

SECRETARIAT

| | |
|------|---|
| 2189 | 5 |
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| | 8 |
| | 9 |

(Formerly)

2189
CUS

PROPOSAL TO REPLACE

'PHILOMEL'

CONNECTED FILES.

NUMBER

- 0664
- 0664/A
- 0664/B
- 0664/C
- 0664/D
- 0664/E
- 0664/H
- 0664/J
- 0664/K
- 0664/L
- 0664/M
- 0664/N
- 0664/O
- 0664/P
- 2386

M.V. Philomel.

Crew for
Equipment and stores
Voyages, passages, freights
Carriage of livestock on board.
Project - Bundes
Queries from Ag. Harbour Master
Monthly financial statements
Repairs
Insurance
Slipway for m.v. Philomel
Insurance of freights
Survey
Floating dock.

Commission of Enquiry into 'Philomel'

X

King Edward Point,
South Georgia.

17th February 1962.

Sir,

With reference to the discussion in November on the possibility of obtaining a new cargo boat for the Falkland Island inter-island trade, and a Customs and Expedition boat for South Georgia I am now in a position to forward some information.

Through Erling Larsen of the Sandefjord office of Albion Star Co. I have today received estimated building costs from three Norwegian boat building yards. These I attach marked A.B.C.

2 - 3

(A) K.Christensen & Co., Moens Batbyggeri, Risor.
Estimate Falkland Island Cargo Boat £ 19750
.. South Georgia Customs Boat £ 5000

4 - 5

(B) H.Fregersen, Batbyggeri, Riso.
Estimate Falkland Island Cargo Boat £ 21000
.. South Georgia Customs Boat £ 4765

6 - 7

(C) Sauviks Batbyggeri, Moen PR, Risor,
Estimate Falkland Island Cargo Boat £ 20000
.. South Georgia Customs Boat £ 4765

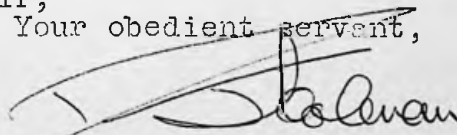
at l.c.

All three firms have estimated to general outline of enclosed drawings and general specifications are the same. These firms build to a high standard and all have built for the Norwegian Life Saving Service whose vessels are world renowned for their strength and seaworthiness. I doubt if there is a boatbuilding yard in Britain that could compete with the prices quoted.

Erling Larsen of Albion Star, Sandefjord is quite prepared to act on behalf of the Falkland Island Government and I know him to be most efficient. However, if I may suggest to Your Excellency that could you possibly spare the time during your coming leave in Britain to go to Norway and contact the builders through Larsen, Your Excellency could then see the standard of building and discuss matters on the spot.

I am, Sir,

Your obedient servant,


Administrative Officer,
South Georgia.

His Excellency The Governor,
Falkland Islands & Dependencies,
Port Stanley,
Falkland Islands.

A

FALKLAND CARGO BOAT

SPECIFICATION

of 65 feet boat

Main dimensions: Length 65' - 0" - 19.82 metres
Breadth of planking 18' - 9" - 5.72 "
Draft 9' - 0" - 2.74 "

Carrying capacity (deadweight) ca. 80 tons
Loadingroom capacity " 2800 cubic feet

The Boat has to be built according to the enclosed arrangement drawing, with a cabin for 4 men under the deck aft, a large deckhouse with wheel-house, cabin for 2 men, galley, W.C. and washroom. A mast with a derrick of 2 tons lift-capacity. Large cargo-hatch. The engine-room will be isolated with asbestos and galvanised ironplates, engine-room floor with aluminium channelplates. The rudder of iron with steering-gear, wheel and steering-chain. The boat has to be delivered greased, oiled, fernised and painted. The bottom has to be lubricated with anticorrosive paint.

Materials: Keel, stems, frames, planking, waterway, rails, bulwark-stanchions prepared of Oak, the other hull materials of Redwood. The fittings of wood fiberplates, painted or covered with plastalaminat. Wheelhousefront, outside doors and window frames of Teak. Engine-foundation of iron. All mountings, pins and fastening arrangements of galvanised iron, doorlocks etc. of brass.

Main-engine: 1 MWM dieselmotor, type RH 526 S according to enclosed pamphlet. Liaaen reversible screw-system with friction-coupling, elastic coupling, thrust bearing and reduction gear 4: 1 and a three-bladed propeller of Bronze. The motor completely installed and tested.

Various equipment: 2 pcs. fuel tanks, each of 1000 ltrs. The tanks welded of 3/16" ironplates, refilling flanges on deck of brass. Watertanks of about 2800 litres (750 gallons) of galvanised ironplates.

Hydraulic winchequipment for 2 tons, Hydraulic A/S according to enclosed pamphlet.

Lighting-installation 24 volts, 2600 W generator with supply from main-engine. Oil burned central heating with radiators in cabins, wheelhouse and WC.
Lavatory and washroom with washbasin.

Delivery: October 1962.

Price according to specification: £19750

* Price according to specification for Motor Boat South Georgia. £5000

Moen pr. Risør den 5. januar 1962.

K. Christensen & Co.
Moens Batbyggeri
Risør

Reidar Moen (sign.)

Specification of 35 feet motorboat.

Principal dimensions : Overall length 35' 0" = 10,67 metres
Moulded breadth 11' 9" = 3,58 "
Moulded depth 5' 0" = 1,53 "

The boat is building according to the enclosed general arrangement drawing with large pilothouse on deck with galley and toilet. Engineroom under the pilothouse. Ahead a cabin for four men will be furnished. Casing with skylight over the cabin. Passage down to the cabin from the pilothouse.

The engineroom will be insulated by asbestos and galvanized ironplates. Flooring in the engineroom is made by aluminum channelplates. The boat is delivered with ironhelm, steering gear, wheel, and steering chain.

The boat is delivered lubricated, oiled, varnished, and painted. Below the waterline the boat is painted with anticorrosive.

Materials :

The hull is built by firstclass redwood materials, but with oak in the false keel, sterns, inner sterns, plating, waterways, rails bulwarks, mooring posts etc.

The enginefoundation of iron. The front of the pilothouse, external doors and windowframes of teak. The furnishing is carried out by woodfiberplates and will be painted.

Engine :

1 piece Marna dieseleengine, 48 h.p. 4 cylinders, type M 4 with reversible propeller, freecoupling, 3-bladed propeller, electrical startingplant 12 volt with 600 watt dynamo. The handling is from the pilothouse. The engine is delivered completely installed and tested.

Other equipment :

2 pieces fueloil tanks of ca. 400 litres each. The tanks is welded of 3/16" ironplates, replenishingpipe of brass on the deck. Lighting installation 12 volt, 600 watt with searchlight, lanterns, switchboard and necessary lightpoints in cabin, deckhouse, engine-room and on deck.

Watertank of galvanized ironplates ca. 200 litres. 5 pieces lifebelts, 2 pieces lifebuoys, 2 pieces fireextinguishing apparatus, and 2 pieces mooring ropes.

1 piece handwinch for anchoring. 1 piece anchor ca 50 kilos, ca. 30 metres anchoring cable.

Insurance of the boat during the building period and the trialtrips.

The total price : *Rs 5000*

Time of delivery :

Moen pr. Risør the 5th January, 1962.

K. Christensen & Co.
Moens Båtbyggeri
Reidar Moen
(Sign.)

FALKLAND CARGO BOAT

SPECIFICATION OF VESSEL

69' x 19' x 8' FOR THE ADMINISTRATIVE OFFICER, SOUTH GEORGIA

The vessel according to Gothenburg and Bohuslaen Ocean Fishing Association's rules and built of oak materials in frames, platings, deckbeams, rails, rail stanchions, gunnels, mooring bollards etc. and Norwegian redwood in decks, bulkheads, floorings etc. Delivered with a large wheelhouse and deckhouse. Iron rudder, wheel and steering gear, iron casing above engine, cabin for 4 men below deck. In other respects is the vessel according to the proposal in drawings. The vessel delivered ready greased, oiled, furnished and painted according to owner's request, leaded and bottom composition under the waterline.

One Wichmann Diesel engine, type DCT, 4 cylinder 240/260 HP. at 450/500 rev./min. otherwise according to enclosed pamphlet. Installation of engine incl. engine bed and installation equipment etc.

2000 litres fueloil tanks with cocks and flanges. 2800 litres water tanks of galvanized ironplates. 2 tons hydraulic loading winch with sprocket wheel for the anchos chain etc.

24 volt x 2600 watts light installation inclusive lanterns, searchlight, light in all cabins, engine-room, loading-room, and on deck total 25 points.

Oilburning central heating installation for heating of all cabins, wheelhouse etc. Bench in the galley of stainless steel, toilet-room with watercloset and basin for handwashing etc.

10 lifesaving belts, 4 life-buoys marked the vessel's name, 3 fire-extinguishing apparatus, 2 mooring ropes, 8 fenders and 1 signal flag.

Price approx. n.kr 420.000. - £21.000

Time of delivery: 10 months from receipt of order.

Moen, pr. Risor, 3/1/62
H. GREGERSEN BATBYGGERI

Harald Gregersen
(sign)

5.

SOUTH GEORGIA CUSTOMS
& EXPEDITION BOAT.
S p e c i f i c a t i o n

of

35 x 12 x 5 feet motorboat with deck and pilothouse for South Georgia.

The boat is built by firstclass Redwoodmaterial, but with oak in false keel, sterns, inner sternpost, plating topside strake, gunnel, rails, bulwarks, mooringposts etc.

Delivered with large pilothouse aft with toiletroom and a little galley.

The boat will be delivered with ironhelm, steering gear, wheel and steering chain. Cabin under deck for four men, with access from the pilothouse. Skylight over the cabin. For the rest according to the enclosed drawings.

The delivered lubricated, oiled, varnished. Redlead and painted under the waterline.

1 piece 48 h.p. 4 cylinders Marna dieselengine, type M 4 with reversible propeller, freecoupling, 3-bladed propeller. Backside-start with reductiongear, 1 1/4" bilgepump, electrical startingplant 12 volts with 600 watt dynamo, startbreaker, amperemetre, turncounter dashboard, universaljointing for regulator. For the rest standard equipment according to enclosed pamphlet.

Erection of engine inclusive erectionequipment and foundation of iron.

2 pieces fueloil tanks of ca. 400 litres each. The tanks is built of 3/16" ironplates welded together with 2" replenishingpipe and 2" brassflange for replenishing from deck.

12 volts x 600 watt lighting installation with searchlight, lanterns, light in the cabin, pilothouse, navigationcabin, toilet, galley engineerroom a.s.o. alltogether 18 points.

5 pieces lifebelts, 2 pieces lifebuoys painted with the name of the boat. 2 pieces powder fireextinguishing apparatus installed. 2 pieces mooringhawser, together with the name of the boat in chromed metal letters on the front of the pilothouse.

1 piece ca. 45 kilos galvanized stockanchor with 30 metres 3/8" galvanized anchoringcable, and 1 coil silkwires, together with a small bow wheel and 1 piece Simpson & Lawrence windlass No. 512. Insurance of the boat during the building period and the trialtrips.

The price total N.crs. 95.300 = £ 4.765-0-0

Time of delivery : 10 months from the order is given.

Moen pr. Risør, the 3rd January, 1962.

H. GREGERSEN BÅTBYGGERI

Harald Gregersen
(sign).

C. 6
SAUVIKS BÅTBYGGERI

MOEN PR. RISOR

Fremtidig postadresse Akland p.o.

Bankforbindelse: Risor Sparebank - Telefoner: Batbyggeriet 1020 M
Privat 1020 U

SAUVIK, den 5/1 1962.

Herr. Ingenior Martin Yggeseth
Sandefjord.

Vi refererer til Deres besøk her straks før jul angående nybygninger til Falkland og Syd Georgia.

Vi har regnet på dette og er kommet til at en båt på 65 fot er tilstrekkelig stor for å laste 80 tons, men vell i det mindste laget hvis en skal ha et lasterumm på 3200 kubikfot. Vell, dette kan jo overveies så mye mer som prisen i denne omgang bare blir cirka.

Hvis en føller den telegrafiske spesifikasjonen som vi fikk oss forelagt unner Deres besøk og regner med en motor på 250 hk. skuld en kunne bygge en slik båt for noe unner kr. 400,000. Vi har unnersøkt 3 motorfabrikata nemlig Vickmann, B.M.V. (Normogruppen) og den tyske M.V.N. som er så godt som ens i pris. Vi hører da gjerne kjøpers ønske til disse alternativer. Den lille båten på 35 fot vedlegger vi en beregning på, og De kan, om De skulde ønske det, betrakte dette som fast annbud. Vi regner en byggetid på den store båten på ca. 7 måneder og 3 måneder for den lille. Mellemsalg forbeholdt.

Tegninger vedlegges.

* Cargo boat for Falklands of 80 Tons 3200 cubic feet price £20,000.

Med beste hilsen

Sauviks Batbyggeri

(Sgd) Thor N. Sauvik.

Inl. brosjyrer.

S p e c i f i c a t i o n
of

35 x 12 x 6 feet motorboat with deck and pilothouse for South Georgia.

The boat is built by firstclass Redwoodmaterial, but with oak in false keel, sterns, inner sternpost, plating topside strake, gunnel, rails, bulwarks, mooringposts etc.

Delivered with large pilothouse aft with toiletroom and a little galley, Engine casing of iron aft.

The boat will be delivered with ironhelm, steering gear, wheel and steering chain. Cabin under deck for four men, with access from the pilothouse. Skylight over the cabin. For the rest according to the enclosed drawings.

The delivered lubricated, oiled, varnished. Redleaded and painted under the waterline.

1 piece 48 h.p. 4 cylinders Marna dieselengine, type M 4 with reversible propeller, freecoupling, 3-bladed propeller. Backsidestart with reductiongear, 1 1/4" bilgepump, electrical startingplant 12 volts with 600 watt dynamo, startbreaker, amperemetre, turncounter dashboard, universaljointing for regulator. For the rest standard equipment according to enclosed pamphlet.

Erection of engine inclusive erectionequipment and foundation of iron.

2 pieces fueloil tanks of ca. 400 litres each. The tanks is built of 3/16" ironplates welded together with 2" replenishingpipe and 2" brass-flange for replenishing from deck.

