

SHI/VES/11#6

CONFIDENTIAL

06 64/T  
The  
VIS  
Pocket  
File  
made in England

06 64/T

06647

MY PHILOMEL PROPOSAL FOR USE IN

SOUTH AMERICAN TRADE.



Waterlow and Sons Limited  
London Dunstable Hyde  
Head office: Waterlow House  
Worship Street London EC2

Li



BRITISH EMBASSY,  
BUENOS AIRES.  
29 May, 1969.

(17/16(36))

*Jean Jones*

M.V. "Philomel"

You will remember that when we met in Montevideo I handed over to you a copy of a letter we had received some while ago from Mr. F. Jones, the mate of the "Darwin", raising the possibility of his engaging in private trading with the vessel "Philomel" between Port Stanley and one of the ports in southern Argentina. As Mr. Jones himself seemed to appreciate, the letter raised some tricky problems, but I mentioned to you then that we found it quite encouraging that a Falkland Islander should want to take this initiative to try to break down the barrier in communications.

--- X |

2. Since returning here we have been looking into the question in more detail from a legal and maritime point of view. We have prepared a list of requirements for ships engaging in international trade which visit Argentine ports and a copy of this is attached for you. The list is a fairly formidable one and raises the problem of whether or not the "Philomel" would qualify to engage in international trade at all, whether or not the Argentine authorities were willing to recognise a Falkland Islands' vessel for this purpose.

3. The requirements for Argentine coastal (cabotage) trade are of course considerably less onerous than those for international trade, but in that case "Philomel" would need to be registered as an Argentine vessel and any members of her crew who were born in the Falkland Islands would have to hold Argentine papers. This I imagine effectively rules out that course.

4. As regards the "Philomel's" public reception if she came into a southern Argentine port, the widow of our late Vice-Consul in Puerto Deseado has told us that if a service were inaugurated, the "Philomel" and her crew would be unlikely to meet with any hostility from the local population although they would probably be subject to some harassment by the customs - this could undoubtedly be true.

5. If, after you have studied the regulations governing international trade with Argentine ports, you still think it worthwhile our taking up the matter on behalf of the owner of "Philomel" we will be very glad to do so, but I think it would be as well not to do so in circumstances where the answer could only

J. A. Jones, Esq.,  
Colonial Secretary,  
Port Stanley.



be "no" because of some maritime legal consideration. Looking at the matter from a purely political point of view, I think the chances of the Argentines saying "yes" would be fairly remote, but as I said this does not prevent us from putting the question to them.

Yours ever  
David Summerhayes.

(D. M. Summerhayes)

Copied to: Chancery, Montevideo )without  
Mr. Hanna, Latin American Department, F.C.O. )enclrs.  
but with  
copy Mr.  
Jones'  
letter.



*Easter*

2

34 A

17/16

The Mate,  
R.M.S. "DARWIN",  
At sea.  
24.3.69.



The Commercial Attaché,  
The British Embassy,  
Buenos Aires.

*H of C*  
*Yours I think. This is*  
*entirely a political matter.*  
*John Jones*  
*1969*

Sir,

Please be kind enough to let me know if you think it would be politic for me to try to run the little Falkland Islands private trading vessel "PHILOMEL" between Stanley and Deseado or Gallegos, with freights.

Do you think the vessel would be seized? Would she be allowed to load cargo and sail without difficulty? Would the Falkland Islands members of the crew be liable to military conscription or is it likely that the Authorities would turn a blind eye? How would I have to obtain permission to go there; from Buenos Aires, Gallegos or Deseado? To whom should I speak?

I am quite willing to take reasonable risks but do not want to go to Patagonia without permission and want to be fairly sure of being able to sail away, laden.

As there are no Argentine Authorities in the Falklands I wonder if you would be kind enough to approach them in Buenos Aires on my behalf and see if there is any chance of the necessary permit.

I realize that I am asking very difficult questions and can only hope you can find time to help me.

For your information, I am the Mate of the R.M.S. DARWIN and also run the 75 feet m.v. PHILOMEL, which, during the last 20 years belonged to the Colonial Government and took parcel mail, cargo and sick cases to and from the camp and Stanley. She flies the Falkland Islands ensign, though, if it made things easier, she could fly the red ensign.

I have the honour to be,

Sir,

Your obedient Servant

*John Jones*  
F. Jones



care The Falkland Islands Government,  
Stanley, Falkland Islands.-  
or care The British Consul, Montevideo.-

Falkland Islands,  
8. 6. 69

2

The Honourable the Colonial Secretary,  
Stanley.

Sir,

I beg to offer you the m.v. Philomel, free of profit, to fetch the mail from Montevideo, during the Darwin's dry docking period. It should cost you no money at all.

The Philomel is insured at Lloyds for £5000. They have accepted her seaworthiness certificates signed by a Member of the Institute of Marine Engineers.

