing to be of a scantling suitable for the engine being installed, to be of steel and through bolted to the frames with galv. bolts, transverse members and bracketing to be fitted as required.

AUXILIARY ENGINE BEARERS

To be fitted and arranged to suit machinery requirements and after the general style of the main bearers.

TANKS

Two in number fresh water tanks to be fitted 400 gallons each and piped to filler on deck and to gravity tank on top of deckhouse.

Two in number fuel oil tanks of 800 gallons each to be sited respectively on port and starboard sides of engine room as indicated on plan. 800 gallon on port side and 800 gallons starboard side. Fuel tanks to be suitably connected up to main engine and auxiliaries. Filling arrangements and breather pipes through maindeck to be to M.O.T. approval. Tanks to be complete with manhole doors, calibrated diprods, valves and drain cocks. One in number lubricating oil tank of approximately fifty gallon capacity to install in engine room. Suitable filling arrangements from deck. Draw off cock, saveall and dipstick to provide. Suitable bench and tool lockers to be built into engine room in suitable position.

ENGINE ROOM ENTRANCE

To be of mahogany or suitable hardwood.

MOORING

Two mooring bollards to be fastened on deck forward and two aft, bolted to beams. Fairleads on rail forward and aft.

IRON COPING

One run of  $3" \times \frac{1}{2}"$  galv. cope iron to run the whole length of the vessel on each side and on the sheer plank and one on top  $1" \times \frac{1}{4}"$ .

ELECTRICS

Main switchboard and charging panel complete with all fittings. Voltage and current output to be indicated from all machines. Battery box with accumulators of 250 amp. power to supply current to instruments, emergency lighting and wireless

ELECTRICS  
(Cont'd.)

sets. Lighting, including bunk reading lights, and wiring throughout the ship to be of approved and in line with best standard practice in lead covered cable. Electric pump to radiators to instal and wire up. One set navigation lights to M.O.T. approval. Two top lights in front of mast. 2 lights in wheelhouse, 1 deck light (stern light).

DECK LIGHTS: 2 lights on foremast, two lights on front side of wheelhouse, 2 lights on sidewalls of deckhouse, 2 lights on back of wheelhouse.

WHEELHOUSE: 1 ceiling light, 1 compass light, 1 light in passageway, 1 light over dresser.

HOLD: 2 lights.

ENGINE ROOM: 4 lights, 2 plugs.

APT CABIN: 2 ceiling lights.

CHAMBER: 1 light, 1 bed reading lamp, 1 chart table light. 2 lights in messroom, 1 light in toilet, 2 lights each in Captain's, mate's and engineer's cabins.

ANCHORS AND  
CABLES

Two in number, 3 $\frac{1}{2}$  cwt each stocked anchors with 105 fathoms of 11/16" galv. iron short linked cable. Hand windlass for handling anchors.

HAWSERS

75 fathoms 1 $\frac{1}{2}$ " circ. hemp. 75 fathoms 2 $\frac{1}{2}$ " circ. Hemp.

LAMPS

A set of copper navigating lamps to be supplied consisting of two mast head lights, port and starboard side lights and an anchor light, also already listed under Electrics, also N.U.C. lamps.

PAINTING

During construction the frames, beams and stringers to be brush treated with Cuprinol wood preservative including the faying surfaces of any frame doublings and the outside of frames before planking. The outside of vessel after having been planed smooth to have two coats of Cuprinol and then one coat of pure lead paint, thereafter three coats of paint to owner's requirements. Below the waterline the outside shall again be treated with Cuprinol (that is 3 coats in all). Thereafter to receive two coats of Bitumastic paint. Engine room to receive aforementioned Cuprinol and then finished with fire retardant paint, colour to owner's requirements.

PUMPS

Three hand pumps of 4" Whale type to be fitted in every W.T. compartment with bilge suction and discharge outboard.

CARGO HOLD

To be lined with larch to requirements and fitted with galvanised stanchions.

FO'CLE HEAD

To be fitted as plan, all to be in steel with handle rail stanchions, hand winch for anchors and davit, ladder to fore deck.

LIFE SAVING  
EQUIPMENT

4 lifebuoys each fitted with self lighting light and one with 15 ftms. line. Twelve lifejackets. 1 line throwing appliance, 250 yds. throw. 12 parachute distress rockets. First Aid equipment. Ship's bell. Conical shapes and black balls.