12 volts x 600 watt lighting installation with searchlight, lanterns, light in the cabin, pilothouse, navigationcabin, toilet, galley engine-room a.s.o. altogether 18 points.

5 pieces lifebelts, 2 pieces lifebuoys painted with the name of the boat. 2 pieces powder fireextinguishing apparatus installed. 2 pieces mooringhawser, together with the name of the boat in chromed metal letters on the front of the pilothouse.

1 piece ca. 45 kilos galvanized stockanchor with 30 metres 3/8" galvanized anchoringcable, and 1 coil silk wires, together with a small bow wheel and 1 piece Simpson & Lawrence windlass No. 512.

Insurance of the boat during the building period and the trialtrips.

The price total N. crs. 95.500 = £4.765 - 0 - 0

Time of delivery : 3 months.

Moen pr. Risør, the 3rd January 1962.

SAUVIKS BÅTBYGGERI

Thor N. Sauvik
(sign)

H. M.

12
D

Please ~~consider~~ ~~review~~ & consider.

We must soon have put up proposals.

The following questions seem to arise.

1. Has Captain Coleman found what we want?

In particular, SIZE range. It was stated by Sells recently that the Philmont did not carry enough cargo.

Can we state what is the most economical cargo carrying capacity we require?

(Would we be helped if with figures?)

Could we show that use of the hovercraft would meet the requirements.

2. If answer to question 1 is 'yes'

then we decide

(a) whether (a) to settle for the two ships

or

(b) to carry out further investigation

(i) Hull by Adam Briggs

(ii) Engines in Cambridge bus

message.

a more formal decision after that

22/2/62

Recalled for H/E 5362

9.

G. E.

P.S said that you would wish to see his file -
I am now awaiting H N's comments on 8

5 5/3/62 -

10

JA 6.3.62

2

H N. 11

2 6/3/62

12

H.C.S.

I have discussed this plan with Sollis of the Philomet,
and we both agree that this type of vessel would be
most suitable, providing the length could be between
85 to 100 feet. Sollis is of the opinion that a 65' vessel
is too short for the work expected of her. He also
states that the longer the vessel, the better she will
ride a heavy sea.

HJS

H.N.

8/3/62.

B.V. 28.3.62

await Biggs' report
P 28/3/62

B.V. 4/4

B.V. 4.4.62.

to J.L.

14

would you obtain and submit Adrian Biggs' report, pl.

for C.S.
5.4.62.

H.C.S.

15

Biggs' report attached please.

HJS

5.4.62

To: The Harbour Master.

In accordance with Governments request I have carried out a Survey on the Hull of M.V. Philomel.

I carried out quite an extensive survey of the Vessel and apart from the Decks, I found no evidence of rot. But there are patches of rot in the decks, both the main deck and the deck over the masters cabin. It will soon be found necessary to carry out extensive repairs, as in one known case the rot has gone into the main beam and also under the mast tabernacle.

In the not too distant future I would suggest that the Vessel be slipped, somewhere, and have Keel and Plank fastenings inspected, I suggest this because there is a part of the keel where the fastenings have been the victims of electrolytic action, as they are completely gone, I will illustrate my meaning with a rough sketch, I would say that this is the least important part of the Keel, but even so, it must be attended to, it is quite possible that other fastenings could be similarly affected.

Art Seige
Shipwright.

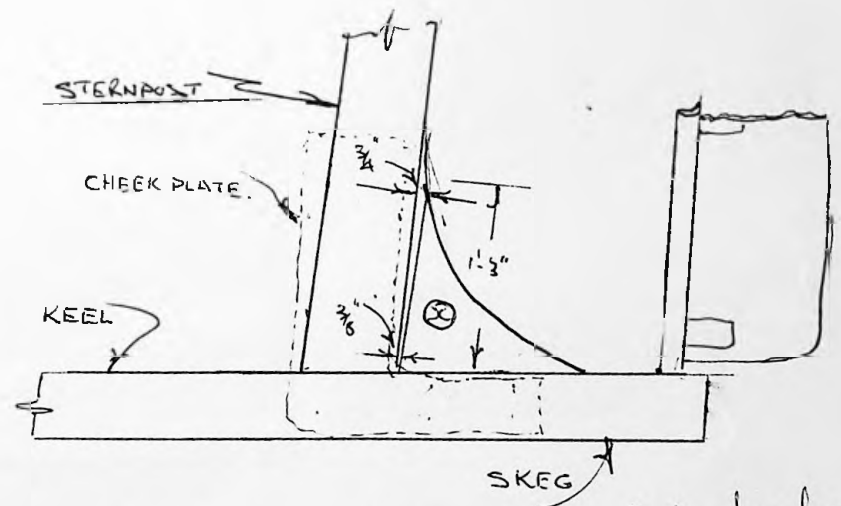
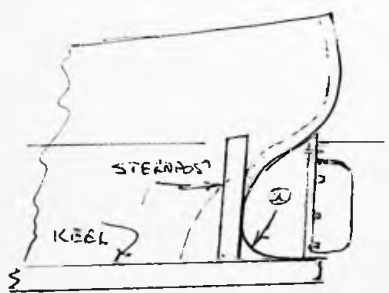
g. 2.

18

15, 16 & 17 submitted.

may (discuss with Mr. Mark 2.

g
6/5/62.



The part marked (X) is the piece I referred to in the report. URB.

066A/K

Copies to: 0660/M/O
2189 ✓

25th April, 62.

From: The Colonial Secretary,

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

STANLEY.

n.v. Philonel

The question of repairs, replacement and construction of slipway for Philonel 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) Philonel 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.

HJS/PH

BU 15.9.62
RYCIV

RHD Sanders
(Sgd) H. J. Sanders
COLONIAL SECRETARY

for

Mr. Bedford asked for an interview today and spoke in very definite terms about the proposal to replace Philomel. His main points were:

1. The cargo capacity of Philomel is so limited that if she brings a full load of mail to the West she is often unable to bring any cargo at all.

2. She is so unreliable that for practical purposes she is almost useless. For instance if one wishes to ship a cargo of fruit what is the use of booking it by a vessel which may or may not be able to sail.

3. He stresses what we may call the political aspect. He points out whether we like it or not the West tend to regard themselves as a separate country. All the C.D.W. money recently has been spent on Stanley roads and the West consider very strongly that some money ought to be spent on them.

An efficient service such as the Philomel is expected to perform but at present is unable to perform is essential to the West.

It may be mentioned that at the S.F.C. Meeting Mr. Goss said by the way that he considered that the Philomel was quite useless and that we should not put any more money to her.

At our next Executive Council Meeting we will be considering development plans and it is I think important that we should have all the material available to enable us to form a final decision as to whether the Philomel is to be replaced as soon as possible or whether she is to be kept on. I wish that we could get some definite facts and figures down, e.g. on how many occasions have planned voyages had to be postponed or abandoned owing to the ship needing repairs or

how many of such delays would be eliminated by a proper slip

how many of such delays would be eliminated by proper repairs done now to the hull or the engines

how true is it to say that her cargo carrying capacity is inadequate for our present needs

how often and to what extent have we had to refuse to take cargo owing to lack of space

I should like the Harbour Master to consider how far it will be possible for him to provide me with this information and having considered he might speak.

17/7/62

2189
RHDM/LH

20

H.M.

As above pl.

15.8.62

Y.H.

I refer to your Minute at page 19.

1. "Philomel's" cargo space amounts to 52 tons measurement (2080 cubic feet). The largest Mail ever carried on the Philomel is 132 bags. Now' I will be liberal and allow 4 cubic feet for each bag of mail, 132 x 4' = 528 cubic feet or 13 tons 8' measurement, therefore, cargo space available would be 38 ton 32 feet. Since 1956, I can confirm that Philomel has never sailed to any Ports around the Islands without cargo, she has always been loaded to her marks, or to full capacity depending on the nature of the cargo.
2. I agree, and this has been the case ever since the Philomel arrived in the Falkland Islands.
3. I have no comments.

General Facts. In the past, so much has been written and said about the Philomel, so much is going to be done for her every time we are compelled to lay her up for major repairs, on the strength of all these promises the Harbour Department soldiers on, trying to make do and keep Philomel running on limited expense, but alas' we are in the same position today as we were five years ago; except that the condition of the ship has deteriorated through continual beaching and the lack of a proper annual overhaul to her hull and underwater assembly. Over a year ago meetings were held, Surveyors were brought in, recommendations put forward, temporary measures taken to keep her running until a final decision could be made regarding her future, and today we are still waiting for this final decision.

If suggestions are put forward they have to pass through two Councils, and with respect, I must say that the views of the Honourable Gentlemen differ so much that I can see nothing but this continuous shelving for our floating problems. As you state in your Minute under reference, one Honourable Gentlemen claims that Philomel is quite useless and that Government should not spend any further money on her, another waves a Master's Certificate of Competency at us everytime we suggest replacing her, and says she is in good condition but should be surveyed by a local shipwright. This survey took place, see page 16 in file 2189, and the Report has also an hedging touch about it.

My own opinion is that Philomel has seen better days and it would be uneconomical to re-engine her unless Government were advised to do so by a qualified Marine Superintendent Engineer, so why not make a fresh start with a new and larger vessel, and provide a slipway for conducting annual overhauls. We could then give both the East and West Falklands the service they are demanding.

In conclusion I would like to point out that Philomel will shortly require new bolts put into her underwater fastenings and it is doubtful if we can keep going until H.M.S. "Protector" arrives.

H.M.

H.M.

22. 8. 62.

*This will now have to be considered with other Development Projects at new Ex Co
 JZ 1/9/62
 BU Ex Co 20.10.62*

22

y. e. It is advisable to have some ideas
on Philomel though I don't think a final
decision can be taken at this meeting.

Position is

Hull. see 66 of 2189

Hull itself sound but deck rotten
but evidence of fastenings to keel being
affected by electrolytic action.

Deck house will have to be removed
and replaced.

Copper scrubbing due for renewal.

Engines 29 of 0664/K.

see 'modifications recommended'
have 3 electrical fittings have been removed
and vessel received.

Other pumps remain to be done.

Performance we know that performance has been shocking.

We are trying to get a stick way which
would improve performance considerably.

~~but~~ Also if we laid her up for a bit
and spend a lot of money on her hulls
and engines we would probably get very much
better service out of her in future

Views of unofficial members of Leg Co

Unofficial members ^{except for the John R. ...} ^{and the ... who was not here} who was not very definite, are strongly in favor of replacing Philand as soon as possible. They also reckon but we need a bigger vessel. They think that this is more than could be carried if we had to however to carry it e.g. fresh wood for cooking in the matter as heavy for fodder. They also point out that there is danger in having nothing to fall back on for prisoners in hospitals.

~~the~~

- Conclusion We must make a further attempt to work out the economics and decide
- (a) whether to await the construction of the new ship and do a major overhaul of Philand here.
 - (b) send her to a South American port for a complete overhaul.
 - (c) get a new ship.

and

- (a) if we do get a new ship, whether to get one of the designs already sent or something bigger.

N.B. £16,000 odd in the Marine Personnel fund.

(2) memo at 32 of 0664/0. (estimated cost of repairs to Philand at least

~~£10,000~~ £10,000

Cost of largest cargo vessel (see B of 19/7/2/62)

£21,000.

The best thing would perhaps be 24 ~~24~~
to try to have a joint meeting of Ex Co
and Leg Co to make the final decision.
^{latent.}
The ~~text~~ from Harbour master is at 21
of 2189m reply to 18

2
30/10/62.

Apologies for this rather hastily written &
not very satisfactory minute.

2.

HCS

25

Plans of ship shd. arrive in
"Shackleton". SPW shd. then report on
how soon we can get it built.

2. We shd. now decide on size of
vessel we require. I can't find x of
page 1, inform the CAs of what we
have in mind. Tell them of the
information we have from Scandinavia,
and ask their advice.

2
1. 11.62

1. Vessel should be in the region of 100 feet in length and a beam of ~~20~~ 24'
2. Cargo winch and derrick should be fitted capable of lifting 2 tons weight.
3. Cargo Hatch should not be less than 8' x 12'
4. It would be advantageous if the vessel had a speed of 10 knots.

Cargo.

It is thought that the vessel should have carrying space of between 32,000- 40,000 cubic feet (i.e. 80 to 100 tons)

It is difficult to give the tonnage measurements of cargo shut out but it is estimated that sometimes between 25 and 30 tons have been left behind when Philomel is making voyages to far west Ports

Cargo trips vary, and much depends on how the F.I.C. are running the A.E.S. and Darwin. When both these vessels are working around the Islands there is very little cargo available for "Philomel" The F.I.C. hold on to all cargo to make it worthwhile for their own vessels to call at main Ports. Our best Customers are on the far side of the West, where the Darwin or A.E.S. only call twice a year. It must also be appreciated that the amount of cargo brought out for Farms depends on the price of wool, a poor return from wool sales naturally makes the Farmer tighten up on his expenditure. Taking all this into account I have worked out what I consider would be a fair and reasonable account of what a new vessel could carry out with ease:-

| | |
|--|-------------|
| 2 Voyages to Berkeley Sound per year (60 tons cargo each trip) | £240 |
| 4 " " Salvador Waters (60 tons each voyage) | 700 |
| 4 " " San Carlos Waters (60 tons each voyage) | 700 |
| 4 " " Falkland Sound Ports (60 tons each voyage) | 1008 |
| 6 " " Far West Ports (60 tons each voyage) | <u>1740</u> |
| | £4388 |

Plus £500 for Mail Contract. Say the vessel should clear £5,000 annually.

Y.E.,

Note put up by the Harbour Master about the 'Philomel' and draft letter to the Crown Agents submitted. I had a discussion with the Harbour Master and Mr. Sollis on the subject and elicited the following information:

The 'Philomel' can carry 52 tons measured that is 52 multiplied by 40 cubic feet 2,080 cubic feet.

She would carry about 32 tons dead weight before reaching her marks.

It is not possible to stow cargo so as to use every available cubic foot and in practice she carries about 35 to 40 tons measured.

Mails on an average take about 15 tons each voyage.

The part of the Colony which needs the 'Philomel' most is the far side of the West to which 'Darwin' and 'A.E.S.' only do about two trips a year.

Since 'Darwin' and 'A.E.S.' never cover all ports we really ought to do a mail trip with 'Philomel' every month.