Because the Philomel figures as a yacht and furthermore, as I am a member of the Yacht Club del Uruguay, the Philomel would enter the yacht basin and thus there would be no Agency fees, harbour dues, harbour dues, towage and Pilotage of the Forrest. Likewise the fuel consumption of the Philomel is less.

Furthermore, most of the crew could be chosen from a number of applicants who have volunteered to go unpaid.

I would request you to give me sufficient gas oil, lubricating oil, coal and food for the voyage and the loan of the services of a Government mechanic.

The freight on say 40 tons of stores would be about £200. Such merchandise loaded in the commercial port would hardly pay for the Union rates of the Stevedores and Tally Clerks and cranes etc., whereas in the Yacht Club 40 tons is permitted to be considered a reasonable quantity and is allowed to be stowed by the crew as ship's stores.

The above £200 should be more than enough to cover the balance of expenses and thus it should be possible to pay the Government for part of the fuel.

The round trip should take about the same time as the Darwin's last voyage M.13. I repeat that I expect no profit from the voyage but do admit that such a plan would enable me to prepare August and September's routine macrocystis pyrifera samples and send the lesonia specimens and information to Alginate Industries Limited.

However, as I am also still an employee of the F.I.C. it would be entirely up to the Colonial Manager to release me or not, but I have reason to believe that, at your request, he would do so and carry on paying my salary.

I have the honour to be,  
Sir,  
Your obedient servant,

(Sgd.) Frederick Jones.

N.B. Mr. Sloggie is unaware of Mr. Jones's letter. He will let me know his views later today or tomorrow.

(Intld.) JAJ.

14/7

CONFIDENTIAL

2A

Your Ref: (17/16 (36))  
My Ref: 0664/T

19 June, 1969

M.V. "Philomel"

Thank you for your letter of the 29th May. Unfortunately, the copy which reached me did not have attached to it the list of requirements for ships engaging in international trade which visit Argentine ports. In the circumstances I would be most grateful if you would send me a copy of the document in question as soon as possible when I will be able to write to you further about it.

gag.  
(J. A. JONES)

D.M. Summerhayes, Esq.,  
British Embassy,  
Buenos Aires .

SC

CONFIDENTIAL

17 July, 1969.

M.V. "Philomel"

While you await my reactions to your list of requirements for ships engaging in international trade which visit Argentine ports, a list which I hope to receive by the next mail coming here (which I expect will be carried by our vessel, M.V. "Forrest" which it is intended will fill the gap caused by "Darwin" being out of service) round about mid-August, you in turn may be interested to know that quite apart from any other considerations (of which there are some) a clause in the Agreement of Sale between the Falkland Islands Government and Mr F. Jones in respect of the "Philomel" states that "the purchaser shall not take the ship out of the territorial waters of the Colony until the final instalment and all interest due has been paid." The final instalment is not due to be paid by Mr Jones until November, 1972. As this condition of sale was partly a precautionary one inserted because of the poor state of the ship (a state such that this Government considered itself obliged to replace her with the "Forrest") it is unlikely that we would view with equanimity the prospect of her sailing regularly on international trade without any of her many urgent defects having been remedied. So far, these defects have not been remedied.

The following quotations from survey reports on "Philomel" made by an engineer of H.M.S. Protector and by the Master of the R.R.S. "Shackleton" in February, 1966, are relevant:-

"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."

"From/...

D.M. Sumnerhayes, Esq.

CONFIDENTIAL

"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. 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)."

"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."

"Philomel" has not been slipped or dry-docked since those reports were written.

In short, I am very dubious about the proposal made to you by Mr F. Jones and, without reaching a conclusion in advance of seeing the material on Argentine requirements which you are sending me, thought it right that you should know this once I have, as is now the case, had the opportunity to read some of the papers in our files about "Philomel" and her condition.

(J. A. JONES)

SC

CONFIDENTIAL

*Like 0664/T of 0709 transferred to  
"Forecast" file. Reply to Mr F. Jones.  
P/17/7  
BU 20/8*



0064/i.  
~~0064~~ 2188

4.

17th July, 69

Dear Sir,

I have to acknowledge receipt of your letter of the 8th July containing the interesting offer of the "Philomel" to undertake a possible voyage to South America (Montevideo) to collect mail during the 10-weeks period when the "Darwin" is not in service.

2. Your offer has been studied. However, after careful consideration it has been decided not to proceed with it. In these circumstances it will not be necessary for us to approach your employers Darwin Shipping Co. Ltd.

3. May I thank you for your interest.

Yours faithfully,

*S. Clements.*

p.p. J. A. JONES  
COLONIAL SECRETARY

F. Jones, Esq.,  
c/o Alginat Industries,  
Jubilee Villas, Stanley.

Copy on 2189/10

By. 20-8-69.  
W. C.S.

5

H.C.S.

The B.C. number was calculated on the supposition that "Fourest" would be back about now with an answer to p. 17. I suggest it is now B.C. 4/9.