OUTFIT

1 mooring rope 3" manila, 15 ftms.  
2 mooring ropes 3" manilla, 12 ftms. each.  
4 cork fenders.  
2 boat hooks, 18 ft. in length.  
4 galvanised buckets.  
6 brooms and handles.  
1 mop and handles.  
45 feet deck washing hose, 1½" with unions.  
1 tarpaulin for hatch coaming with battens and wedges.  
1 clock and barometer.  
1 hand saw.  
3 screw drivers.  
1 parallel bench vice.  
2 hammers.  
2 chisels.  
3 files.  
1 adjustable spanner.  
1 Typhon fog horn, hand operated with horn on wheelhouse.  
1 blow lamp.  
1 hammer 2 lbs. with handle.

GALLEY:

2 saucepans, 1 potato pot, 1 fat spoon, 1 washing up basin, 1 teapot, 1 kettle, 1 coffee pot, 1 pepper & salt dish, 1 bread board, 1 frying pan, 1 vegetable pot, 1 breadknife, 3 store tins, 1 dish mop, 9 meat plates, 9 soup plates, 9 pudding plates, 9 mugs, 9 forks, knives spoons and teaspoons. 1 sponge, 1 wash leather, 5 pair kitchen towels. Two plastic tablecloths.

BERTH REQUISITES:

9 foam mattresses.  
9 pair wool blankets.  
18 pair cotton sheets.  
18 terylene pillows.  
9 pair cotton pillowcases.  
9 pair hand towels.  
3 large bath towels.

FLAGS:

1 national flag.  
1 set international code flags.  
1 log with reserve line, 1 deep line 120 ftms.  
Line and lead.

Two inflatable life rafts of approved make, 10 man. in fibre glass containers and emergency packs.  
One 10 gallon froth extinguisher for tank room.  
One 10 gallon froth extinguisher for engine room.  
Four 2 gallon portable extinguishers.  
One axe.  
Sand receptable and scoop.

Spare propellor and spare tailshaft supplied as quoted extra.

Steering  
Gear

Fishing boat type steering gear with gipsy and chain and rod connection complete with Teak steering wheel.

ENGINE

To be a Kelvin Diesel engine of 240 h.p. Model T8 complete with hydraulic reverse gear and 3.1/3:1 reduction gear. Engine to have heat exchanger cooling system. Starting to be by electric starters. Two starters to be fitted with one starter as a stand-by unit. Each starter to have separate set of batteries of 180 amp. hr. capacity. All engine controls to be taken to wheelhouse. The engine to be complete with exhaust arrangement led to silencer with deck outlet. Seacocks to be fitted with strainers for circulating water. An auxiliary dynamo of 24/32 volt 2000 watt output to be belt driven from engine and having voltage regulator and cut out. Engine to be built to Lloyds requirements and under survey with all equipment to comply. A kit of Lloyds long voyage spares to be supplied as quoted extra. Storgear to Lloyds in bronze with intermediate shaft of steel. A spare propeller and tail-shaft to be supplied as quoted extras. A telegraph between wheelhouse and engine room to be fitted at extra cost as quoted. Water and fuel piping to be of copper, fuel line to be fitted with suitable filters. The engine generally to be as described in publication No. T8/1262.

AUXILIARY ENGINE

Engine to be a lister air cooled diesel engine of 4 h.p. driving generator 2½ Kw. 24-32 volt and also driving a centrifugal bilge pump of 2" bore to be complete with all valves piping and connections for pumping bilges and washing decks, all to Lloyds requirements.

CARGO WINCH

Cargo winch to be a Smallwood type CDM complete with D6/200 V pump united with speed control valve and manually operated friction brake and clutch so that warping drums may be operated independently from wire storage barrel, to have a direct pull of 2 tons from the warping barrel and complete with two warping drums completely installed, with pump driven from aux. engine.

CATHODIC PROTECTION

Builders to provide suitable protection after consultation with M. Duff & Partners.

SHREATHING

Hull to be sheathed in Copper. To be 6" above load waterline.

COOKING & HEATING

A diesel oil cooking stove complete with hot water boiler fitted for crew of 10-12.  
A diesel oil heating unit fitted for water heating in all cabins with separate radiators. Piping in copper with header tank on deck. Cooking stove and oil heating unit to be by Perkins Boilers Ltd. or Kemp.