We have to shut out from 25 to 30 tons every trip the 'Philomel' makes. Some of this gets delayed and comes on later, some eventually goes by the 'Darwin' or 'A.E.S.', and some is just cancelled. This includes local cargo.

The furthest port which we now visit is New Island, 180 miles away be sea. Normal speed is 6 to 7 knots (she can go up to $7\frac{1}{2}$ or 8) there is no steaming at night since the crew have to work the cargo when they arrive at port and must have some rest and there are not enough men to keep watches.

A trip round the West takes from 10 days to a fortnight. There are about 15 ports in the far West. We can perhaps reckon on losing Pebble if they take their own cargo.

It is difficult to estimate how much cargo would be shipped by a new reliable vessel sailing monthly but I think it is safe to assume that the fact of there being a regular reliable source of transport would be likely to increase the demand.

If we take the Harbour Master's figures as being correct then there would appear to be a case for something with a slightly larger cargo capacity.

I think we should also provide for accommodation for a couple of passengers. Even now passengers sometimes go in the 'Philomel' and they can only be accommodated by turning the Captain out of his cabin. We also might have to take medical cases if there were no aircraft or pilots available.

I think the Captain's request for somewhere where the men could sit and have their meals and also for a shower are reasonable. As he points out we would be more likely to get a good crew if we offered them reasonable conditions. I asked whether they could not get a shower or a bath at the Camp Stations but I was told that although they have an arrangement whereby they get this at some places they do not like to ask for it at others.

On the question of length I spoke to Captain White who I suppose knows as much about the seas round our coasts as anybody. He says there is no ideal length. One is constantly encountering different types of sea. In some a vessel of one length would be better; in another/He suggests that we ignore this question and get a vessel which will provide the cargo space and other things that we need.

/ another.

Captain White also suggests writing to Mr. Marshall in Maclean & Stapledon and finding out how much it would cost to get a survey of Philomel done in Monte so that, comparing the cost of the survey

and what we know we shall have to spend already with the cost of a new boat we can decide whether such a survey would be worthwhile. I could go into this suggestion further with the Harbour Master.

(Plans of ship have gone to SPLR).
or.

RHDM/IM
16.11.62.

29

ACS

I think a survey in Montevideo was considered some time ago & discarded. I have amended the draft slightly.

SBA 16.11.62

or.

16 in
0664/0

19th November,

62.

Gentlemen,

M.F.V. 1185 - Your letter S/E 40a/82 of 10th
December, 1948, Regn. S/Falkland Is. 5249

This vessel was originally purchased primarily to bring patients to Stanley hospital. She is still required in case there is need to perform this duty if it is impossible to fly the aircraft but in practice is hardly ever used for that purpose now. She is however very necessary as a cargo and mail carrier to ports which are infrequently visited by the Company's vessels.

2. We are now considering replacing this vessel partly because her age and poor condition makes her too unreliable to perform her duties efficiently and partly because it has been found that she does not carry sufficient cargo. A copy of prices and specifications received from Norwegian ship yards is enclosed for your information and also a drawing to the general outline of which all three firms have adhered in making their estimates. The following would appear to be our requirements:-

- 2, 4, 6, 6A +
copy of drawing
- (a) The vessel should have carrying space between 32,000 and 40,000 cubic feet (i.e. 80 to 100 tons) it will be observed that the carrying capacity in the enclosed plan is 32,000 so that slightly larger carrying capacity would be desirable.
 - (b) The cargo hatch should be not less than 8 feet multiplied by 12 feet; the hatch in the plan seems to be about 8 feet by 11½ feet.
 - (c) The cargo winch and derrick should be fitted capable of lifting 2 tons weight.
 - (d) A speed of about 10 knots is desirable. But it appears that the vessel in the plans would have a speed of about 9 knots which would be adequate.
 - (e) A mess room for the crew would be an advantage, but this does not seem practicable with the Norwegian design, and in any case would be likely to add considerably to the cost of a ship.
 - (f) It is also desirable to have a shower and the washing room would perhaps have to be extended a bit to enable this to be done.

It would appear from the above that something slightly larger than the vessel depicted in the drawings might be required, although the basic design seems sound.

3. It seems likely that the Norwegian builders could modify their designs to suit our requirements (with the exception of a mess room which is not vital) and that the cost would be lower than in Britain. It is on this point particularly that I would like your advice.

4. I should also value your advice on whether you consider the design and specifications suitable, bearing in mind that the vessel would have to be sailed out to the Falklands under her own power.

I am,
Gentlemen,
Your obedient servant,

52. BW (R) 15.1.63
K

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

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4/Falkland Islands

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON S W T"
TELEPHONE: ABBEY 7730
TELEX No. 24209



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

24th December, 1962.

Dear Sir,

Replacement vessel for M.F.V.1185

30 We refer to your letter No. 2189 dated the 19th November, 1962, with which you enclosed copies of offers received from Norwegian shipyards, and an outline drawing for a proposed replacement for the M.F.V.1185.

We assume that you have sent us all the data made available to you by the Norwegian yards. However, the details provided are meagre, with no detailed specification, midship section plan, details of scantlings or machinery, and we find it quite impossible at this stage to express an opinion on the suitability of the design offered because of the lack of information. We would like, however, to make the following observations:-

(a) Hold Capacity.

To meet your requirements as to hold capacity we think that an overall length of about 75 ft. will be necessary. In this regard we are assuming that the figures of 32,000 and 40,000 in sub-paragraph (a) of your letter should read 3,200 and 4000 respectively.

(b) Mess Room.

With a length of 75 ft. there should be no difficulty in accommodating a small mess room for the crew, and additional space in the wash room. Even with the length of 69 ft. shown on the drawing it should be possible to accommodate these additions by moving the wheelhouse, hatchway, and mast further forward.

(c) Speed.

We think that it may be necessary to increase the engine power to between 320 and 350 h.p. to get 10 knots. However, since you say that, although 10 knots is desirable, 9 knots is adequate, you will probably not wish to incur the additional expenditure which would be necessary for a speed of appreciably more than 9 knots.

(d) Sheathing.

54m
0667/K In your letter 0664/K of 7th November, 1962, dealing with underwater protection for the "Philomel" you state that "marine borer is very active in these waters". We feel, therefore, that the new vessel should be copper sheathed, in which case fastenings should be non-ferrous, and stern gear, propellers, etc., should be of materials electrolytically suitable for a copper sheathed vessel.

/ Cont.

The Colonial Secretary,
Colonial Secretary's Office,
STANLEY,
Falkland Islands.

Reply of 38

(e) Ballast.

We note from the arrangement drawing that no provision is made for water ballast. With the machinery aft and a large forward hold it will almost certainly be necessary to carry ballast when in dead light condition to maintain a seagoing trim. It might be found preferable to carry water ballast rather than solid ballast, in order to adjust the trim of the vessel when carrying varying quantities of cargo.

(f) Delivery Voyage.

It is considered desirable to have twin screws on such a small vessel proceeding under own power unaccompanied. This, however, would greatly increase initial cost.

(g) Auxiliary Generator.

We feel that an independent diesel set should be provided driving independent bilge (and possibly ballast) pumps, a generator for charging batteries, and giving an alternative means of driving the hydraulic pump for the winch.

(h) Cooking and Heating.

No mention is made in the specifications of hot water supply or a galley stove, which we assume will be necessary. We should be glad to know what type of galley stove you would prefer, i.e. paraffin, gas oil fired or coal fired.

(i) Derrick.

We should like to know what outreach is required for the derrick over the ship's side.

(j) Steering Gear.

We would prefer to see a "Bishop" or other shaft and gear type rather than a chain type.

(k) Propeller.

The tender from K. Christensen & Co. refers to a reversible propeller. This type of propeller is much used in fishing boats in the Scandinavian countries, where it has advantages for trawling but it seems doubtful whether it would be more suitable for the proposed vessel than the conventional solid propeller and reverse gearbox.

You may well be right that the cost of this vessel built in Norway would be lower than if built in the United Kingdom. However, there are a number of yards in this country which specialize in the building of wooden craft of this type and we have recently been obtaining very competitive prices from them. We feel, therefore, that tenders should be invited from U.K. yards as well as from the Norwegian builders, but in order to make a proper assessment it would be necessary to obtain specifications giving very much more detail than is given in those which were enclosed with your letter.

/ Cont.

We shall be grateful, therefore, to have your further advice and comments. If you agree to the suggestion that further tenders should be obtained from the Norwegian firms as well as from British builders we will proceed to draw up a ~~proof~~ outline specification and will approach suitable British firms as well as the Norwegian builders upon receipt of your reply.

Yours faithfully,

J. Ruddle

for the Crown Agents.

Reply at 38

H.C.S.

I have discussed this question with Capt. Turnbull of R.R.S. "Shackleton" who advises that the Crown Agents should be asked to produce a specification of a new ship and then put it out for Tender both to United Kingdom Shipyards as well as the Norwegian.

With reference to the Crown Agents letter at 31 & 32, I have held a discussion with Sollis and Goodwin of the "Philomel" and forward herewith our views :-

Reference (a) A typing error, should read of course 3,200 & 4,000.

(b) If the length of the vessel was increase to between 85 to 100 feet we feel that more comfort and attention could be given to Crews Accommodation. The days of eating and sleeping in the same quarters are over, and we think a Mess Room as well as a Wash Room are most essential. The present plan from the Norwegian Firms is far too small for present day requirements for Crew. For example the Wash Room is 2'6" x 5' and the crews quarters 8' x 14', taking into consideration that two bunks are built in on each side this only leaves the floor space at 3' x 9'. Furthermore, while we increase the length of the vessel we are also increasing the Deck Space, for which we can carry more Sheep when returning to Stanley from Camp Stations who supply the Town with Mutton.

(c) It is the opinion of the Master and Engineer of Philomel that the power of the new vessel should be capable of producing a speed of 10 knots.

(d) We feel this is a point for thought, bearing in mind that Shipwrights are now non-existent in the Colony. The point is, would not a Steel vessel be the answer.

(e) Ballast Tanks are not considered necessary, and if Ballast is required this can be handled when the Vessel arrives in the Falklands.

(f) Twin Screws are not considered necessary, both "Philomel" and the "Malvinas" made the journey with one propellor.

(g) We agree on this.

(h) Galley Stove should be Oil Burning (Gas Oil) and Hot water supply from it.

(i) Derrick. A Single Derrick is required to suit the Hatch. (If made to suit the Hatch it should clear the side of the Ship sufficient to work Cargo.)

(j) Sollis prefers the Chain Type of Steering, it is simple and easily maintained.

(k) A solid propellor with reverse reduction gear.

(c) We also recommend that consideration might be given to have a small Radar and Echo Sounding gear fitted.

L.H.G.
H.M.

24.1.63

Y.E.,

Please see 31 to 34 my comments are as follows:
(a) I agree with Captain Turnbull's suggestion of asking the Crown Agents to produce a specification. As regards the other points:

- (b) I agree that we must provide reasonable comfort for our crew and that it might pay us to do so since it would be easier to keep good men. I do not however think that a case has been made out for a vessel more than 75 feet long.
- (c) If the provision of 10 knots is going to cause much more expense I do not think a case has been made out for this.
- (d) Copper sheathing, I think we have agreed that sheathing is necessary and I think we should have that. I think we have also agreed a wooden vessel would be better than a steel vessel. I spoke to the H.M. about this again and he said that this was merely a suggestion which had been put in the course of the discussion.
- (e) I think we can accept the recommendation of the H.M. about ballast tanks.
- (f) I agree that we should not have two propellers.
- (g) I agree.
- (h) I agree.
- (i) Apparently they thought this question a silly one. Anyhow we can answer that we have provided for a hatch 12 feet long if the derrick is long enough to reach from one end of the hatch to the other it will give sufficient clearance over the side of the ship.
- (j) I agree that we should go for the chain type steering. I am told this was recommended by Captain Turnbull.
- (k) I agree.

2. It might however be well for me to discuss further with Captain Turnbull myself before we send final reply, or possibly with Captain White or perhaps with both.

(Intld) DM *DM*

31st. January, 1963.

RHDM/TB

H.C.S.

If we wait for advice from Captain Turnbull we shall not be able to get a reply off to the Crown Agents' letter before March 18, and I would like to get on with this as soon as possible. I have had a talk with the Harbour Master about the various points mentioned.

- (b) I think it important that we should provide reasonable standards of comfort for the crew, but I think to extend the vessel by 25 foot primarily for this purpose would be unnecessary. I do not know how much each extra foot would cost but I should think that a vessel 85 ft. long would probably provide suitable accommodation. We should inform the Crown Agents the number of crew we propose to carry and the accommodation we want. This is : accommodation in the Wheelhouse for the Captain; a cabin for the Mate and the Engineer; and a cabin to accommodate four crew, with two spare bunks for the occasional passengers. We want a Washroom with shower, and a Messroom in which a maximum of eight men can eat in comfort.
- (c) Again, I do not know how much each additional knot would cost: we do not require a speed "appreciably" more than nine knots, but I would like to have a speed of ten knots. It seems doubtful whether we really need engine power of between 320 and 350 h.p. to achieve this, but we are in no position to argue if the Crown Agents say that this is necessary. I think we should tell them that we would like an engine capable of producing a speed of ten knots when required but we would anticipate the normal cruising speed to be somewhere around nine knots.
- (d) I agree that copper sheeting is necessary. I think all the evidence points to the danger of attack by marine borers in unsheathed vessels, despite what Mr. Monk says.
- (e) I agree.
- (f) I agree.
- (g) I agree.
- (h) I agree.
- (i) I did not discuss this point with the Harbour Master but I agree that you should reply as you suggest.
- (j) I agree.
- (k) I agree.

2. We should get off a reply to the Crown Agents by this mail, asking them to draw up a specification and to approach suitable British firms as well as Norwegian builders. If we can obtain competitive quotations there are many advantages in having the vessel built in England, and I think we should say so.

February 5, 1963.

37

In my minute I forgot to mention what I have
has marked (1). We should also include
this when addressing Brown

5-6/2/63.

8th February,

Gentlemen,

Replacement for m.v. Philomel

31 I am directed to refer to your letter /EM3/Falkland Islands 9348 of the 24th December, 1962, and to provide the following information relative to your enquiries:-

(a) Hold Capacity

It is confirmed that the figures 32,000 and 40,000 should read 3,200 and 4,000 respectively.

