

Confidential

C. S. O.

(Formerly)

1 5 3 6	1
SHI/VES/13 # 5	5
	3
	6

SUBJECT:

Disposal of m. s. v. "PROTECTOR III."

CONNECTED FILES.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 23.9.52. Time : 1100. Received : Time :

CONFIDENTIAL.

No 131. Grateful you pass to Sir Miles Clifford
begins.

Reference winding up South Atlantic Sealing Company
suggest Colonial Development Corporation be urged not
to dispose of PROTECTOR outside Colony on grounds of
its development usefulness. If Ajax Bay not interested
Government, Falkland Islands Company or other local
private enterprise might well be. Ends.

OFFICER ADMINISTERING THE GOVT.

GTC
SS

Y. 372 ?
200



374²
~~374~~

G.H. / P 373 - for disposal pl.

[Signature]
2/15/12 Sen. *[Signature]*

.PA.
7

3 ~~██████████~~

SOUTH ATLANTIC SEALING CO. LTD.

(COLONIAL DEVELOPMENT CORPORATION)

FACTORY SITE:
PORT ALBEMARLE
FALKLAND ISLANDS

REGISTERED OFFICE:
35 JOHN STREET
PORT STANLEY
FALKLAND ISLANDS

5th. October, 1952.

His Honour the Officer Administering the Government,
Government House,
Stanley,
Falkland Islands.

Your Honour,

Colonial Development Corporation have given me certain instructions in regard to the disposal of the assets of South Atlantic Sealing Co. Ltd. In this connection I have recently been asked to agree to an offer made for our M/V "Protector III" from a foreign country.

Many people would, I am sure, be reluctant that this vessel should leave the Colony and, although I am not prepared to remain in the Falkland Islands indefinitely it is possible that, under certain circumstances, I might remain for a sufficient time to see the vessel established as a local cargo carrier, with possible occasional voyages to the mainland of South America.

Accordingly, I cabled Head Office last week to enquire whether they would be prepared to dispose of the vessel to a local syndicate, and at a reasonable price, and also whether they would be prepared to allow my proportion of the company's loan account to remain in the vessel as part of the purchase price, in consideration of my endeavour to establish the vessel as a local cargo carrier.

The following cable was received in reply, dated 3/12/52 :-

YOUR CABLE OCT'2ND. NO FINAL DECISION LIKELY TO BE TAKEN UNTIL YOUR PROPOSAL AND GOVERNMENT'S ATTITUDE CAREFULLY CONSIDERED.

This now serves to request that I may be accorded the honour of an interview as soon as may be convenient, in order that the proposal outlined above may be explored.

I have the honour to remain,
Your obedient servant,

P. R. N. Talbury

P. R. N. Talbury.
Managing Director.

CS. Spoken to Talbury.
NAN at present.
1900
PK

DECODE.

TELEGRAM.

From The Secretary, Colonial Development Corporation.

To Officer Administering the Government.

Despatched : 14th October, 1952 *Time* : 1829

Received : 15th October, 1952 *Time* : 0845

No 241. F.I.C. interested in purchase of PROTECTOR.
Corporation prepared to sell to Government as and where
lying written down ■ book value £15,000 plus store
at valuation failing which vessel will be offered to
Company. Governor consulted and supports proposal.
Reply requested by eighteenth.

SECRETARY

GTC
SS

M.V. Protector

On Thursday 16th October saw Messrs Hardy & Lupton together and informed them Govt had been offered above vessel for £15,000 and asked whether in the event of Govt wishing to purchase they would be prepared to vote the necessary funds.

Mr Hardy from the onset said we should jump at the offer.

Mr Lupton spent a while considering the present difficulties with Philomet and then fell in with Mr Hardy.

Later I saw the Rev Mr Wiles and explained the position. He is in favour of purchasing Protector but considers we should dispose of Philomet if we do so.

His feelings were that the Protector formed a desirable link with the mainland.

Swap for Philomet
Private Enterprise
Company

Govt
Company
Note.