Pebble Island,  
West Falkland Is.  
3rd March 1965.

3

W.H. Thompson Esq.,  
Colonial Secretary,  
F.I. Government Secretariat,  
Stanley.

61  
10/3

Dear Mr Thompson,

'Philomel Replacement'

Yesterday you sent Mr Grierson and Captain Solis to Pebble to talk with me about this proposed vessel and supposedly to obtain my views; I hear however that Government are proceeding with this 75' vessel anyway, so that I cannot see that my views are of much value to you now and I am probably wasting time and Paper in writing this, I sincerely hope I am wrong here and that you are not yet finally committed .

Without an expression from Government of A CLEAR STATEMENT saying exactly what the proposed new Vessel is intended to do, I find it difficult to advise them. Is it to replace Philomel in her originally designed Role? I dont think so from a study of the plans; there is no Hospital or seperate Passenger Accomodation provided. Is the vessel intended to act as Tender to visiting Warships, look after Government lights and carry mail and small Cargoes? That is her most suitable role; she is not ideally designed for even that purpose; there is no shelter for the V.I.Ps travelling to and fro and, owing to her design, could not run cargo economically. She would also be downright unsea-worthy with the 'Cargo' oil tanks filled, in the position shown and with a full cargo besides; as a simple calculation based on the Designers I.T.Ms would show. The vessel is very expensive if that is her role. It means that the Majority of Taxpayers must Subsidise her uneconomical freighting to places like RoyCove, Carcass, Pebble Island Etc. These Farms could buy their own boats and do their own freighting, even if they had to club together; if Government and, that means the Taxpayer as a whole, is going to carry freights it should do its best to do so economically. I think I am probably right in saying that the main function of the vessel is to carry Mail and Freight to Farms an

and/

on that basis I shall make my observations.

Main duties of vessel to carry Mail and freight mostly, but not entirely, to West Falkland and Sound Ports. The original Hospital patient and Passenger carrying of Philomel to be dropped.-

The 75 Foot design submitted to me yesterday COULD NOT BE MORE UNSUITABLE FOR THIS PURPOSE IF DELIBERATLY CONTRIVED. Small cargo vessels and a lot of modern big ones, should have their Engines right Aft. All the accomodation for crew should be above the Main deck aft. To get the space you build the 'House' out to the ships side; Vide the thousands of small Dutch Coasters which pour in and out of all British Ports, also small Everard Coasters. Engines AFT; Accomodation above, AFT; all the remainder of the Ship for carrying; its basic Principles of modern small ship designed for Cargo carrying. What is your design? A more sophisticated Philomel, thats all. A fishing vessel without Fishing gear. Whats all that space around the After end of the Deckhouse for? Sollis wont pace it. I have assumed that we are not discussing a V.I.P. Tender, in which case the combined Harbour-Master, Customs Officer, Superintendent of Police, A.D.C. and Marine Adviser to visiting Warships and others, wont need it to parade; theres only one use for it on a small Cargo vessel, to put the Accomodation. This gives you 50% more Deck space; about 60% more Hold space; a shorter Propellor Shaft.

The V | L

should be built of Steel, welded or rivetted, as desired, or, whichever cheaper. She should be at least 95 Feet long. Now, if with the above Basic design, type of Construction, Dimensions and, type of Cargo work to be used in ; if with that information, you had approached a Designer of small cargo vessels he would have turned you up a suitable modern Economical vessel. If further you specified that Furnishings, Equipment Etc Etc should be of Modern Materials to a Standard sufficient to supply necessary services and comforts only, you would have got away from Mahogany Furniture, Panelling in Wood, laid Wood Decks and other expensive things.

If, <sup>you</sup> go to a traditional Wooden Fishing Vessel ~~xxxx~~ Ship-building Firm, how can you expect a suitable vessel? Their Design is not what you want, the size is not what you want, the Material is not what you want and, as a sideline to Material; I have in my Files here 2 letters

Letters/ —

from 2 Firms both saying that if I wanted 6" x 12" x 15' properly seasoned Oak, I had better be prepared to wait 10 years. Possibly your firm of Miller has a monopoly of this, I doubt it. There is even a SERIOUS shortage of Ship Surveyors in the U.K. now, who really know Wood construction, they say they do. 3 separate Surveyors, at various times surveyed 'Malvinas', not one named ~~XXXXXXXX~~ <sup>RIGHTLY THE</sup> wood used in her Hull Planking. This form of Building is a dying Industry; if you peddle a ridiculous little design such as either the 75' or 85' ones, built like this, to any firm building Modern type Cargo vessels in Steel of course they will quote a tremendous price, the job is a nuisance to them.