(b) Mess Room and other accommodation

The Mess Room should be large enough to permit eight men to eat in comfort. Other accommodation required is a cabin for the Mate and Engineer, a cabin to accommodate four crew with two spare bunks for occasional passengers, a washroom with shower, and accommodation for the Master in the wheelhouse. It is suggested that in order to provide for all this a length of 85' might be necessary.

(c) Speed

It is desirable that the engine be capable of producing a speed of 10 knots when required if this can be provided for without greatly increasing the cost but we anticipate the normal cruising speed to be approximately 9 knots.

(d) Sheathing

It is agreed that copper sheathing is necessary and that fastenings should be non-ferrous. Stern gear, propellers, etc., should be of materials electrolytically suited to copper sheathing.

(e) Ballast

Ballast tanks are not considered necessary.

(f) Delivery voyage

Twin screws need not be provided.

(g) Auxiliary Generator

It is agreed that an independent diesel set should be provided to drive independent bilge pumps, a generator for batteries and driving the hydraulic pump.

(h) Cooking and Heating

A gas oil fired galley stove should be provided with hot water attachment.

(i) Derrick

The derrick should be of sufficient length to extend the full length of the hatch - 12 ft. This would likewise give sufficient clearance over the side of the vessel.

(j) Steering Gear/.....

Page two

(j) Steering Gear

Chain type steering is required.

(k) Propellor

Solid propellor and reverse gearbox should be provided.

(l) Radar

Provision should also be made for Radar and Echo Sounding Gear.

2. From the foregoing information would you please be good enough to draw up a specification and approach suitable British firms as well as Norwegian builders.

3. If competitive quotations can be obtained there are many advantages in having the vessel built in England.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound

for COLONIAL SECRETARY.

HLB/IM.

Copy to H/Master

BUS 3133

EXTRACT FROM MINUTES OF MEETING NO. 1/63 OF EXECUTIVE COUNCIL

HELD ON THE 6TH 7TH & 8TH MARCH, 1963

2. DEVELOPMENT POLICY

Opening the discussion on the proposed Development Policy, His Excellency outlined the difficulties such a scheme presented with regard to labour. Indeed labour at present was insufficient to carry out maintenance of existing roads. It was agreed that the present general labour shortage would prevent any large scale plans being carried out and Council advised that as an initial step enquiries should be made through the Crown Agents and the British Consul at Punta Arenas seeking information regarding the possibility of obtaining labourers either from the United Kingdom or Punta Arenas.

Council then went on to discuss the policy point by point and advised as follows:-

2189

(i) Replacement of Philomel

The Honourable the Colonial Secretary informed Members that the Crown Agents were at present calling for quotations for a new vessel.


Clerk of Executive Council

LH

38 - Any mail etc?

BW 20.5.63
BW 9.6.63 (mail)

ACS

Nothing so far
12.11.63

42

41

G.S. Shall we send a telegram asking the present position about 38 and if necessary put it on the washing list?
13/6/63

43
Washing list.

Noted as
Washing list
15/6/63

13.6.63
B.W.H. Foreman
1.9.63

AGENTS & SURVEYORS FOR

MARINE & FIRE INSURANCE

JAMES N. MILLER & SONS

MAKERS
FIFER WINCHES
MILLER KELVIN LAUNCHES
DIRECTORS
WILLIAM P MILLER, OBE, R.N.M.A.E.
JAMES T N MILLER, A.M.I.E.R.E.

LIMITED
ST MONANCE, FIFE
YACHT BUILDERS

TELEPHONE
NO 209 ST MONANCE
TELEGRAMS
MILLER ST MONANCE
CODE
A B C 5th EDITION



ESTD.

1747



(First part)

Crown Agents.

24th. May, 1963.

Q/EM3/M4/Falkland Islands 9348.

Wooden Cargo Vessel for the Falkland Islands.

T E N D E R

| | |
|--|---------|
| 85-ft. Cargo Vessel built of larch plank, galv. fastened, Cascover sheathed and fitted with Lister Engine | £68,893 |
| - ditto - fitted with Paxman engine | £67,582 |
| - ditto - fitted with Kelvin Engine | £64,582 |

| | |
|--|---------|
| 85ft. Cargo Vessel built of Teak plank, copper & bronze fastened, copper sheathed and fitted with Lister Engine | £76,098 |
| - ditto - fitted with Paxman Engine | £74,787 |
| - ditto - fitted with Kelvin Engine | £70,632 |

Extras:-

| | |
|--|----------|
| Hydraulic Anchor Windlass in lieu of hand windlass | - £355 |
| 14-ft. M.O.T. Lifeboat & Derrick | - £965 |
| Radar - Decca 9" | - £1,572 |
| Radar - Kelvin Hughes 9" | - £1,695 |
| Radar - Marconi 6" | - £1,450 |

| | |
|--|---------|
| Ferograph Echo Sounder, off-shore type | - £ 117 |
|--|---------|

| | |
|-------------------------------|---------|
| R/T sets Marconi Kestrel type | - £ 395 |
| R/T set Radifon GR.161/B | - £ 394 |

| | |
|---|-----------|
| If deckhouse in steel and wheelhouse in alloy deduct | - £1,169. |
|---|-----------|

JAMES N. MILLER & SONS, LTD.

William P Miller

ON ADMIRALTY LIST

AGENTS & SURVEYORS FOR

MARINE & FIRE INSURANCE

JAMES N. MILLER & SONS

MAKERS
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JAMES T. N. MILLER, AKIKA

LIMITED
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YACHT BUILDERS

TELEPHONE
NO 209 ST MONANCE
TELEGRAMS
MILLER ST MONANCE
CODE
A B C 5th EDITION



ESTD.

1747



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

24th. May, 1963.

Dear Sirs,

Q/EM3/M4/Falkland Islands 9348
Wooden Cargo Vessel for the Falkland Islands.

With further reference to yours of 11th. April, we now beg to enclose to you our proposals regarding this matter.

We enclose our Drawing No.19463 showing outline and the bilge section. We also enclose our specification and tender. The tender covers the various forms asked for in your letter.

In connection with the engines offered, please note that the Lister engine will protrude through the accommodation bulkhead while the Kelvin and Paxman engines can easily be accommodated in the space shown. Also with regard to the engines, we enclose Maker's list for the Kelvin and Paxman engines. Unfortunately, Messrs. Lister have not sent their list and we have asked them to send this to you direct. The items included in the installation are fully in line with your stated requirements and on making your choice, we would provide a detailed specification of the engine chosen.

Please note that the specification is made out for larch planking, galvanised fastenings and oregon pine decking. If Teak planking and Teak decking is desired, the specification would be modified to suit the timbers and also in connection with copper sheathing, the boat would be fastened with copper and bronze fastenings in lieu of the galvanised fastenings specified.

With regard to price, the prices quoted are subject to rise and fall conditions but if a firm and fixed price is desired, please add 4% to the total.

Also in connection with anticipated, normal and maximum speeds, at this stage it must be understood that the information given is purely estimated and cannot be ascertained until the complete design is complete.

Since received and attached

24th. May, 1963. *WPM*

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

is made out. We estimate the speed under light conditions at approximately ten knots and under loaded conditions at approximately $8\frac{3}{4}$ knots.

With regard to draft, we estimate on a draft of 10'3" aft loaded and a draft of 7'6" forward. Under light conditions a draft of 9ft. aft and 5'3" forward.

With reference to delivery, we would estimate the delivery at between 11 and 12 months.

In connection with the hydraulic cargo winch offered, this is of Smallwood manufacture and in their letter to us they state that they have already supplied a number of this type of winch to your Department.

Also on the drawing, we have shown a 14-ft. lifeboat and Wellan-MacLachlin type Davit. While this is not called for in your original specification, there is every likelihood that the Ministry of Transport will call for it before allowing the ship to proceed. We have, therefore, quoted this item as an extra if it is required.

With regard to deckhouse, we have allowed for the deckhouse and wheelhouse to be constructed of aluminium alloy and our tender covers for this. If, however, you are agreeable to accept the deckhouse in steel and the wheelhouse in alloy, this would reduce the price by £1,169.

Also, although not specified, if you wish a hydraulic anchor windlass of Smallwood type in lieu of the hand windlass allowed for, the price would be increased by £355.

Trusting to be favoured with your instructions.

Yours faithfully,

JAMES N. MILLER & SONS, LTD.

WPM/JAM.

443

AGENTS & SURVEYORS FOR

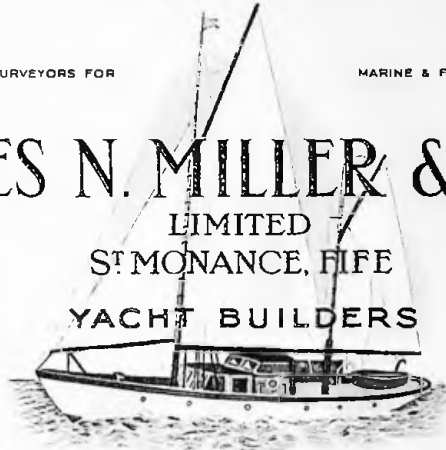
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A B C 5th EDITION



ESTD.

1747



The Crown Agents.
Q/EM3/M4/Falkland Islands 9348,
Wooden Cargo Vessel for Falkland Islands.

11th. September, 1963.

TENDER

76-ft. Cargo Vessel built of larch plank, galvanised fastened
to Drawing No. 22863 £ 39,858

EXTRAS:-

| | | |
|---|---|-------|
| 16-ft. Motor Lifeboat with Lister air cooled engine | £ | 570 |
| Cascover sheathing | £ | 1,530 |
| Spare propeller | £ | 391 |
| Spare Shaft | £ | 248 |
| Lloyds Spares | £ | 29 |
| Telegraph | £ | 85 |
| Hydraulic Anchor Windlass in lieu of hand windlass | £ | 355 |
| Radar - Decca 9" | £ | 1,572 |
| Radar - Kelvin Hughes 9" | £ | 1,695 |
| Radar - Marconi 6" | £ | 1,450 |
| Ferograph Echo Sounder, off-shore type | £ | 117 |
| R/T sets Marconi Kestrel type. | £ | 395 |
| R/T set Radifon GR.161/B | £ | 394 |

JAMES N. MILLER & SONS, LTD.

W. P. Miller

ON ADMIRALTY LIST

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LIMITED
ST MONANCE, FIFE
YACHT BUILDERS

TELEPHONE
NO 209 ST MONANCE
TELEGRAMS
MILLER ST MONANCE
CODE
A B. C. 5th EDITION



ESTD.

1747



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

11th. September, 1963.

Dear Sirs, Ref. Q/EM3/M4/Falkland Islands 9348 - Wooden Cargo Vessel for Falkland Islands.

With further reference to your letter of 6th. August, we have now gone fully into this matter and we have pleasure in enclosing to you our Drawing No. 22863 showing your revised requirements.

Unfortunately, try as we may, we cannot get the price down to your £35,000 on the vessel.

In the revised specification also enclosed, you will note that we have omitted compressed air starting and in lieu of same have included for two electric starters with separate batteries for them. Also in the case of the very large auxiliary set with your requirements for drive for hydraulic motor, we have now substituted this for a 4½ h.p. Lister set driving dynamo and bilge pump only and hydraulic pump would be driven from the main engine. Also in the case of Telegraph control to engine, our tender includes for the supply of remote control gear in lieu of the Telegraph and we have ~~quite~~ the Telegraph as an extra if required. With regard to the motor lifeboat, we have shown this as an extra item.

You will note that the hull is entirely to fishing boat specification with the planking of larch, frames of **green oak**, and all galvanised fastened.

In connection with the deckhouse, we have allowed for this to be of resin bonded marine plywood of scantling to Lloyds requirements and approval.

If the enclosed drawings and specification are not entirely clear to you, the writer would be prepared to travel South and discuss any/

P.T.O.

any point with you.

Trusting to be favoured with your further instructions.

Yours faithfully,

JAMES N. MILLER & SONS, LTD.

NEW JAM.

J. N. Miller

SPECIFICATION

44D

EM3/M/Falkland Islands
9348.

- for a -

CARGO VESSEL

- for -

THE CROWN AGENTS

- by -

JAMES N. MILLER & SONS, LTD., ST. MONANCE.

DIMENSIONS

| | | | | |
|----------------|-----|-----|-----|--------|
| Length overall | ... | ... | ... | 85-ft. |
| Beam... | ... | ... | ... | 22-ft. |
| Draft.. | ... | ... | ... | 10-ft. |

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.

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 3/4" galv. 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 12" 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 stem with 3/4" galvanised bolts spaced about 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 3/4" galvanised screw bolts.

STERN POST

To be of Oak 10" sided at keel and swelled in way of propeller shaft to give sufficient housing for the stern tube to be moulded as shown on plan. The heel of the sternpost to be tenoned into the keel. The whole to be fastened to keel, deadwood, and knee by 7/8" galvanised screw 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" galv. 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 augment rabbet for hood ends. To be moulded as drawing and to be fastened with 3/4" dia. screw bolts.

KEELSON

Of oak, 11" x 10" bolted through frames and keel, as long as possible.

FRAMES

Of oak, sided 5" double, moulded at keel 12" at bilge 8" and at head 6", spaced at 20" centres. Each side of the butt to be fastened with screw bolts, having four on each side of the butt frames. To be fastened to keel with 3/4" galv. screw bolts through frame, hog and keel.

PLANKING

To be of larch generally of good quality. Ordinary planking 2 1/2" thick, sheer and bilge planking 3" thick. Planks to be fastened with 1/2" galv. dumps 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.

BEAM STRINGER

To be fitted all fore and aft, three at 9" x 3" larch fastened with 6" galv. steel flats and to have a breasthook both fore and aft. Stringers to have one 1/2" galv. bolt in each frame, fastening planking frame and beam stringer together. Bolts staggered from top edge to bottom edge in consecutive frames.

BILGE KEELS

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

BEAM SHELF

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

BEAMS

Main beams of oak, 8" sided and moulded 8" at centres, 8" at ends. Ordinary beams of larch 7" 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 7", half beams larch 6" sided 6" parallel, moulded. Alternative 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 1/2" 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.

3
STANCHIONS &
BULWARK RAILS

Bulwark stanchions of Oak 5½" x 5". 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 ½" galvanized, fastened with countersunk galv. nails.