Banker
offer only, not figures
Govt will Company
note

My Ref. Copy
2/10/04

047115

DECODE.

TELEGRAM.

~~SECRET~~
4

From The Colonial Secretary.

To The Secretary, C.D.C., London.

Despatched : 17th October, 1952 Time : 1550

Received : 19 .. Time :

~~File with M.H. for print~~

4

Your telegram No 241 of 14th October. PROTECTOR.

Your offer acknowledged. Regret cannot reply until 25th October.

COLONIAL SECRETARY

GTC
SS

Free with...
File with you pl.?
RCS

7
5

20th October, 1952.

CONFIDENTIAL

It is possible that Government may wish to purchase the South Atlantic Sealing Company's vessel "Protector" which is at present lying here, and His Honour asks if you would once again afford help in the form of a report from your technical officers on her general and mechanical condition.

Mr. Tilbury who is in charge of the "Protector" has expressed his willingness to have her inspected, and if you are agreeable to this being done by your officers may I suggest Wednesday next as a suitable day.

Please treat as confidential the matter of Government's interest in the purchase.



Capt. The Earl Cairns, R.N.,
H.M.S. St. Austell Bay,
Port Stanley.

VP

Reply at 8-9.

CONFIDENTIAL



H.M.S. St. Austell Bay,
at Port Stanley.

24th October, 1952.

Dear Sir,

9
My officers have carried out a cursory survey of "Protector" from which it appears that the ship is in a sound condition. More detailed reports are attached under their various headings.

Yours sincerely
Lans

The Acting Colonial Secretary,
Colonial Secretary's Office,
Port Stanley.

Seen.
8
24/10

PA
9/2

CONFIDENTIAL

CONFIDENTIAL

9

PROTECTOR.

HULL.

Appears to be sound. A small area of dry rot was found in the lining of the cable locker starboard side. This does not necessarily indicate that the main timbers are affected.

RIGGING.

In sound condition. The Topping Lift of the After Derrick requires renewal.

CABLE GEAR.

Satisfactory.

ELECTRICAL.

Wiring in good condition. Insulation on Dynamo low. Dynamo cover plates missing.

MACHINERY.

Satisfactory. No distress observed during 1 hour trial at 280 revolutions per minute, except that the cylinder head gasket of No. 6 cylinder appears to be blown. Turning trials indicate that the replacement rudder is fully satisfactory.

CONFIDENTIAL

SOUTH ATLANTIC SEALING COMPANY LIMITED,
STANLEY, FALKLAND ISLANDS.

Recd. 24.10.12

10

Confidential

M/V "Protector III".
at Stanley.

Sir,

Following on our conversations this afternoon I have to confirm the following:-

1). I now confirm that, under the conditions enumerated in mine dated 8th. October, I am prepared to consider forming a local syndicate to operate M/V "Protector III" as a local cargo vessel.

2). I have spoken to the undermentioned gentlemen to ascertain their reactions to the proposal, with the comments noted :-

AG. Barton, Esq. Appears to be sympathetic to the idea, and will, after taking into consideration the discussions to be entered into at the meeting of the executive council tomorrow, telegraph his Principals to ascertain if they are prepared to enter into financial participation.

D. Pole-Evans, Esq., A. Pitaluga, Esq., L. Hardy, Esq., J. Miller, Esq., Are all sympathetic to the idea, and will enter into financial participation in the degree envisaged.

D. Clark, Esq., Is interested, and will enter into financial participation, provided his Company allows.

3). From the above it will be apparent that all whom I have approached are prepared to participate, probably in a rather greater degree than we should require, and I now request that you will lay my proposals before the meeting of the executive council on the following basis :-

A). That I should form the syndicate, and enter into financial participation to the extent of some £4000 stg. on the basis that I have suggested to C.D.C., namely, that my proportion of the loan account should be taken into account as part of the purchase price of the vessel. This will call for a further investment of some £1000 stg.

B). That I should command the vessel, and require the participant members of the crew to contribute in some degree financially.