Assuming that you are going ahead anyway with this design; the first question one must ask is how long do you expect the thing to last, or want it to last. I have heard it said that you do not expect more than 10 or 12 years, I do not believe this and would expect you to want a useful life of 15 to 18 years anyway. This has a lot of bearing on how the thing is to be built though; anybody building a ship should decide what he wants her life to be and, within limits, build accordingly. There is no point in using Hard woods if you are building for only 10 years, all softwood Construction will do. Similarly; it is a complete waste of money to copper more than the Keel if only a short life is required. Fastenings also can be of Galvanised iron instead of Bronze or similar; all these things have a big bearing on costs .

I would say the 85' Foot vessel is infinitely preferable to the 75' one because of the very much bigger Hold. If you put a 12-15 Ton Tank aft in the Hold of this vessel; shifted the F'ward Hold Bulhead ahead half the length of the Store-room you would still have 4000 Cu Ft Hold space and a big enough Store-room for Mails and Small packages. Whereas the 75' one only has 2400 Cu.Ft. with no mail space.

For either size you would have the same crew.

For either you should have 2x2 Ton SML Derricks.

For either you should have Hydraulic Anchor winch, power anyway.

For either all outside FW and SW pipes and Tanks should be lagged.

For either the wheel-House should have a clear-view screen (Kent type)

The only economy suggested in the whole conception is I consider <sup>at</sup> one time you should not economise; you should get a really efficient R/T with all the International frequencies on it.

Nothing I have said however to improve the 75' or 85' wood ships means that I depart one Tota from what I said before about the complete unsuitability of the basic design. For that reason, if this design is going to be accepted it is really no good asking my opinion about it. As I previously said, I will come out on her as Skipper if that will assist you, provided my Employers agree as I think they would. I would prefer not to be asked to advise on the design or bulding though. If I were to be bringing her out I should naturally have to be on the spot for the last month in order to satisfy myself that the vessel was fit and properly equiped Etc. I would prefer not to have it said in 5 or 10 years time 'You were on the Advisory board, whatever made you get that thing out here ', so please drop me from the Advisory panel.

Without being an Airman, I would much prefer you to spend that amount of Cash on a large 2 Engined Sea-plane that could go to Punta-Arenas for mails if necessary and carry 2 or 3 Tons of Freight, than on a vessel so unsuitable and costly.

When I go to the U.K. I intend to make enquiries through my frèends about costs of building a 100' standard type Motor-Coaster either in the U.K. or on the Continent. I shall also look into the modern 2nd Hand market. I have a lot of acquaintances in the Ship-building and Ship-Design business and I want to see for myself just exactly what the position is. I will docuement my findings, regardless of result and let you have them. Of one thing I am certain; if I had had \$60,000 or even half, in 1962 with which to get a boat for Dean Bros, I could have got a Cracker of a Ship; and there are a few mistakes I made then I would not make again.

Yours sincerely



(A.B.Monk)

Copies to:- S. Hiller Rylova.  
W. Blah Hillerov.  
W. Grierson.  
A.G. Barton.

4

13th March, 1965.

Thank you for your letter on 'Philomel'.

Until we make up our mind, and we cannot make it up until we know how much money we can raise, the whole affair is bound to remain way up in the air.

However your comments are extremely valuable, and are being studied.

I have just drawn up a chart of all the views which have been expressed. Your own, Freddy White's, Commander Woodhouse's, the Navy, Grierson's, Sollis' and so on, and it is surprising how many of them coincide. Everyone seems to differ on some issue, but the points of agreement greatly outweigh those of disagreement.

Quite obviously we have months of examination and negotiation ahead of us, but luckily the Crown Agents are helpful and efficient, and our contacts with them on this particular problem have been established at the personal level.

It is said that the ideal is never attainable, but we shall go as far as we possibly can towards trying to achieve it.

Once again, thank you for your help.

Mr. A. B. Monk, J.P.,  
PEBBLE ISLAND.