BULWARK PLANKING

To be of 1½" larch in as long lengths as possible.

BULKHEADS

Of T.&G. Pine 1½" thick, main bulkhead laid in two thicknesses with main bulkheads watertight.

RUDDER

Stock and pintles of galv. steel, blade of wood, dia. of stock 3½" 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 galvanized skeg of approved pattern to be fitted and connected to the keel into which the heel of the rudder is to be stepped.

MAST AND RIGGING

Mast to be of steel tube of a suitable size with the necessary mountings, rings and eyebolts, to be fitted in suitable tabernacle. 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 sink, pan rack, drawer and locker space, etc. Sink to provide hot and cold water. Floor to be tiled.

WASHPLACES: To be as shown on plan. Partition or light bulkhead separating Officers' from washplaces. Wash basin to be complete with taps, connections, discharge pipes and storm valves. Mirrors, towel racks. Basin taps to be chromium plated.

All floors in accommodation to be covered with linoleum AA quality. Also covered with carpet ribbons and further the wheelhouse and passageway to be covered with mats.

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 chairs, sideboard fitted on aft bulkhead, all to be finished in mahogany. Two radiators to be fitted as shown on plan.

MATE & ENGINEER'S CABIN: Situated in deckhouse, fitted as plan with two berths, dressing tables, wardrobes and lockers, all finished in mahogany polished, with entrance way from passage leading to deck.

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

WHEELHOUSE: Fitted as plan with all necessary navigational aids fitted.

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

ACCOMMODATION (cont'd)

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 in engine room space to receive special attention to ensure elimination of all fumes.

Floors in accommodation to be of 1 1/8" T.&G. covered in lino 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 to owner's required. 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, lock, 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 fore and aft as indicated on the drawings 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 draincocks. One in number lubricating oil tank of approximately fifty gallon capacity to instal in engine room. Suitable filling arrangement 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" x 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" x 1/4".

ELECTRICS

Main switchboard and charging panel complete with all fitments. Voltage and current output to be indicated from all machines. Battery box with accumulators of 185 amp. power to supply current to instruments, emergency lighting and wireless sets. Lighting, including bunk reading light, 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. Navigation lights to M.O.T. approval. Two top lights in front of mast. 2 Lights in wheelhouse, 1 deck light (sternlight).

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. Aft cabin - 2 ceiling lights. Chartroom - 1 light, 1 bed reading lamp, 1 chart table light. 2 lights in messroom, 1 light in washroom, 1 light in toilet, 2 lights each in Captain's, mate's and Engineer's cabins.

ANCHORS & CABLES

Two in number, 2 and 3 cwts. respectively stocked anchors with 75 fathoms of 3/4" galv. iron short linked cable. Hand Windlass for handling anchors.

LAMPS

A set of copper navigating lamps to be supplied consisting of a mast head light, port and starboard side lights and an anchor light.

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 antifouling. Deckhouse shall receive one coat of zinc chromate thereafter three coats of non lead based paint to colour to be decided by owners. Engine room to receive aforementioned Cuprinol and then finished with fire retardant paint, colour to owner's requirements.

PUMPS

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.

W'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

12 lifebuoys each fitted with self igniting light and one with 15 fthms line. Twelve lifejackets. 1 line throwing appliance, 250 yds. throw. 12 parachute distress rockets. First Aid Equipment. Ship's bell.

OUTFIT

1 mooring rope 3" manila, 15 fthms.
2 mooring ropes 3" manila, 12 fathoms each.
4 cork fenders.
2 boat hooks, 18ft. in length.
4 galvanised buckets.
6 brooms with handles.
1 mop & handle.
12 yards 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 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 and 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. 3 tea cloths, 1 sponge, 1 wash leather.

BERTH REQUISITES:

9 Rubber mattresses with covers.
9 Rubber pillows with covers.
18 wool blankets.

FLAGS:

1 national flag.
1 set International code flags.
1 log with reserve line, 1 deep line 120 fthms. line and lead.

Two inflatable liferafts of approved make, 10 man in fibre glass containers and emergency packs.

One 10 gallon froth extinguisher for engine room.
Four 2-gallon portable extinguishers.

One axe
Sand Receptacle and Scoop.

Spare propeller and spare tailshaft supplied.

The sum of £70 has been allowed for napery and linen.

STEERING GEAR

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

ENGINE

When engine of choice has been selected, a full specification to be provided.

- 1) Lister Engine - To be one Lister Blackstone type ER6MGR3 six cylinder natural asperated developing 337 h.p. at 750 RPM with Hudmarch MWD Reverse/Reduction gear. Description to be sent direct from Makers.
- 2) Paxman Engine - To be one Paxman type 6 RPHCM six cylinder, pressure charged, developing 337 h.p. at 1200 R.P.M. with self change reverse/reduction gear of 4 to 1 ratio. Description as leaflet enclosed.
- 3) Kelvin Engine - To be one Kelvin Diesel Model TS.8, eight cylinder pressure charged developing 320 h.p. at 1000 R.P.M. and driving propeller through 2 $\frac{1}{2}$ /1 Kelvin RG 32 hydraulic reverse/reduction gear, air started. Description as leaflet enclosed.

AUXILIARY ENGINE

To be a Lister type HW3MA heat exchanger cooled, developing 33 h.p. at 1800 R.P.M. driving a 2 $\frac{1}{2}$ Kw Hamworthy 32 volt Generator, Hamworthy B2" Bilge pump compression 15 cub.ft. and fitted with layshaft for drive to Hydraulic pump, completely installed.

CARGO WINCH

Cargo winch to be a Smallwood type CDH complete with D6/200 V pump unit 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.

TEAK PLANKING & DECKING

This specification is made out for a larch plank and pine deck construction. If Teak plank is required as quotation, substitute the work Teak planking for larch planking and Teak Decking for Pine Decking, also with fastenings of copper and bronze in lieu of galvanised for the fastening of same. Also in the case of the Teak with copper sheathing, bronze fastening has been allowed for in the keel and stems and also a rudder of bronze in place of galvanised steel.

CATHODIC PROTECTION

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

SHEATHING

Hull to be sheathed in copper or Cascover at prices quoted. To be 6" above waterline.

- for a -

CARGO VESSEL

- for -

THE CROWN AGENTS

- by -

JAMES N. MILLER & SONS, LTD., ST. MONANCE.

DIMENSIONS

Length overall 76-ft.
Beam... .. 21-ft.
Draft.. 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 3/4" galv. 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 stem with 3/4" galvanised bolts spaced about 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 3/4" galvanised screw bolts.

STERN POST

To be of Oak 10" sided at keel and swelled in way of propeller 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" galvanised screw 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" galv. 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 augment rabbet for hood ends. To be moulded as drawing and to be fastened with 3/4" dia. screw bolts.

KEELSON

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

FRAMES

Of oak, sided 5" double, moulded at keel 12", at bilge 8" and at head 6", spaced at 20" centres. Each side of the butt to be fastened with screw bolts, having four on each side of the butt frames. To be fastened to keel with 3/4" galv. screw bolts through frames, hog and keel.

PLANKING

To be of larch generally of good quality. Ordinary planking 2 3/8" thick, sheer and bilge planking 3" thick. Planks to be fastened with 1/2" galv. dums 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.

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 1/2" galv. bolt in each frame, fastening planking frame and beam stringer together. Bolts staggered from top edge to bottom edge in consecutive frames.

BILGE KEELS

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

BEAM SHOLES

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

BEAMS

Main beams of oak, 8" sided and moulded 8" at centres, 8" at ends. Ordinary beams of larch 6" 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 6" sided 6" parallel, moulded. Alternative 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 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 to Lloyds scantlings and approval with opening ports of brass and windows of Beclawat type. Outside doors to be of Teak with brass hinges, a ladder of galv. steel fitted as shown, an exhaust funnel and ventilating trunk to be of galv. steel.

STANCHIONS & BULWARK RAILES

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

BULWARK FREEMING PORTS

To be of galv. steel hinged as shown on drawing.

BULWARK PLANKING

To be of $1\frac{1}{2}$ " larch in as long lengths as possible.

BULKHEADS

Of T.&G. Pine $1\frac{1}{8}$ " thick with main bulkheads of painted steel to Lloyds requirements.

RUDDER

Stock and pintles of galv. steel, blade of wood, dia. of stock $3\frac{1}{2}$ " 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 galvanised 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 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 & ENOWER: 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, 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.

WHEELHOUSE: Fitted as plan with navigational aids fitted.

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

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/

ACCOMMODATION (contd)

close to ship's side and exhaust to normal deck level. Ventilation in engine room space to receive special attention to ensure elimination of all fumes.

Floors in accommodation to be of $1\frac{1}{8}$ " 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 pipe with galv. tread strips fitted on each step.

HARDWARE: Handles, lock, 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 fore 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 draincocks. One in number lubricating oil tank of approximately fifty gallon capacity to instal in engine room. Suitable filling arrangement 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" x $\frac{1}{2}$ " galv. cope iron to run the whole length of the vessel on each side and on the sheer plank and one on top 1" x $\frac{1}{4}$ ".

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 sets. Lighting, including bunk reading light, 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. Navigation lights to M.O.F. approval. Two top lights in front of mast. 2 Lights in wheelhouse, 1 deck light (sternlight).

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. Aft cabin - 2 ceiling lights. Chartroom - 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 & CABLES

Two in number, 2 and 3 cwts. respectively, stocked anchors with 75 fathoms of 3/4" galv. iron short linked cable. Hand Windlass for handling anchors.

LAMPS

A set of copper navigating lamps to be supplied consisting of a mast head light, port and starboard side lights and an anchor light.

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

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.

W'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 igniting light and one with 15 fthms line. Twelve lifejackets. 1 line throwing appliance, 250 yds. throw. 12 parachute distress rockets. First Aid Equipment. Ship's bell.

ONEFIT

1 mooring rope 3" manila, 15 fthms.
2 mooring ropes 3" manila, 12 fathoms each.
4 cork fenders.
2 boat hooks, 18ft. in length.
4 galvanised buckets.
6 brooms and handles.
1 mop & handle.
12 yards deck washing hose, 1 1/2" 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 and salt fish, 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 fthms.
line and lead.

Two inflatable liferafts of approved make, 10 man
in fibre glass containers and emergency packs.

One 10 gallon froth extinguisher for engine room.
Four 2-gallon portable extinguishers.
One axe.
Sand Receptacle and Scoop.

Spare propeller and spare tailshaft supplied.

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 short voyage spares to be supplied as quoted extra. Sterngear to Lloyds in bronze with intermediate shaft of steel. A spare propeller and tailshaft 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 CDH complete with D6/200 V pump unit 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 main engine.

CATHODIC PROTECTION

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

SHEATHING

Hull to be sheathed in Gascover. To be 6" above 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 hot 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.

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

45
CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4/Falkland Islands 9348

4, MILLBANK,

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON SW1"

LONDON, S.W.1.

TELEPHONE: ABBEY 7730

TELEX No. 24209



Dear Sir,

13 JUN 1963

Your reference No. 2189

Replacement for m.v. Philomel

.... 38
We refer to your letter dated 8th February, 1963, and enclose copies of the following:-

Letter dated 23rd May, 1963 from Messrs. Herd & Mackenzie Ltd., with Tender, Specification, and Drawing No. E63/10.

Letter dated 24th May, 1963 from Messrs. James N. Miller & Sons Ltd., with Tender, Specification, Drawing No. 19463 and leaflets for Lister Kelvin & Paxman engines.

Letters dated 24th, 28th and 31st May, 1963 from Messrs. Brooks Marine Ltd., with Price and Delivery Schedule, Hull, Machinery and Electrical Specifications and Drawing No. E.1243/1.

Letter dated 17th May, 1963 from Messrs. James A. Silver Ltd., with specification and Drawing.

....
Also enclosed is copy of the Outline Specification drawn up in this office for the guidance of tenderers.

Tenderers were informed that the requirement was for a stout vessel, well fitted out but not luxurious, that the dimensions should be as small as compatible with the cargo space and accommodation specified, and that the maximum speed of 10 knots was desired only if it could be obtained without unduly increasing engine power. Main engines were specified as Lister-Blackstone but tenderers were informed that they might quote for alternative makes of engine. A vessel having planking and decks of teak and having copper sheathing was specified, but tenderers were asked to quote alternative prices for a vessel having planking and decks of other traditional timbers such as mahogany or larch and for a vessel sheathed with nylon in lieu of copper. Separate extra prices were requested for Radar, Echo Sounder and R/T equipment. Prices were to be firm and fixed valid for acceptance for three months from date of tender.

Tenders were invited from six U.K. firms and from five Norwegian firms including the three yards from whom you had already received quotations. Four U.K. yards have quoted but the only reply received from the five Norwegian yards was from Messrs. K. Christensen & Co., who advised that they were busily engaged until June 1964.

Of the four offers received three are for boats having trawler type hulls and heavy scantlings. The fourth offer, by James A. Silver Ltd., is for a boat of different type with lighter scantlings, and for this reason in conjunction with the prices quoted we suggest this offer to be disregarded.

Messrs. Herd & Mackenzie offer what appears to be a well found craft with oak strength members and teak planking and decks. A lower price is quoted for a vessel planked in larch and decked in Oregon Pine. It would be built to Lloyds A1 Class which is the highest class for wood vessels. L.S.A. and fire appliances are specified as for M.O.T. Class VIII A, applicable to non-passenger ships engaged on voyages which are not international. For the delivery voyage which would be a long international voyage to which M.O.T. Class VII rules would apply, it can be expected that dispensation would be granted. A class C Motor lifeboat stowed on the hatch is included in the price. The main price includes for a deckhouse in steel as opposed to teakwood

/or
2000151
52

46
of aluminium as called for in our outline specification. We see no objection to steel which in fact might be preferable from the fire prevention aspect. Bulkheads and hatch coamings are also in steel. You will note Messrs. Herd & Mackenzies' remarks on the necessity for a ballast tank forward, with which we agree. The specification submitted by Messrs. Herd & Mackenzie is good and reasonably complete, with one or two exceptions. The material proposed for the skeg and stern gear - specified as manganese bronze - is not suitable for a copper sheathed vessel, but we are informed that this was an oversight on their part and that the materials for these items would be such as to be electrolytically suitable for a copper sheathed vessel. Also the batteries they have included appear to be of only half the capacity which we should like to see fitted. Although not stated in their letter, we are assured that the prices quoted are firm and fixed, valid for acceptance for three months.