PA

See

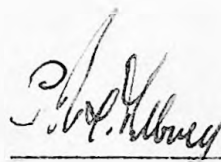
C). The Chief Engineer, who has maintained the vessel for the last six years, is prepared to remain, and to enter into financial participation.

4). The basis of my proposal then is this:-

That the main financial participation should reside in the people who operate the vessel, and that the greatest other single contributor should be the Falkland Island Co., with the balance of operating capital subscribed in amounts of around £1000 by individual farmers who might benefit through the service, and that the Corporation should be approached to dispose of the vessel at a reasonable price having regard to the potential value of the vessel for the purpose of developing the transport facilities within the Colony.

Finally, I have only to draw your attention to the fact that the spacing mechanism of my ship's typewriter is something at fault, and to request your consideration of my proposals as outlined above.

I have the honour to remain,
Your Obedient Servant,



F.R.H. Tilbury.
Managing Director.

His Honour the Officer Administering the Government,
Stanley,
Falkland Islands.

Extract from the minutes of a meeting of the Executive Council
held on the 24th of October, 1952.

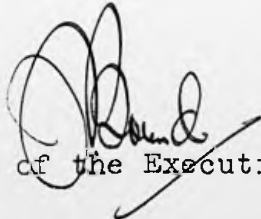
2. m.v. "Protector III".

His Honour informed Council that the South Atlantic Sealing Company's vessel "Protector III" had been offered to Government by the Colonial Development Corporation for £15,000 plus stores at valuation.

Council strongly advised against Government purchasing and operating the vessel as a trading concern and recommended that the Colonial Development Corporation be requested :

- (a) to retain "Protector III" for shipping sheep to the freezer and for general trade when not so employed,
- (b) otherwise to offer the vessel either to the Falkland Islands Company or to a private company which Mr. Tiloury was prepared to float,
- (c) if the above suggestions were unacceptable to the Corporation, to give Government an opportunity of reconsidering the offer.

His Honour concurred and ordered accordingly.



Ag. Clerk of the Executive Council.

DECODE.

13

TELEGRAM.

From ~~The~~ Officer Administering the Government.

To ~~The Secretary~~, C.D.C. London.

Despatched : 24th October, 19 52 Time : 1610

Received : 19 .. Time :

4

Following for Secretary begins. Your telegram 241 of 14th October. As best use of PROTECTOR is for interisland trading and communications I consider it preferable ownership be vested in private business concern and not Government. Suggest vessel be offered to Falkland Islands Company or private company which I understand Tilbury prepared to float if and when released from C.D.C. commitments. If neither interested grateful if re-offer be made to Government. Unless however you have made firm alternative arrangements for shipping sheep to freezer. I suggest Corporation retain PROTECTOR primarily for general use in connection with freezer and secondly for inter island trade.

OFFICER ADMINISTERING THE GOVERNMENT.

GTC
11/7/55

PA

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 4.11.52.

Time : 10.45

Received : 5.11.52. Time : 08.45

No. 122. Confidential. Following from Harrison begins:

Governor understands from C.D.C. that they would not repeat not be prepared sell "Protector" to local syndicate headed by Tilbury. They do not expect to get their price from Falkland Islands Company and would in that event sell vessel on mainland as they do not wish to be left with responsibility for its maintenance. They might under Government pressure reduce price to local owner e.g. Bundes in return for firm undertaking to shift sheep for freezer during operating season. Governor suggests desirability explore this line and would be prepared to consider loan to operator against reasonable security. Early reply desirable.

SECRETARY OF STATE.

G.T.C. ? H.C.S.