WHE/EA

Copies to: Mr. Miller  
Mr. Barton  
Mr. Blake

51

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			11.3.65
To	etat CROWN LONDON SW1			HOA/c

No. 55. How Cargo Vessel your RM3/M./Falk. Is. 9348 of 19th November stop  
Final discussions under way can you give general indication if steel ships  
of similar size would be cheaper or more expensive

Secretary

*Reply at 8*

WHI/TB.

Time

OS. Very interesting, thank you. I shall be interested to know the outcome of your talk with Captain Turnbull.

6  
Ltr 24/3/65

Y.E.,

Replacement of m.v. 'Philomel'

Put this on file  
in place of the duplicate  
already  
there.

We spoke. I told you about Mr. Monk's rather violent reaction to our enquiries of him for his views on replacements. (See folio 3).

After an angry letter it is easy to be antagonistic but hidden away behind the schoolboy verbiage there is quite a lot of sense, which ties up with our own views. Frankly, he contributes nothing which is new.

W  
14/4

You should note that Mr Monk rushed into print within half an hour of meeting Messrs. Grierson and Sollis: he did not stop to think. It is clear that he has not absorbed anything I told him about the availability of funds, grant-in-aid requirements, the stage of our investigations, and the difficulties of obtaining specifications at long range.

The tone is set in the first paragraph of his letter when he says "I cannot see that my views are of much value to you and I am probably wasting time and paper writing this".

When he refers to the basic principles of modern ship design and calls the vessel we are examining "a fishing vessel without fishing gear", he is not entirely wrong. Our finances have pushed us into considering something less than ideal. We too would like something larger, and if we could find the money we would no doubt go for it: but what comes out of all this is that Mr. Monk is dreaming of his ideal ship and is not facing the facts we have tried to present to him. When he comments about "Sollis pacing the deck" he is also confusing the 75 foot and 85 foot plans. There is no deck to pace on the 75 footer.

Unfortunately Mr. Monk departs from proper criticism and romances about his details: "she should be at least 95 feet long"; "If with that information you had approached a designer of small cargo vessels he would have turned you up a suitable modern economical vessel"; "If you go to a traditional wooden fishing vessel ship building firm how can you expect a suitable vessel?"; "Their design is not what you want"; and so on.

He ridicules the use of timber and speaks about the lack of seasoned oak with which to build ships. I reject his unsubstantiated opinion. It is proper that we should rely on the experienced advice of the Crown Agents.

As he sees it, it is a steel vessel or nothing, but when he says "If you pedal the ridiculous little design such as either the 75' or 85' one, built like this, to any firm building modern type cargo vessels in steel of course they will quote a tremendous price, the job is a nuisance to them", he puts his finger on the truth of the matter. We have to purchase what we can afford. Even he admits that a steel ship is outside our price range. (Note: I have sent a telegram off to C/AA asking for a quick general opinion on steel hull prices)

Hidden away in his letter (which, incidentally, is written in a very different tone to that conveyed to Messrs. Grierson and Sollis when they saw him) there are one or two points which are well worth studying and ~~this morning~~ I have had a meeting in my office to comb through all the views we have received. An analysis is attached which might well be of use in Executive Council.

Only a few minutes ago I discovered that Captain Turnbull is a qualified ships' surveyor, and as his Master Mariner's qualifications are vastly superior to those of Mr. Monk, he is the obvious choice to be our agent in the United Kingdom. We could pay him a retainer if necessary. We have the funds.

This arrangement would remove the whole affair from the present acrimonious amateur level.

Mr. Monk copied his letter to Messrs. Barton, Miller and Blake. I feel we should not take it up with them. The Executive Council table is a better place to thrash it out. I have written a personal note to Mr. Monk thanking him for his views, and telling him no decision made yet and that we are extremely grateful for the points he raises, all of which are being looked into.

} See form  
4

C.

C.S.

WHT/IM  
13.3.65.