J  
12/8

J. A. Jones, Esq.,  
Colonial Secretary,  
Port Stanley.

CONFIDENTIAL  
(17/16(42))



*With the compliments of*

H.B.M. EMBASSY

Enclosed herewith the list of requirements for ships engaging in international trade which visit Argentine ports, which was omitted from our letter of 29 May (17/16(36)). With apologies!

BRITISH EMBASSY  
BUENOS AIRES

*s/c*  
30 July, 1969.

*H.C.S. For file on Mr Jones' application to use "Paternal" in the S. American trade, & submission.*

CONFIDENTIAL

*7/25/4*

(17/16)



7

British Embassy,  
Buenos Aires.  
7 August, 1969

Jean Jones

m. v. "PHILOMEL"

3  
Please refer to your letter of 17 July  
(0664/1).

It is quite evident from what you say that nothing can come of this idea but, as we are clearly not able to tell Jones this, I have written to him suggesting that before we take the matter any further he should first of all seek the approval of the Falkland Island's Government to his proposal. A copy ... of my letter is enclosed. As he must certainly be aware of the difficulties you mention, I imagine that he will now let the scheme drop.

Yours ever  
David Summerhayes  
(D.M. Summerhayes)

J.A. Jones Esq.,  
Colonial Secretary,  
Stanley, Falkland Islands.



(17/16)

7A  
British Embassy

Buenos Aires.

7 August, 1969

I am writing further to my letter of 29 April about the prospects of your being able to operate the trading vessel "PHILOMEL" between Stanley and Desceado or Gallegos.

We have now been able to look into this question more thoroughly, and have reached the conclusion that the issues involved are such that before pursuing this with the Argentine Authorities, as you request, you should first of all find out from the Falkland Islands Government whether or not they themselves would agree to your proposal. If the latter have no objections, we will be glad to look into this further.

(D.M. Summerhayes)

F. Jones Esq.,  
The Mate,  
R.M.S. "Darwin",  
c/o H.M. Consul,  
Montevideo.

Your Ref: (17/16)  
Our Ref: 0664/T

8  
/ October, 1969.

7  
10

m. v. "PHILOMEL"

We seem to be unlucky over this matter of the documentation containing the list of requirements for ships engaging in international trade which visit Argentine ports. The list was inadvertently omitted from your letter of the 29th of May: it was then sent to us under your complimentary slip reference no: (17/16(42)) of the 7th of August because I saw it myself in the mail. Unfortunately my office has now lost it. 'Na juju'at work somewhere!

Massail. |  
✓ at p. 9. |  
Even though it is, as you say, probable that Jones will drop the matter it will be useful for us to have the list in our records. If your staff can bear the thought of reproducing it yet again I would be grateful if you could let me have another copy (which I shall take the precaution of retaining personally) in due course.

(J.A. Jones)

D.M. Summerhayes, Esq.,  
British Embassy,  
BUENOS AIRES.

Ba 19/11

re: letter 0664/T of 1 October, 1969  
to David Summerhayes.

20 October, 1969

(17/16)

UNCLASSIFIED



*J 3/11*

*With the compliments of*

H.B.M. EMBASSY

(Chancery)

*NOTE For file on "Philomel" in  
P. American Trade.*

BRITISH EMBASSY

BUENOS AIRES

J.A. Jones, Esq.,  
Falkland Islands.

*JC For R in 0664/T. J 3/11*

9

Foreign merchant vessels entering and leaving Argentine ports have to deal with the following authorities and comply with their requirements as follows:

ON ENTERING

Health Authorities

Require

1. Vaccination certificates for all members of the crew.
2. Bill of Health from loading port, and any intermediary port (a)
3. 1 copy of crew list
4. 1 copy of the free pratique telegram which contains master's declaration that none of the six pestilential diseases have occurred on board.

Maritime Prefecture

Require

1. An exhaustive questionnaire to be completed by the master about his ship.
2. 3 copies of the crew list
3. Valid Safety Radio Equipment certificate.
4. Valid Safety Equipment Certificate.
5. Production of ship's Certificate of Registry. (b)

Immigration  
Authorities

Require

1. "Ficha individual" for each crew member with finger prints, and photograph.
2. One copy of crew list

Customs

The "Oficial de Bahía" will board the vessel and will require

1. copy of ship's cargo manifest
2. copy of crews' store list
3. copy of cabins' stores list
4. copy of deck stores' list
5. copy of engine room stores' list

Customs House

will require

1. To see the ship's Certificate of Registry (b)
2. Copy of cargo manifest

Dirección Nacional  
de Puertos

will require

1. To see ship's Certificate of Registry (b)
2. Payment of port dues according to net tonnage as per Certificate of Registry (b)

ON LEAVING PORT

Maritime Prefecture

Require

1. Statement of cargo loaded, and percentage of vessel's capacity loaded
2. Valid Safety Radio Equipment Certificate.
3. Valid Safety Equipment Certificate
4. will require to see load line respected.

During the vessel's stay in port the Deratization officer will probably inspect her and her deratization certificates. (a)

PA