114
Reply at 15.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 4.11.52. Time: 16.00 Received: Time:

14 No. 156. Confidential. Your telegram No. 122. Following for Harrison beings

Have already explored possibilities loans to syndicates headed by BUNDES or MONK. Both would have been interested but former committed to boat purchased in Chile and latter committed to purchase of Carcass Island. Can think of no other suitable master except Tilbury. Can C.D.C. reconsider their attitude towards him as he would only hold fractional share and act as master. Safeguard could be written into contract that boat must be offered for resale to C.D.C. or Government in first instance at agreed figure. No difficulty obtaining undertaking shift sheep for freezer as vessel would welcome this work. Executive Council feel strongly that Government should not purchase vessel for trading and unnecessary replace "Philomel" with it. In any case price would have to be negotiated further as it is rumoured Corporation were seriously considering offer of £12,500 in Montevideo. If C.D.C. adamant about Tilbury I will try and interest local syndicate with imported master though cannot see what will prevent any syndicate purchasing boat and subsequently appointing person named master. Ends.

OFFICER ADMINISTERING THE GOVERNMENT.

GTC: VP:WH

15
BU 20/11/52
Extnd 7/12/52

17th. December 1952.

at Stanley,

His Honour the Officer Administering the Government,
Government House,
Stanley,
Falkland Islands.

Your Honour,

I beg to refer to our conversation this morning, and to enclose a copy of the tentative basis for the partnership to be formed to acquire and operate the M/V "Protector 111".

2 Dollar Exchange. The propelling machinery, and auxiliaries, are of American manufacture and it is necessary to enquire whether Government would be prepared to make available exchange to cover our Dollar requirements for spares for these machines. In the event of mechanical failure it would be desirable to be in a position to order spares immediately, to minimise delay to the vessel. Clearly the amount would have to be limited, and I should be glad to know if sanction could be given for dollar exchange to the value of £500 sterling p.a. It is felt that this amount should be ample to cover our requirements, additions to which could be made the subject of separate applications.

3 It is proposed to capitalise the vessel at the value shown in para. 10, or as near that figure as is consistent with the actual price paid. From time to time, as for instance during the first few months of operating, when expenditure is being incurred, but freight accounts are unpaid, there will be an excess of operating expenditure over revenue, and in order to meet this contingency, and at the same time prevent the partnership from growing to an unwieldy size, it would be desirable to secure short-term loans, which could be secured against the vessel in the manner of a debenture. Our discussions this morning lead me to believe that Government might be prepared to make such loans to the partnership from time to time, and I should be glad to know if this could be arranged, the amount being expected not to exceed £4000 in the aggregate.

4 In view of the desirability of making a firm offer to the Colonial Development Corporation by the outgoing mail it would be very much appreciated if an early reply could be given to the two points raised above.

I have the honour to remain,
Your obedient servant,

P. R. H. Tilbury
P. R. H. Tilbury.

*CS be spoke - ?
note in clause 15 that
payment of interest on
first loan is anticipated
19/12*

Reply at 24

PRELIMINARY AGREEMENT.

17

WE, the undersigned, agree to form a Syndicate to be known as the "Protector Syndicate", subject to the terms and conditions as set out in clauses 1-18 inclusive of the attached Prospectus dated 8th. December 1952, for the object of purchasing M/V "Protector 111" and operating the vessel as a freighter in and around the waters of the Falkland Islands.

AND WE FURTHERMORE AGREE to pay into the account of the Syndicate whose Bankers shall be the Falkland Island Company Limited, upon demand, the amount set forth against our respective names for the said purpose.

F.R.H. Filbury	<i>J.H. Murray</i>	£4000.0.0 (THREE THOUSAND POUNDS STERLING).
K. Earley	<i>K. Earley</i>	500.0.0 (FIVE HUNDRED POUNDS STERLING)
F. Hammond	100.0.0 (ONE HUNDRED POUNDS STERLING)
H. Anderson	(One thousand pounds).	£1000. 0.0
J. Davis	(Four thousand pounds)	£4000.0.0

The other subscribers probably being:-

~~MISS XXXXX~~

J.F. Bonner, Esq.)
Mrs. D. Pole-Evans.) Who have agreed the proposals and will participate.

K. Luxton, Esq.) Who will be approached as soon as air passage to Chartres is available.

PROSPECTUS.