7

Item	White	Grierson	Sollis	Monk	Woodhouse	Goodwin	Other views	General Consensus	Note
Hull	Strongly in favour of steel but no experience of wood	Has swung to steel (Non-technical view)	Steel if we have full maintenance including full slipping facilities (steel flat bottom) Wood better for beaching (rounded structure). Preference is 51% for wood	Steel but says cost "tremendous" Says sheathing is waste of money	Says wood is sound enough and recommends sheathing with copper or nylon	No strong views but points out steel hull would give larger cargo space (spars and beams eliminated)		Still half and half. Only Monk is emotional on the issue	Decision probably rests on costs
Size	Agrees depends on finance	Would like to see larger ship: agrees unlikely we should have full cargoes, but we could offer better service	Agrees with Grierson	Wants 95 to 100 foot vessel and says all our costings are wrong		Agrees with Grierson		Larger desirable but Monk's castigations unsubstantiated.	If a steel hull is cheaper savings might be made for larger ship
Bulk oil carrying	No views	No problem in steel hull	No problem in steel hull but considers takes up too much room in 75' wooden ship	In favour but dislikes placing on present plan	No views	In favour wants to see better positioning of tanks if present plan followed		All in favour but is design matter which must be thrashed out	

Item	White	Grierson	Sollis	Monk	Woodhouse	Goodwin	Other views	General Consensus	Note
Accommodation	"provide best possible"	"present plan is good"	Would like a little larger if possible	Critical of "luxury aspect" says supply necessary services only	-	Says plan very good but Master's Cabin a little too small		Small adjustments necessary suitable any design	
Deck space and positioning of deck housing	Depends on cost	ditto	ditto	Criticisims refer to 85' plan only He totally rejects a 75' ship	-	Happy	-	A matter for argument with designers when final decision made	
Engines	-	-	Wants as much horse power as possible prefers Kelvin T38	In favour of Kelvin engine fitted heat exchanger would like T38	Recommends Kolvin T8 over T33 on grounds maintenance costs	T38 stresses extra power extremely valuable	-	T38 over T8. No large arguments	
Electrical equipment	-	-	Wants separate A.C. generator rectified for battery charging with both A.C. and D.C. lights also to drive bilge and deckwash pumps	Agrees with Sollis	Agrees	Agrees		Separate generator to be supplied as required	Possibly a small increase in cost



Issued to:-

All members of Exa Leg. Co.

DCA

SMD

Aq. SPW

SPT

S/E

H/M

18.3.05.

Ben 29/3/05 (copy to 5)

DECODE.

No. 38

TELEGRAM.

From Crown Agents, London SW1.

To Colonial Secretary, Stanley

Despatched : 17th March, 19 65 Time : 1631

Received : 23rd March, 19 65 Time :

5  
Your telegram No. 55 March 11th. New Cargo vessel Millers build wood only therefore necessary obtain quotations steel craft other firms. Would expect steel price 7-1/2-0/0 cheaper than wood but saving likely to be less in relation to Millers price due recent wage increases. Assume you considered question steel repairs. Grateful your instructions.

Crown

P/L : LS

File. Philomel.

(WT)

23/3

MARCH 1965

# 9.

Suggested Earnings from a suitable chartered Government vessel

Crew wages bonus etc. (6)	£6000	
Food - bedding	650	
Maintenance and spares	500	
Insurance £80,000 @ 2% (reducing)	1600	
Insurance crew	150	
Fuel 25,000 gallons (max)	2050	
Charter (Bare boat)	8000	
Loan repayments and interest	1250	
Interest on own Capital £6000 @ 7%	420	
Agents fees (Partners Comm. Included)	1200	
Management	X1000	
Sundries	250	
Sale 600 ton S.P. (4 Chilean voyages)		£9000
Freight 100 tons sundry cargo ex Chile		1200
Carriage 2000 tons general and produce FIC £4		8000
Sheep shifting and mutton to Stanley 10,000 @ 4/6		2250
Freight etc. bulk gas oil 200 tons @ £4		800
Mails		200
Passengers		100
Sale of frozen foods ex deep freeze		500
Sundry other work; shifting fencing, Sea Lions, perhaps Jasons, Live Stock Government plus work re visiting ships		
Charter & lights (charter £80 Government) £100 other )		1000
		<hr/>
	£23,070	£23,050
	<hr/>	<hr/>

Paul

30 March 1966 3/3

I am returning with this letter the notes which you very kindly made for me after studying the specification and drawing for the new cargo vessel. I have had several copies typed and I enclose one of them for you.

Thank you very much indeed for taking so much trouble looking at the designs. I shall be passing a copy of your notes on to Captain Turnbull when Shackleton reaches Stanley on her last call of the season next week.

One small point arose when your notes were being typed. This refers to paragraph 64 of the specification which concerns bosun's stores. I think perhaps you had intended to fill in the names of certain tools. I wonder whether you could perhaps let me know if there was something special you had in mind?

WA

A.B. Monk Esq., J.P.,  
Pebble Island