Messrs. James N. Miller & Sons offer a craft similar in many respects to that offered by Messrs. Herd & Mackenzie. It has, however, a raised forecastle forward with stowage space beneath, and a boatdeck aft. The cargo hold has been kept further aft, possibly from trimming considerations and a large store room arranged forward. This has resulted in a rather cramped engine room. Their main quotation and specification is for a boat planked in larch and decked with pine, on main strength members of oak and having galvanised fastenings and "Cascover" nylon sheathing. The last paragraph in this specification mentions that the hull could be sheathed in either Cascover or copper, but should copper be decided upon, such items as skeg, rudder fittings and stern gear in addition to the fastenings would require to be of materials electrolytically suitable for copper. The lifeboat quoted for as an extra is smaller than the minimum 16' allowed by the M.O.T. A central heating boiler is not mentioned in the specification but is indicated in the drawing. Radiators are mentioned for some of the crew spaces as is an electric pump for the radiators. The specification is incomplete in many respects and would require some clarification before an order could be placed with this firm.

Messrs. Brooks Marine have submitted a very detailed specification for a vessel of attractive appearance having good scantlings and very well fitted out. We think, however, that they have erred on the side of luxury for a vessel of this type. Their prices, allowing for reductions mentioned in their letters of 28th & 31st May, are high, and, we feel, will make their proposals unattractive.

Regarding sheathing, you may or may not know of the "Cascover" process of nylon sheathing, which is superseding to an increasing extent copper sheathing for wooden vessels. It is now beyond the experimental stage and accepted by the Admiralty for such craft as wooden minesweepers. The Crown Agents took delivery about 18 months ago of a cargo passenger vessel 87' 6" O.A. length for British Solomon Islands which was sheathed with nylon by the Cascover process, and, so far, no adverse reports have been received. Nylon sheathing is said to be immune from Teredo attack and highly resistant to abrasion. Failing hull damage it requires little or no maintenance apart from cleaning and coating with anti-fouling composition. It is not in itself anti-fouling but is said to be cleaner during service than normal painted steel hulls. It possesses the great advantage over copper of being electrolytically inactive. Provided ice is not likely to be encountered, we would strongly recommend nylon sheathing for consideration.

bc
On the subject of electronic equipment, for which separate prices are quoted, the new Decca Radar Type D202, one of the alternatives proposed by Messrs. Herd & Mackenzie, is the cheapest of the "small ship" approved radars available. A leaflet is enclosed. We think it would prove suitable for a vessel of this size, as should the Ferrograph Offshore echosounder. In case you might wish to consider the fitting of radio telephony, separate prices for this type of equipment have also been obtained. The Marconi Kestrel I.F. version is recommended for consideration. In addition a portable lifeboat radio would be necessary for the delivery voyage. This could be hired at a rental of £12 a month or alternatively purchased outright for about £275.

Of the alternative makes of engine proposed, there is little to choose between the Lister-Blackstone and Ruston Paxman, the choice between these

/being

being largely a matter of personal preference. The Kelvin engine offered as an alternative by Messrs. James N. Miller, is, however, appreciably cheaper than the other two makes and is being increasingly used in fishing craft in this country.

The prices quoted in all the proposals are much different from those which you obtained some seventeen months ago from Norwegian builders. It is fair to say, however, that the craft now offered are very different from the Norwegian design, and it is disappointing that none of the Norwegian builders accepted our invitation to tender against the same requirements. If funds permit, we would recommend for acceptance the Herd & Mackenzie offer with teak planking and decks and sheathed with nylon provided ice conditions are suitable. Some reduction in price could be gained by substitution of larch planking for teak and of a Kelvin engine for the Lister Blackstone. Alternatively, the cheaper priced offer of James N. Miller for a vessel with larch planking, pine decks and a Kelvin engine is worthy of consideration subject to satisfactory clarification of a number of points in their specification mainly concerned with classification and M.O.T. requirements.

Your further instructions are awaited.

Yours faithfully,

[Handwritten signature]
for the Crown Agents.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

JM.

JER.

48

B. U. for H. E. return

BU 31.8.63

49.

A.C.S. Returned - Thank you.
R. Jackson. S.P. 21.
13/8/53.

VBW 31.8.63

KIV AH

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

50

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4/Falkland Is. 9348

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

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON S W 1"

TELEPHONE: ABBEY 7730

TELEX No. 24209



30th July, 1963.

Dear Sir,

Your Ref. No. 2189
Replacement for M.V. "PHILOMEL"

45-47 Further to our letter dated 13th June, 1963 we enclose a copy of a quotation dated 10th July, 1963 received from Messrs. K. Christensen & Co., together with Specification, General Arrangement Drawing and publication No. 104 describing the Liaaen variable pitch propeller.

The craft offered by this Norwegian firm is smaller than those offered by the British builders, with less cargo space and with accommodation which appears to be particularly cramped, so much so that it is difficult to see how the furnishings mentioned in the Specification can be reasonably accommodated.

No scantlings are given but the Specification states that the vessel would be built to Lloyds Rules. Strength members are of Norwegian oak. The Iroko and Afzelia timbers specified for Hull planking and decks respectively are African hardwoods which, if properly selected, would be suitable for these uses.

The Specification, although containing more detailed information than the one originally submitted by this firm direct to you, is still meagre. No mention is made of materials for stern gear, and this, in conjunction with the reference to bronze fastenings, leads us to think that they might not be electrolytically suitable for a copper sheathed vessel. Preparation for the delivery voyage is also not mentioned.

The Lister engine included in the Specification is one of the new series rated for running at 900 r.p.m. and is the same sized engine as that offered by Messrs. Heard & Mackenzie, but running at higher revolutions. We are at a loss, however, to understand the horsepower given, since this engine is capable of developing almost 400 b.h.p. at 900 r.p.m. No mention is made of speed in the Specification but with the installed power offered, a service speed in excess of 9 knots should be achieved. Messrs. Christensen have adhered to their original proposal to fit a controllable pitch propeller with bridge control. The engine offered is therefore unidirectional without reverse reduction gear, the reduction gear box being part of the V.P. propeller equipment. Although we would prefer a fixed pitch propeller for this vessel, there is no real objection, apart from additional maintenance, to the V.P. propeller. The Liaaen V.P. propeller is considered to be one of the best of its kind.

The power of the auxiliary engine at 6 h.p. appears quite inadequate for the duties it is to perform, particularly as there

Cont'd.....

Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS

See 52.113-16

/JERB

is no alternative drive from the main engine for the hydraulic pump for the winch.

The price for this vessel, at £36,000 is slightly more than half the lowest price quoted by British builders. The vessel is, however, not comparable either as regards size or equipment. In view of the lack of clarity in the Specification, it is to be expected that quite appreciable additional costs would be required to bring the Specification to an acceptable standard and to satisfy statutory requirements for the delivery voyage.

The Decca 404 radar offered at an extra price has a range greater than the D.202 radar mentioned in our previous letter. The "Robertson" echo-sounder and radio telephone offered are not known to us. There will be very little room to instal electronic equipment of any kind in the space indicated in the general arrangement drawing as housing the wheelhouse and Master's cabin.

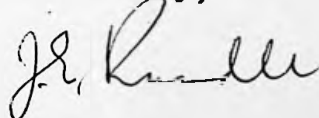
Since our letter of 13th June we have been given by Messrs. James N. Miller & Sons Ltd. a certain amount of clarification of their offer dated 24th May. We are advised that all prices quoted by them are for vessels and propelling machinery built to Lloyds requirements and under Lloyds survey; also that Lloyds short voyage spares and a spare propeller and tailshaft are included. Messrs. Miller have also advised revised prices for the larch planked vessels being fitted with copper sheathing (in lieu of Cascover) with all copper and bronze skin fastenings and bronze rudder. The revised prices, which replace those given in the first part of Messrs. Miller's tender are as follows :-

| | | |
|--|---|---------|
| Fitted with a Lister Blackstone engine | - | £69,559 |
| Fitted with a Paxman engine | - | £68,248 |
| Fitted with a Kelvin engine | - | £65,248 |

You will note that these prices are each £666 more than those previously quoted.

We await your comments on the quotations forwarded, and shall be pleased to obtain further information from any of the builders should you so desire.

Yours faithfully,



for the Crown Agents.

See 52

52

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

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4/Falkland Is. 9348

4: MILLBANK.

LONDON. S.W.1

TELEGRAMS { INLAND: "CROWN. SOWEST. LONDON."
OVERSEA: "CROWN. LONDON S.W.1"

TELEPHONE: ABBEY 7730

TELEX NO. 24209



7th August, 1963.

Dear Sir,

Your Reference No. 2189.

Wooden Cargo Vessel for Falkland Islands

45-51

We refer to our letters dated 13th June and 30th July, 1963 on the above subject.

Following on the visit to this office of Sir Edwin Arrowsmith on 31st July, we have written to Messrs. K. Christensen & Co., for clarification of various matters connected with their offer. We have also approached Messrs. James N. Miller & Sons Ltd., and Messrs. Herd & Mackenzie Ltd. for revised quotations for a smaller vessel with less elaborate accommodation.

We shall communicate with you again on receipt of replies from the three firms.

Yours faithfully,

for the Crown Agents.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS

Dec 53-56

JMcC/JERB

53

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

CROWN AGENTS



4. MILLBANK,
LONDON. S.W.1

EM3/M4/Falkland Is. 9348

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON S W 1."

TELEPHONE: ABBEY 7730
TELEX NO. 24209

6 SEP 1963

Dear Sir,

Your Ref. No. 2189

Replacement for M.V. "Philomel".

Further to our letters dated 15th June, 30th July and 7th August, 1963, we enclose copies of letter dated 13th August received from Messrs. K. Christensen & Co. and letter dated 24th August received from Messrs. Herd & Mackenzie Ltd.

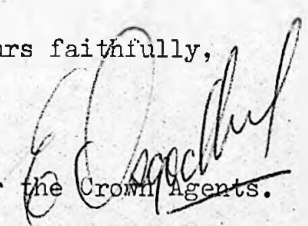
Messrs. Christensen's letter clears up many of the points which were left indefinite in their original offer. The details of scantlings given show the vessel to be less heavily built than those offered by Messrs. Herd & Mackenzie Ltd., but since they confirm that it would be built to Lloyds highest class for wooden vessels, this is not a matter of major importance.

You will note the information they give on the powers of the main and auxiliary engines. So far as the auxiliary engine is concerned, we feel that it would be preferable during cargo working to have to run only the auxiliary engine and not the main engine. This would mean of course having the larger engine at extra cost.

Messrs. Herd & Mackenzie's price for a 75 ft. vessel is approaching nearer to the Norwegian price, but is still in excess of what we understand to be the amount of the funds available. We shall be grateful to be informed whether this new offer from Messrs. Herd & Mackenzie should be pursued.

Messrs. James N. Miller & Sons have promised to submit a new offer for a boat smaller and cheaper than their original offer. We shall forward it on receipt.

Yours faithfully,


for the Crown Agents.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
THE FALKLAND ISLANDS.

JM.

JER.



Gullmedalje Trondheim

K. Christensen & Co.

Moens båtbyggeri, pr. Risør

Opprettet 1875



Gullmedalje Trondheim

Anbefaler seg for bygging av større og mindre båter

Telefoner:

| | | |
|-------------------|----------------|--------|
| Båtbyggeri . . . | Akland sentral | 1009 O |
| Reidar Moen . . . | → | 1050 |
| Paul Christensen | → | 1009 G |

Moen pr. Risør, den 13th August 19 63

15 AUG 1963

Grown Agents
For Oversea Government and Administrations,
4, Millbank,
London, S. W. 1.

Q/Em3/M4/Falkland Is. 9348

Dear Sirs,

Thank you for your letter dated 6th August with some questions regarding our specification and drawing for Wooden Cargo Vessel for the Falkland Islands.

Details of main scantlings:

Hull planking 1-3/4" net.
 Deck planking " "
 Keel 8" x 8"
 Keelson 8" x 8"
 Stem 6 1/2" x 9"
 Stern Post 6 1/2" x 9"
 Stern Post in way of Stern Tube 11" x 12"
 Frames 4" siding, 2 layers, Moulding at heel 6"
 " " " " top 5"

Floors, Moulding 7", Siding 4"
 Stringers 1-3/4" x 16"
 Deck Beams, At Middle of beam: moulding 6", siding 4"
 At ends " " " 5" " 4"
 Bulwark, 1-1/4"
 Bulkheads, fore and aft of cargo hold 1-3/4",
 other bulkheads 1-1/2"

Savalls will be fitted under the oil fuel tanks.

The hold will be fitted with ceilings and cargo battens, and the hatch with hatchcovers, double tarpaulins, battens, wedges and locking bars.

All fastenings under water and stern gear will be electrolytically suitable for a copper sheated Vessel.

With regard to the main engine, the right type is ES4M without turbocharging 270 HP. It was incorrectly in the letter from the motor dealer in Oslo. The service speed under loaded conditions will be ab.9 knots.

With regard to the auxiliary engine, we are sorry to say that is a mistake on our part in the specification.

Cont'd..

Handwritten initials

The auxiliary engine is only planned for driving a 3 kw. generator, compressor and a bilge pump. The hydraulic pump is planned driven from the main engine. If the hydraulic pump is to be driven from the auxiliary engine, it must be about 40-50 HP, and it will be an additional price Kr. 24.000.- (1.200.- pounds)

When the boat is completed, it would have Lloyds' full classification 100 A1 for wooden vessels.

The master's cabin will be located above deckhouse aft of wheelhouse, but the drawing indicate too small space for wheelhouse and master's cabin. It will be about 3 feet longer than indicated in the drawing.

The engine casing, engine room bulkhead and above engine room will be properly isolated for fire prevention.

Our price include preparation for the delivery voyage in accordance with the general requirements in your Outline Specification except motor life boat. A 16-18 feet motor life boat with 4 HP engine, float tanks and all equipment required for oversea voyage will cost Kr. 10.500.- (525.- pounds)

The approximate cost of making delivery of the vessel to the Falkland Islands is Kr. 85.000.- (4.250.- pounds)

We are looking forward to hear from you again.