1 It is proposed to form a local syndicate to purchase M/V "Protector 111" from the Colonial Development Corporation, with and to operate the vessel as a local freighter, with possible occasional voyages to the mainland of S. America, probably Santa Arenas, to coincide with necessary maintenance and inspection periods.

2 The vessel is of 161 Gross Register Tons. 10'6" loaded draft. Built Port Greville, Nova Scotia, 1943.

Propelling Machinery.	450 h.p. Fairbanks Morse 2 cycle direct acting Diesel.
Auxiliary Machinery	One 50 h.p. Cummins Diesel Generating set. 200 volts. D.C.
	One 30 h.p. Fairbanks Morse diesel direct coupled to general service pump and aux. air compressor.
	One 30 cwt. "Aursaal" Lister diesel cargo winch.
	One electric anchor windlass.
Hold space.	Existing Hold space is limited to about 1730 cu.ft. in one hold aft.
Deck space.	Around 650 sq.ft.

3 The existing Hold space is inadequate to enable the vessel to operate economically as a freighter. Alterations as set out in Appendix A present no great difficulty, and could be carried out by the vessel's crew concurrently with necessary machinery maintenance (also set out in appendix A). Engine spares for the machinery maintenance called for before the vessel can be put into service are on hand and would be included in the purchase price. The recommended alterations would increase cargo space to around :-

No. 1 Hold	1300 cu.ft
No. 2 Hold	2100 cu.ft.
=	3900 cu.ft. or 97.5 tons meast.

Deck space would also be increased.

4 It is estimated that the proposed alterations and machinery maintenance would cost around £2000, inclusive of wages and victualling, if carried out by the vessel's crew. The alterations and maintenance would probably take around 2 1/3 months.

5 It is proposed to finance the purchase and alterations by loans to the syndicate from a) vessel's personnel and b) the principal farm Managers who might benefit by the service.

6 The vessel is on offer at £14,500, including boats, stores, and spares as per inventory, but in view of the alterations called for it is recommended that a counter offer of £10,000 be made subject to survey, and that in any event endeavour should be made to secure the vessel for not more than £12,000.

7 If the offer is made promptly the vessel could probably be taken over on the 1st. January 1953, and put into service towards the middle or end of March.

8 The basis of the proposal has been discussed very briefly with a number of the principal farm Managers, all of whom welcomed the proposal, which they provisionally agreed to support. A favourable reaction was obtained when the proposal was first outlined to the Government.

9 It is now necessary to receive approval for the more detailed proposal, and to formulate an agreement between the members of the syndicate for the provision of funds when called for.

10 Provided that this agreement can be reached, and fire insurances given for the provision of funds when called for, it is proposed that the vessel should be taken over as soon as possible, in order that alterations and engine maintenance may be put in hand.

This will entail securing subscriptions to the total of around £12500, dependant upon the final agreed purchase price, to cover initial cost of vessel and to cover the cost of alterations and engine maintenance to the date of the vessel's coming into service.

It is probable that operating expenditure could best be met by the provision, from time to time as required, of Government loans. The Government should be approached to ascertain if they are prepared to provide such loans at a reasonable interest rate.

11 It will be necessary to ensure, prior to purchase, that Government will be prepared to make available dollar exchange for the purchase of machinery spares as and when the need arises, as most of the machinery is of American manufacture.

12 Management. It is proposed that the management of the vessel shall remain with Mr. Hilary, who will also serve as Master of the vessel subject to the following conditions, for a period of one year's operations :-

- a) He will terminate his contract with Colonial Development Corporation forthwith.
- b) He will enter into financial participation to the extent of £4000, it being agreed that the syndicate shall purchase his share, at par, on the termination of his year's service, except as may be provided in clause 16.
- c) In the event of the Colonial Development Corporation declining liability to his repatriation by reason of his postponed return to the United Kingdom, he shall be repatriated in similar circumstances as appear in his contract with Colonial Development Corporation, and such expenses shall be regarded as a charge against operating expenses, and his service shall be deemed to terminate on the date of his arrival in the United Kingdom.

13 Manning.

- a) Chief Engineer. Mr. S. Marley will remain under similar conditions as the Manager, except that the amount of his loan will be £500.
- b) Mate. Mr. J. Anderson will remain as locally engaged Mate, and will enter into a small financial participation.
- c) Crew. Mr. F. Hammond will remain under similar conditions as a) above, except that the amount of his loan will be £100.
- d) Two sailors and a cook remain to be engaged. This gives a crew of seven men, whose remuneration is recommended in appendix B.

14 Freight rates. To be basically similar to those of the Falkland Island Co.

A hire rate of £45 per day is proposed, fuel and labour to be for hirers account.

15 Profits. Profits arising after deduction of operating costs, provision for taxation liability, interest on Government loan,

and depreciation at 7 p.m., shall be paid out at the end of each twelve month's operations, and in proportion to individual loan accounts.

16 Accounts. It is considered desirable that an Agent should be appointed in Stanley for the purpose of keeping freight accounts, and ~~and~~ for the purpose of loading and off-loading the vessel, and that the Falkland Island Co. should be approached to ascertain if they are prepared to undertake this work, and to state what fee they would require.

Accounts should be open to inspection by the members of the syndicate, or their representative, at any time, and accounts circulated within the syndicate every six months.

17 Withdrawal of loan accounts. In the event of a member wishing to dispose of his share in the vessel, he shall first offer the amount of his holding to members of the syndicate.

18 Winding-up. If it shall appear that, after twelve months operating, or in any subsequent period of twelve consecutive months the vessel is unable to earn profits, the assets of the syndicate shall be realised and, after payment of outstanding liabilities, distributed to the members of the syndicate in proportion to individual loan accounts.

Machinery Maintenance.

Main Engine. Pistons drawn
 Piston rings renewed
 Piston Pin Bushings examined and renewed
 if necessary.
 All cylinder Head Valves removed, inspected
 and serviced.
 Main and connecting Rod bearings examined.
 Exhaust Manifold decarbonised.
 Crankcase cleaned.
 Air induction Valves cleaned.
 Luboil System cleaned out, and new filters
 installed.
 Water Pumps and drive gear examined and
 serviced.
 Fuel injection system inspected and serv-
 iced.
 General inspection of stern gear.

Cummins Generator General examination and routine servicing.
 Set.

Fairbanks Morse Gen- As above.
 eral service set.

Deck Machinery. Routine maintenance.

STRUCTURAL ALTERATIONS.

For'd Accomodation Existing for'd accomodation cleaned out.
 space. Two for'd bunker tanks removed.
 Existing bulkhead for'd of tank space mov-
 ed further aft.
 New bulkhead built at for'd end of accomod
 ation space.
 Hatchway built in to No.1 Hold.
 2 for'd single cabins converted to 4 berth
 fo'cse.
 Diesel deck winch purchased ex "Golden
 Chance" and installed at No.1 Hatch.

'Midship Accomodat- Two extra bunks built into single cabins.
 ion. Two extra bunks built into Saloon,(for
 passengers).

Accomodation aft. After accomodation cleared out and convert
 ed to hold space.
 Part of No.2 hold after bulkhead cut away
 to afford access to No.3 Hold.

CREW WAGES, INSURANCE & VICTUALLING.

Master	per month	@	£70. 0. 0	
Ch. Engineer	..		60. 0. 0	
Mate	..		40. 0. 0	
Cook	..		30. 0. 0	
Greaser	..		27. 0. 0	
Sailors (2)	..		27. 0. 0	
				£ xxxxxxx 281. 0. 0

Social Security Contributions

7 men @ 3/- per week
= £4.11. 0 per month 4.11. 0

Govt. Medical Scheme

7 men at 5/- quarter
= 11/8d. per month 11. 8

Employers Accident Liability

say at 2. Wages per month 5.12. 0

Victualling.