Yours faithfully,

K. Christensen & Co.

Moens Båtbyggeri, Risør

Ridar Mørn.

Telephone No. 3245/6

ON ADMIRALTY LIST

Telegraphic Address ⁵⁶
"SHIPBUILDERS," BUCKIE

Mr. J. H. Mackenzie,
House No. 2215.

HERD & MACKENZIE, LTD

Directors—
J. H. MACKENZIE
(Managing)
M. HERD
J. HERD
M. MACKENZIE.

COMMERCIAL ROAD

BUCKIE :: BANFFSHIRE

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IN WOOD, STEEL AND ALUMINIUM.

ENGINEERS, ELECTRICIANS AND SHIP-FITTERS.

FOUNDED 1903

Berths—

Number—7

Capacity—Vessels up to
170 ft.

Slipway—450 tons



Your Ref: QEM3/W4/ Falkland Is. 9348

Our Ref: WRG/MAF

24th August, 1963.

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

Dear Sirs,

Wooden Cargo Vessel for Falkland Islands

Further to our letter dated 19th August, we have gone into the cost of building a 75ft. wooden cargo vessel to Lloyds A1 and having a load line assigned for the service.

Our price for such a vessel double oak framed with larch planking, nylon sheathed to 6" above the Low Water Level and powered by a Kelvin T8 naturally aspirated engine, would be approximately £44,000 (Forty four thousand pounds sterling), delivered afloat at Buckie after satisfactory trials.

The vessel would accommodate the same number of crew as the larger vessel but the accommodation would be less spacious. The hold capacity would be 3,500 cub. ft. and the range would be 800 miles.

As the price would be beyond the funds available, we shall be pleased to have your comments before proceeding with a revised drawing and specification.

Yours faithfully,
FOR HERD & MACKENZIE, LTD.

N.R. Gordon
GENERAL MANAGER

QEM3/W4

57

Mail from 53

J.E.,

While you were in Boston recently arrangements were made to replace the troublesome stem fittings of "Philomel" with bronze ones and we were able to accept the help of Mr. Thorne in getting these made. They are to be ~~finally~~ fitted by Ross Proctor, subject to the approval of her Captain.

Mr. Ballin told me that he has advocated this some time ago and while a ^{in UK} ~~least~~ had taken the trouble to visit the maker of the ~~new~~ ^{old} ~~parts~~ ^{parts} he must supply information. It is his opinion that with the ~~stem~~ ^{stem} trouble solved Philomel has still a few years of useful life provided he can get somewhere to slip her properly about once a year.

This statement puts the question of replacement in a very different light and I wonder whether it might be better to delay further consideration of replacement for the time being.

L.G.

25.9.63

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

Falkland Is.

Q/EM3/ML/9348.

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

4. MILLBANK.

LONDON, S.W.1.

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

TELEPHONE: ABBEY 7730

TELEX NO. 24209

3rd October, 1963.



Dear Sir,

Your ref: 2189.
Replacement for M.B. "PHILOMEL".

.b.c.
.s.c.
.s.f.
Further to our letters dated 13th June, 30th July, 7th August and 6th September, 1963, we enclose copies of letter, dated 11th September 1963 received from Messrs. James N. Miller & Sons Ltd. together with Specification, General Arrangement Plan No. 22863 and Engine Leaflet.

This revised offer from Messrs. James N. Miller is for a well found boat having oak strength members, larch planking and pine decking. It has galvanised iron fastenings, which would be quite suitable if the underwater planking is Cascover sheathed. The boat has been cheapened by reduction of size and omission of a boat deck. The accommodation on the main deck is smaller than before, but not by any means cramped. In fact, the Mess Room is quite spacious. The boat is powered by the cheaper Kelvin engine, which, as we have already advised, is becoming increasingly popular for fishing craft in this country. Also the auxiliary engine is of a size sufficient only for driving an electric generator and a bilge pump, which means that the main engines would have to be run for power to the winch during cargo working.

The revised price for the boat, including the extras quoted for Cascover sheathing, spare propeller and tail-shaft, and Lloyd's Short Voyage Spares, amounts to £42,055-0-0 ex Yard. The extras quoted for an engine room telegraph, and a hydraulic windlass in lieu of a hand windlass, are not really necessary. However, it is probable that the Ministry of Transport will require the motor lifeboat for the delivery voyage, in which case the extra cost of this would have to be incurred. There will also be the cost of the delivery voyage to be added to all the tenders received. We have not so far invited quotations from delivery Contractors, but Messrs. Christensen's letter of 13th August gives some indication of this cost, which would be little different whether made from Norway or from Scotland. The cost of any of the electronic equipment quoted for as extras which you may require would also have to be added.

We shall be grateful to have your views on the quotations and other information which we have provided, and shall be pleased to obtain any further information which you may require.

As a matter of interest, we have just received a letter dated 24th September from Messrs. Sauviks Batbyggeri (one of the Norwegian firms who quoted to you direct at the beginning of 1962) informing us in reply to our letter to them of the 11th April that they had not been able to submit an offer because of the amount of orders which they had in hand.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "A. H. Gray".

for the Crown Agents.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
THE FALKLAND ISLANDS.

JNMcC/KMS.

Y.E.

I believe the file with the quotation may be at last

L.E.

1.11.63

60

S.C.

7/11

1.11.63

61

S/c Could you have a Summary made of the offers received if

2.11.63

We shall be pleased to have your views on the quotations and other information which we have received, and shall be pleased to obtain any further information which you may require.

As a matter of interest, we have just received a letter dated 11th September from [Name], detailing [Name] (one of the [Name] firms who applied for quotation at the beginning of 1963) in which he states that he has not yet received any quotation as yet. We are sure that you will be pleased to hear that they had not been asked to submit an offer at the time of the [Name] of 1963.

Yours faithfully,
[Name]
[Name]

The Colonial Secretary,
Colonial Secretary's Office,
[Address]

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

462

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4 Falkland Is. 9348

4. MILLBANK.

LONDON. S.W.1.

TELEGRAMS { INLAND: "CROWN. SOWEST. LONDON."
OVERSEA: "CROWN. LONDON S W 1"

TELEPHONE: ABBEY 7730

TELEX NO. 24209



23rd October, 1963

Dear Sir,

Your ref: 2189.
Replacement for M.V. "PHILOMEL".

3
63
We refer to the previous correspondence on the subject of a replacement vessel for the M.V. "Philomel", and enclose a copy of a letter dated 14th October, 1963 received from Messrs. K. Christensen & Co., from which you will note that on account of their being able to buy Iroko timber cheaper than they had thought, they are able to reduce the price of £36,000 quoted in their letter of 10th July, 1963 by £500.

We await your further instructions.

Yours faithfully,

A handwritten signature in cursive script that reads "J. Ruddle".

for the Crown Agents.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley.
FAULKLAND ISLANDS.

JMcC/MU



Gullmedalje Trondheim

K. Christensen & Co.

Moens båtbyggeri, pr. Risør

Opprettet 1875



Gullmedalje Trondheim

Anbefaler seg for bygging av større og mindre båter

Telefoner:

| | | |
|------------------------|----------------|--------|
| Båtbyggeri . . . | Akland sentral | 1009 O |
| Reidar Moen . . . | →→→ | 1050 |
| Paul Christensen . . . | →→→ | 1009 G |

Moen pr. Risør, den 14th. Oct. 19 63

Crown Agents
For Oversea Governments And Administrations,
4, Millbank,
London, S.W.1.

Dear Sirs,

We refer to our offer dated 10th, July, 1963 regarding
Wooden Cargo Vessel for the Falkland Islands.

It is now possible for us to buy Iroko wood for the
hull planking in an other country much cheaper than
here in Norway, and we can therefore reduce the price
for the boat with Nkr. 10.000.-.

We are looking forward to hear from you if it is
some news concerning this projekt.

Yours faithfully

K. Christensen & Co.

Moens Båtbyggeri, Risør

Reidar Moen

1/14/63

A.C.S.

Reference 61. Herewith a summary of offers made.

JAMES N. MILLER & SONS LTD.

(folio 51 - 30th July, 1963)

| | | |
|---|---------|-----------------------|
| Fitted with a Lister Blackstone Engine | £69,559 | |
| Fitted with a Paxman Engine | £68,248 | |
| Fitted with a Kelvin Engine | £65,248 | |
| Fitted with a Kelvin Engine (revised offer - 3/10/63 - f.58) | £42,055 | excluding delivery |

K. CHRISTENSEN & CO.

(back cover - 11th September, 1963)

| | | |
|---|---------|------------------|
| Fitted with a Lister Blackstone diesel engine | £36,000 | excluding |
| Reduced by £500 see folio 64 | = | £35,500 delivery |

HERD & MACKENZIE, LTD.

(folio 56 - 24th August, 1963)

| | | |
|-----------------------------|---------|--|
| Fitted with a Kelvin Engine | £44,000 | |
|-----------------------------|---------|--|

(back cover - 23rd May, 1963)

| | | |
|--|---------|-----------|
| Lister Blackstone Engine | £73,150 | excluding |
| Extra price for deckhouse in al-alloy | 600 | delivery |
| Similar to above but planked in Larch and decked in Oregon Pine | £69,000 | |
| Extra for nylon in lieu of copper | 150 | |
| Reduction if vessel fitted with a Ruston/ Paxman engine | 340 | |

BROOKE MARINE LTD.

(back cover - 24th May, 1963)

- (a) Lister Blackstone marine diesel engine
(Burnham teak planking, frames, floors
& decking covered with copper sheathing) £116,240 delivered
- (b) Ditto engine (mahogany planking, oak frames
& teak decking covered with copper
sheathing) £96,400 delivered
- (c) Ditto engine (as described in (a) but hav-
ing Cascover nylon sheathing in lieu
copper sheathing) £118,450 delivered
- (d) Ditto engine (as described in (b) but hav-
ing Cascover nylon sheathing in lieu copper
sheathing) £98,650 delivered
- (e) Ruston/Paxman diesel engine (teak plank-
ing etc. as (a)) £115,110 delivered
- (f) Ditto engine (mahogany planking etc as
(b)) £95,270 delivered
- (g) Ditto engine (nylon sheathing etc. as (c)) £117,320 delivered
- (h) Ditto engine (nylon sheathing etc. as (d)) £97,520 delivered

6365
JAMES A. SILVER LTD.

(back cover - 17th May, 1963)

| | | |
|--|----------|-----------|
| Blackstone engine - teak planking and decks copper sheathed | £100,500 | delivered |
| Ditto engine - planking in Larch | £100,450 | |
| Ditto engine - Cascover sheathing in lieu copper | £101,750 | |
| Caterpillar engine | £101,000 | |

In each case the additional provisional sum of £1,900 would require to be added for the electronic equipment plus a firm cost of £300 for preparing the vessel for passage.

J. Halliday

5th November, 1963

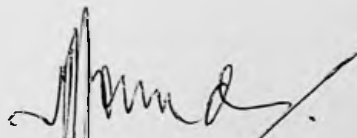
h.l./

Extract from Executive Council Minutes of Meeting No. 4/63 held on
the 20th, 21st & 22nd November, 1963

REPLACEMENT OF 'PHILOMEL'

Before considering the various tenders that had been received for the replacement of the 'Philomel', Council advised that further surveys should be carried out with a view to ascertaining the condition of her hull and engines. It was learned that an engineer, who had worked with Blackstones, was at present in Stanley with the British Antarctic Survey and it was agreed that he should be requested to examine the main and auxiliary engines and report on their condition. An examination of the hull could probably be carried out during one of 'Protector's' visits.

Meanwhile enquiries could be made in South America to ascertain if there would be a market for the 'Philomel' should it be decided to replace the vessel.



Clerk of the Executive Council

57

We have had examinations carried out on engines and hull. They should be considered before further action is taken towards finding a market for Philome.

0664/K

B. U. 2.1.64.

L.G.

17.12.63

68
es. Do you wish any further action to proceed at this stage pl?

B.U. 2.1.64
B.U. 6.1.64
to attach to
in Report to Philome
2.1.64

3.3.64

~~es.~~
2.1.64 on
16.1.64
2.3.64

60

CONFIDENTIAL

For consideration at the
next Meeting of Council.

SMP 2189
5th March, 1964.

Memorandum No. 23/64 for Executive Council

Replacement of 'Philomel'

Attention is drawn to the Minutes of the Executive Council held on the 20th, 21st & 22nd November, 1963.

2. With the kind permission of the Commanding Officer, Engineer, Electrical and Shipwright officers of HMS Protector carried out a provisional survey on 'Philomel' in December 1963. Without slipping and lifting facilities it was not possible to make a thorough survey.

3. Arising out of the reports of the specialist officers, the Commanding Officer of HMS Protector wrote:-

"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. Slipping is recommended before the state of the hull becomes too difficult for divers to combat.

It is estimated that such a refit would take at the very minimum 3 months and while it is not possible to hazard a guess as to the cost it would obviously be expensive.

If such a refit was undertaken it is probable that the craft could have about ten years of 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 the 'Philomel' virtually useless."

4. Important extracts from the specialist reports are:-

ENGINEER OFFICER'S REPORT

"I consider that the machinery on the whole has been maintained in a good mechanical condition and that it should run for the next 2 years. I do think 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 in the auxiliary engine this refit should be hastened".

ELECTRICAL OFFICER'S REPORT

"The switch gear, generators and wiring, especially in the engine-room, have 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 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".

5. The report on the hull by the SHIPWRIGHT lists 19 major defects. In concluding he said:-

"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/.....

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".

A 6. Details of revenue and expenditure on 'Philomel' and other statistics are attached to this memorandum.

L-H Thompson

COLONIAL SECRETARY

CONFIDENTIAL

WHT/IM.

69/A

"M.V. PHILOMEL"

| <u>REVENUE</u> | <u>1960/61</u> | <u>1961/62</u> | <u>1962/63</u> |
|-------------------------|----------------|----------------|----------------|
| Earnings | £3,724 | £2,699 | £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 and Maintenance | 190 | 168 | 167 |
| Engine Spares | 306 | 210 | 191 |
| Other Charges | 572 | 427 | 603 |
| Total Expenditure | £5,099 | £5,515 | £5,313 |
| 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

| | | | |
|----------------------|----|---|---|
| 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 |
| Fegan 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 |
| Keppel 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 | |
| Rincon Grande | 3 | 9 | 7 |
| Roy Cove | 4 | 2 | 6 |

| | <u>1960/61</u> | <u>1961/62</u> | <u>1962/63</u> |
|--------------------|----------------|----------------|----------------|
| Salvador | 5 | 8 | 7 |
| San Carlos | 5 | 2 | 3 |
| Saunders Island | 7 | 6 | 9 |
| Seal Cove | | | 1 |
| Sea Lion Island | 2 | | |
| 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 |

Sent to all members today.