7 men @ 5/- per day, per month 52.10. 0

per month £ 344. 4. 8

or per day £ 11. 9. 5

Overtime.

In lieu of overtime all crew members shall be paid 10% of freight earnings, divided in proportion to the scale of wages.

STEAMING COSTS.

at 10 knots v/l consumes 14 Galls./hour,
burning Gasoil.

Costs per hour at 10 knots	
14 Galls. Gasoil @ 3/2 gall.	£2. 4. 4
Luboil (Shell Talpa 30) say,	5. 8
	<hr/>
	£ 2.10. 0

Daily Fuel and Luboil Costs, average 8 hour day :-

£ 20. 0. 0

DEPRECIATION.

7.5 p.a. on £12,000

= £840 p.a. / £2. 5. 5 per day.

HULL AND MACHINERY INSURANCE.

8% on £12,000 (5% might be obtained).

= £960 p.a. / £2.12. 0 per day.

LIGHT AND HEAT.

per day £1. 5. 0

SUMMARY OF OPERATING COSTS.Laying costs per day:-

Wages, Crew Insurance & Victualling	£ 11. 9. 5	
Depreciation	2. 5. 5	
Hull & Machinery Insurance	2.12. 0	
Light & Heat.	1. 5. 0	£17.11.10

Steaming costs.

Gasoil & Luboil per hour £2.10
or per 8 hour day

20. 0. 0

£ 37.11.10

204

1536

19th December, 52.

CONFIDENTIAL

Sir,

1b.

I am directed to acknowledge receipt of your letter dated the 17th of December, 1952, and to inform you that in the event of the m.v. "Protector III" being acquired for working in and around the Colony, the requisite dollar exchange would be approved.

2. Under the same circumstance Government would be willing to provide working capital in the form of short term loans secured against the vessel. In this connection it would be necessary for the vessel to be adequately insured.

3. The rate of interest to be charged on any loan made by Government would be a matter for negotiation at a later date but it is not anticipated that the rate would be unfavourable.

4. I attach for your information a copy of a report made by personnel of H.M.S. St. Austell Bay who carried out a cursory survey of the "Protector" in October last.

9

I am,
Sir,
Your obedient servant,

(Sgd) J.E. Briscoe

Acting Colonial Secretary.

Reply at 27.

J.H. To see.
[Signature]
20/12
[Signature]

Mr. P.R.H. Tilbury,
STANLEY.

PA

VP

DECODE.

TELEGRAM.

25

From The Secretary, C.D.C. London.

To The Officer Administering the Government.

Despatched : 26th January, 19 53 Time : 1955

Received : 27th January, 19 53 Time : 0845

No 308. Governor has asked us seek your confirmation all necessary financial help being given Tilbury by Government assist formation syndicate operate PROTECTOR inter island service.

SECRETARY
VELOP

Reply 26

Y.H.

f.i.

The answer is that Govt. has assured Tilbury it would provide the financial help he has so far sought from Govt. see pp. 16 & 24 in att. file.

Yes. pse. so advise them

GTC
SS

(Intld) J.E.B.

(Intld) C.C.

DECODE.

TELEGRAM.

26

From The Officer Administering the Government.

To The Secretary, C.D.C., London.

Despatched : 28th January, 19 53 *Time* : 0930

Received : 19 ... *Time* :

25

Your telegram No 308. Tilbury has been assured that financial help he has sought from Government would be provided when required.

OFFICER ADMINISTERING THE GOVERNMENT

GTC
SS

Don

SOUTH ATLANTIC SEALING COMPANY LIMITED,
STANLEY, FALKLAND ISLANDS.

27

5th. February 1953.

The Hon, the Colonial Secretary,
Stanley,
Falkland Islands.

Sir,

24.

This serves to acknowledge receipt of your letter reference 1536 dated 19th. December 1952, and to thank you for your favourable replies to our enquiry.

2 Arrangements for the formation of a private company to acquire and operate "Protector 111" are well advanced, and it is hoped that we shall be in a position to proceed in a few days.

I have the honour to remain,
Yours faithfully,

P.R.H. Tilbury

P.R.H. Tilbury.
Managing Director.

GA. f.i. PA

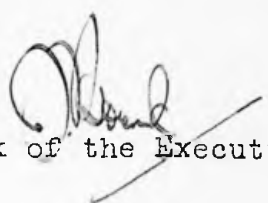
82

10/2

Extract from the minutes of a meeting of the Executive Council
held on the 26th of March, 1953.

Loan to Inter Coastal Trading Company from Public Funds.

The Honourable Mr. A.G. Barton enquired whether Government proposed to make a loan to this Company to operate the m.v. "Protector III". His Honour explained that as the formation of this Company was in the Colony's interest, Government was prepared to make a short term loan at the same rate of interest as Government received on deposits in the Joint Colonial Fund, providing adequate security was offered. It was not however anticipated that any application would be received.



Ag. Clerk of the Executive Council.



TELEGRAM.

From H.M.S. ST. AUSTELL BAY

To H.E. THE GOVERNOR

Despatched :	14/5/54	19	Time : 1430
Received :	14/5/54	19	Time : 1431

Have been informed by Wireless that "Protector" has broken down and drifting off North Coast of Falkland Islands. I am raising steam for emergency full speed and will proceed to sea as soon as I have steam. Will probably get there about 7.0.p.m. tonight and will tow her back.

Much regret will therefore be unable to join your party tonight but if we get back in reasonable time, say 10.0.p.m. will come and have drink after the cinema.

I am leaving the operator and all gear behind so that it will not, I hope, incommode your arrangements.

Pl.

U.
Please keep me informed

MD

Done. MD
17/4

14

INTERCOASTAL TRADING COMPANY LIMITED.

1429 30
0897/11

INTERCOASTAL TRADING COMPANY LIMITED.



STANLEY

FEBRUARY 4TH. 1955

The Honourable Colonial Secretary

Stanley

Dear Sir,

M.V. Protector III, the property of this company, has had to be laid up by reason of lack of work and since there is no prospect of renewing work on a profitable basis we are now seeking to sell her. We have had two enquiries from Punta Arenas and I would now enquire if there would be any official objection to our selling the ship to Chile.

I am,

Yours faithfully,

J.L. Damiellain

Secretary I.T.Co.

Reply at 32.

ref There's that all one staff about 'keeping it on the island' but I do not think we've attached any stamps finally. Can you check that we have nothing in our file
2) Then pass to C.T. to see if there is any Exchange Control objection - I cannot think there will be

C.I.
Reverse.

We do not appear to have anything on file as yet, except perhaps (15) - the case to which HES. refers was possibly in S.F.C. but nothing is recorded in minutes which indicates that no firm decision was made.
2 Para 2 of 306 to you accf.

J
18/2

HES

Reverse.

then is no exchange control objection.

J.S. 21/2

ACP: P20 32 reply: no objection.
J.P.
23/2

Drage P.

J
24/2.

25th February, 55.

Sir,

With reference to your letter of the 4th of February, 1955, I am directed to inform you that Government has no objection to your selling the m.v. "PROTECTOR III" to a buyer in Chile.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell.

Colonial Secretary.

The Secretary,
Intercoastal Trading Company Ltd.,
STANLEY.

Handwritten signature and date:
25/2/55

1536

16th April,

64.

Dear Sir,

The Sealer "Protector" which is at present lying in Stanley Harbour is being heavily buffeted by wind and I feel that she should be moved to a less vulnerable anchorage.

Under section 5 of the Harbours Ordinance I am empowered to order the shifting of any vessel to any place other than that in which it may be lying at the time of my making an order. Before I invoke these powers I would like you to investigate the matter and if necessary let me have your comments.

I shall be obliged for a reply as soon as possible and not later than the 15th May.

Yours faithfully,

(Sgd.) W.F. Spierson

Harbour Master

Mr. J.J. Davis,
NEW ISLAND.

Copy to: Harbour Master

Pa 104 6