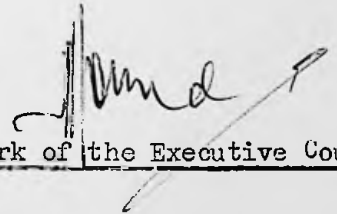
Em 7.3.64.

10 4.64
 BU Xco 31-3-64

Extract from Minutes of Meeting No. 1/64 of Executive Council held on
the 13th, 14th, 15th & 16th April, 1964

33. REPLACEMENT OF PHILOMEL (Memo 23/64)

Honourable Members agreed that a new vessel was desirable and advised that the proposal be referred to Standing Finance Committee for their consideration.



Clerk of the Executive Council

BERTRAND & FELTON LTD.



2189

Handwritten initials and the number 71.

ROY COVE,

FALKLAND ISLANDS

May 19th 1964

The Hon,
The Col. Secretary.
Stanley.

Sir,

This is I am afraid written rather in a hurry. I was asking the Master of "Philomel" this morning if he had seen the plans of the new ship. He said he had seen two plans, each by the Miller Bros. firm of Scotland. The ship 85 feet long had proper side deck space for drums, timber etc, but the 75' long ship had only 30" side deck space.

I had no time to discuss the matter properly with Sollis but advised him to contact Grierson because the last thing the Colony wants is a ship that has not suitable cargo space on deck for fuel drums etc. I cannot remember exactly what plan we approved at S.F.C, but you will agree that if some £50,000 to £60,000 is to be spent it is vitally important that we get a ship that is suitable in all respects.

Captain Sollis also said that one of the models had galvanized underwater stern gear. This also would be of no use to us.

I apologise if this letter is somewhat rambling, but Sollis was on the point of casting off as I was talking to him and the plane is due here in half an hour and may not be here again for some ten days or so.

I may be speaking out of turn in this letter but the matter does seem important to me, and I have had considerable connection with small ships.

Yours faithfully,

Ludney Buller

Ad'd
H
20/5/64

Received 15.7.64

S/C
could H/M have this
file back please

718
20/5

725
75
72

22nd May, 1964.

Dear Mr. Miller,

4871

Thank you for your letter on the 'Philonel'.

I agree with everything you say and I am most grateful for your comments. I wish we had more from outside: so often unofficial views are only heard after the event and then it is usually too late to make use of them.

I am having a conference with Gleadell, Grierson, Sollis, Gutteridge and Goodwin on Tuesday next. We hope to make up our minds on what our basic requirements are, and then Gleadell can take them to U.K. and explain our wants there.

I hope all goes well your end.

Yours sincerely,

(W.H. THOMPSON)

The Honourable,
S. Miller, J.P.,
ROY COVE.

WHD/IM.

*Kri N/M would like
this file back pl.
Not in proper order*

27 65
71 73

27th May, 1964.

Dear Sir Edwin,

I have been having a very close look at the drawings and specifications for the new 'Philomel', and, after a great deal of discussion with Grierson, Sollis and Catteridge, I am certain that a 76 foot vessel leaves much to be desired, and an 85 footer will cost too much.

On Messrs. Miller's specifications, prices are:-

76 foot of vessel about £46,000 delivered U.K.
85 foot of vessel about £85,000 delivered U.K.

with a 4% per annum overall rise for every year we delay in placing our order.

The smaller craft will give us the crew accommodation we must have, but only at the cost of deck space and deck cargo (which is nearly all petrol in 40 gallon drums). If we incorporate tankage for 15 tons of fuel oil, which we shall need for bulk deliveries later on, the cargo hold will be slightly smaller than that in the present ship.

This smaller vessel will cost the same to run as the large one, and will earn less.

Obviously we should go for the larger ship, but £85,000 plus, is more than we shall be able to raise safely. It seems to me that we should try for C.D.W., or some other form of aid.

When I look back on the way aid was poured into scatter-brained schemes in Kenya: including such things as unnecessary television and an over elaborate broadcasting system I cannot see why generous help for something which is a lifeline for the West, and our only standby in times of trouble, should not be given.

Sir Edwin Arrowsmith, K.C.M.G.,
c/o J.E. Marnham, Esq., O.B.E., M.C., F.D.,
Colonial Office,
Great Smith Street,
LONDON, S.W.1.

MHT/IM.

Page 2

Could you add this to your washing list? The personal approach is the most likely to succeed.

For information, the Crown Agents job reference is 0/SM3/14/Falkland Islands 9348.

All is well here but the weather is very dull and grey.

Wilkins of M.S.R.O. is very pleasant and his visit well worthwhile: we might even get a refitted radio station and Telex out of them, cost free, if we can build the houses they want.

Yours sincerely,

Tommy

(W.H. THOMPSON)

Bd 318.64

72+

Extract from letter from Hon. S. Miller, Roy Cove, of 27th May, 1964.
(Original in 1519)

"Philomel" Plans

Very pleased to hear of your prompt action in calling a meeting of all concerned. No doubt after hearing the opinions of the men who are to run the new ship, the best deck plan will be obtained.

7/25
25

23th May,

64.

Dear Sirs,

Q/EM3/MA/Falkland Islands 938 - Cargo Vessel

We have studied the quotations and specifications provided and have decided that the designs and prices of James W. Miller & Sons Ltd. of Rife are nearest to our requirements.

Mr. L. Gleadell, who is Colonial Treasurer, will be arriving in England on leave about the end of June and is empowered to discuss this matter with you. His contact address will be -

Mr. L. Gleadell,
23 Lewis Road,
Sidcup,
Kent.

In general the specifications supplied are adequate, but the following points will have to be taken into account before a final decision can be made.

35 foot Cargo Vessel

Additional capacity is required for 17 tons of fuel oil, together with a pump for discharging this oil. It is suggested that the engine room fuel tanks (see below) should be removed to a position forward of the engine room bulkhead and then positioned together with a bulk fuel tank of 17 tons capacity in the after area of the cargo hold. This would reduce the cargo space to about 3160 cubic feet.

In addition to the motor driven life-boat it will be necessary to carry 2 dory type nesting scows: can provision be made for carrying these on deck?

Engine Room

Working space in both of the engine rooms shown is considered to be insufficient to allow for easy access to the main engine for overhauls. It is suggested that to improve upon this, the fuel tanks should be removed and combined with the cargo bunkers. Also that the bulkhead to the forward end of the main engine should be moved to give a minimum clearance between it and the engine of 2ft. 6 ins. Fuel bunkers might be incorporated in the vessel's bilges.

Auxiliary

It is suggested that the auxiliary engine should be a diesel driven alternator, three phase, four wire, 110/192 v. or 230/415 v. of sufficient output to supply the following services -

1. Electrically driven hydraulic pump for supplying hydraulic power to the cargo winch and possibly to a hydraulically operated windlass. This motor pump to be situated on the underside of the deck and close to the winch.

2. Electrically driven fire and bilge pump.

3. Electrically driven bunker oil discharge pump. This pump to be capable of discharging oil up to a static head of one hundred feet through one thousand yards of pipe. The rate of discharge is not of prime importance when calculating the optimum size of the alternator in respect of the other services.

4. Electrically/.....

4. Electrically driven air compressor for main engine starting. (It is desirable that the main engine should incorporate air starting facilities).
5. Battery charger for charging bank of NiFe cells.
6. General lighting.

Lighting circuits

Two circuits should be wired for. One supplied from the alternator direct and the other from the bank of NiFe cells. A three wire system might be used, one wire being common to both circuits. One system only being in use at any one time.

76 foot Cargo Vessel

In the event of the purchase of a similar ship the specification submitted by Messrs. Miller will require modification as follows -

1. Only non-ferrous metals must be used. There must be no galvanized underwater attachments. Our present ship has been the subject of severe galvanic action, and in a place as remote as this, this is a most serious matter.
2. Open scuppers to replace galvanized freeing ports.
3. Engine Auxiliaries. All items noted above for the 85 foot vessel should be incorporated.
4. Tankage for fuel should be the same as noted for the 85 foot vessel.
5. Deck space is required for 20 40 gallon fuel drums. Is it possible to provide this by widening the deck a further six inches all round, without materially reducing crew accommodation?
6. If this cannot be done can the ship be enlarged without altering balance and seaworthiness? In this event the opportunity should be taken to include open stowage for 2 dory type nesting scows. A vessel of 79 to 80 feet might be the answer.
6. Kelvin engine.

May new plans, specifications and prices be provided.

Yours faithfully,

(W.H. THOMPSON)
OFFICER ADMINISTERING THE GOVERNMENT

31.10.64

bu ~~W.H. Thompson~~

file
 on Philomet
 replacement
 file.

Beakill
 12th August 1964

Dear Tommy,

We are opening a month here and have been fortunate in obtaining a brand new, modern, (er...!) bungalow. The place is quiet and, so far, unaffected by moon and rocks. We are two doors away from Geneva Kitchen, retired Salvation Army, who knows Sir Edwin Aronowitz's mother very well.

I put my topless swimsuit and sun glasses away for the day on 10th and went to CAA about the Philomet replacement. Both sides appeared to learn quite a lot.

Firstly I was able to clear the
doubt that had arisen as to whether
we required one or two vessels.
Secondly I think I made it clear that
we wanted CAA to recommend to us
what they thought best in matters like
this. They, after all, are the experts
and it seemed to me reasonable to ask
General or Ballin for decision on
matters not wholly within their ken and
without the aid of CAA advice. For
instance I was advised that we had not
stipulated whether the vessel should be
built of local or some other wood; whether
she should be covered with copper or
fibreglass (or something similar). CAA
agreed to make a recommendation of their
nature when putting the final proposal

to you.

● Please refer now to your letter 0664/K/11 of 28th May to the Coast Agents. It was the opinion of the two officials with whom I spoke that the provision of down storage space on deck and the fuel tank below would not be feasible on the 75 foot vessel. I was advised that the reason for this vessel being so much cheaper than the 85 foot one (about £20,000 of my memory serves me correctly) was that it was a standard hull and as the deck accommodation could not be reduced to give the extra space it would mean greater beam and consequently a departure from the standard hull. As for the fuel tank, I was advised that even on the 85 foot

vessel this ~~will~~^{would} reduce the capacity
for other cargo to less than 2,800 c.f.
Our estimate of 3,160 was unreasonably
calculated. A point to be remembered
in this respect is that the hull of
the vessel cannot be utilized as a side
of the lock as it could be if the vessel
were of metal construction.

Crown Agents are going to consult
red lettering on the points under the
headings of "Auxiliary" and "lighting circuits".
I was advised that these proposals rather
attend the principle that the vessel
should be obtained for as small a figure
as possible. The C&A officer appeared
to be suggesting that we were going a
little bit too grand in these respects and
no doubt they will tell you more about

what they consider adequate after Ted
● has been consulted.

I left the meeting with the opinion that they 75 foot vessel cannot not be adapted to our revised requirements, but that the 85 footer could be so applied. CAA people had in mind the possibility that a vessel 80 feet long might also be suitable and were contemplating a further talk with the builders. It was explained to me, however, that we cannot dilly-dally too long over matters like this for such action could lead to a point when the builders found the project (or prospects) quite unattractive. To go to them again with three alternatives - 75 footer modified, 85 footer modified, or something

in between, could well lead to
● declaration of no further interest.
I can appreciate this point of view.

I met Sir Edwin Cross-Smith
at Birley Camp and in the short time we
had together he mentioned the Milner
replacement and the possibility that the
~~small~~ vessel would not be suitable.
He talked of COW assistance towards
the cost of a larger vessel and said
that he thought that while COW
would not "replace" a vessel it
was a possibility that they might pay
towards the cost of a new vessel that
incorporated something over and above
the facilities offered by the vessel being
replaced. If I get a chance to explore
this angle I shall do so - in the meantime

and before such a proposal should
be put formally to the A/S it seems
that we should be sure in our
minds what kind of demand we need,
and the approximate cost. Crown Agents
should be able to give you a much
clearer picture of what is obtainable
after their talk with Ted and further
enquiries from Miller & Co.

Best kindest regards to you both.

Les.

I met a couple at Birstley who know the
new Governor. Mr. Hankard is very
interested in free grazing.

2189

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

| Number | Office of Origin | Words | Handed in at | Date |
|-----------------------|------------------|-------|--------------|-----------|
| | Stanley | | | 21.10.64. |
| To | | | | |
| etat CROWN LONDON SW1 | | | | HOA/c |

No. 290. Your Q/EM3/M4FI9348 and conversation with Gleadell Treasurer
stop Replacement Philomel stop Grateful learn position any further
specifications costings

Secretary

DRM/LH

2189

DECODE.

TELEGRAM.

No. 143.

From Crown, London.

To Secretary, Stanley.

Despatched : 23rd October, 19 64 *Time* : 1652

Received : 24th October, 19 64 *Time* : 0900

Your telegram 290 October 21 replacement Philomel.

Fuel tank requirements raised design problems and required
not clearance Millers expect finalise specifications costings
2/3 weeks.

Crown

PL/TB

EXTRACT FROM MINUTES OF MEETING NO. 3/64 OF EXECUTIVE COUNCIL

HELD ON THE 20th, 22nd & 23rd October, 1964.

2189

2. MATTERS ARISING

Replacement of 'Philomel'. The Honourable the Colonial Secretary informed Council that the Crown Agents were in the process of drawing up new plans of an 85' vessel, copies of which would be circulated to Honourable Members for consideration before the next meeting of Council. Technical advice would also be sought from Capt. White, Mr. Sollis and Mr. Monk.

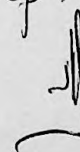

Clerk of Executive Council

TB

~~Stm.~~
~~For inf. pl.~~
~~10.11.64~~


S/c Mrs B

Pl. copy to Hm for inf.


10.11.64

ACL

Copy sent to Hm.


11.11.64

Pa