

S/21

SHI/VES/13 # 6

CLEARANCE OF

PROTECTOR III

To: MONTEVIDEO.

MEMORANDUM.

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

3rd March, 1952

To. The Shipping Master,

PORT STANLEY.

H.E. the Governor,

Stanley, Falkland Islands.

SUBJECT :-

FOREIGN GOING CLEARANCE FOR M/V "PROTECTOR III".

I have examined the circumstances relating to the foreign going clearance for the M/V "Protector III", and am satisfied that in this case a clearance should be granted. I would be obliged therefore if you would enter;-

Mr Peter Tilbury - Master
Mr Kenneth Early - Chief Engineer

in the ship's articles, quoting special permit granted on my authority for this voyage only.

You will notify Mr Tilbury that this concession is granted for this voyage only, and that he is to ensure that at least one other ship is on the route Montevideo - Falkland Islands while his vessel is making the passage, his date of departure being notified to you 24 hours before sailing.

Miss Bluffel

Governor

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
				6/3/52.

To

Manager, Albemarle

Your request granted subject to following conditions:-

"At least one other vessel must be on the route Stanley - Montevideo while Protector is making voyage" stop Further details will be given on your arrival Stanley.

Shipping Master.

Time

V.E.J. 6/3/52

M/V "PROTECTOR III"

The M/V "Protector III" was built at Port Greville, Nova Scotia in 1943, and has seen war service in connection with magnetic mines.

"Protector III" first arrived in the Colony on the 14th. November, 1949 under the command of Capt. A.B. Monk for work in connection with the Sealing Scheme sponsored by the C.D.W.

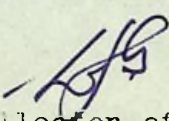
On the 20th. March, 1952 the "Protector III" sailed for Montevideo to undergo extensive repairs both to her rudder and engines, she returned to this Port on the 9th. May, 1952. (Tilbury in charge).

On Monday 8th. September, 1952 (Sealing Officers Diary) "Protector" was anchored at Barren Island where when trying to move in closer it was observed the Rudder had fallen off. H.M.S. "St. Austell Bay" went to her assistance and with the help of a diver the missing Rudder was located. On Wednesday 17th. September, 1952 at 8 a.m. the "St Austell Bay" arrived in Stanley with "Protector" in tow.

"Protector" was fitted with a new rudder made by the F.I.C. and shipped at Government Jetty, she continued in the service of the Sealing Company until 9th. March, 1953.

On the 9th. March, 1953 at 3p.m. the M/V "Protector" changed owners by Bill of Sale to the Intercoastal Trading Company Limited of this Port.

The vessel entered in the Coastal Trade of the Colony from March, 1953 to September, 1954 when the Company considered her a non paying proposition and she was put to anchor and has remained there until last weeks big push.


Collector of Customs &
Harbour Master.



Form No. 10

BILL OF SALE (Individuals or Joint Owners)

No. 79 (Sale)

Official No.	Name of Ship	No., Date and Port of Registry	Whether a Sailing, Steam or Motor Ship	Horse Power of Engines, if any
-166895-	"PROTECTOR III"	1 in 1952. Port Stanley, Falkland Is.	Motor	450
			Feet	Tenths
Length from forepart of stem to the aft side of the head of the stern post			113	1
Main breadth to outside of plank			22	3
Depth from top of deck at side amidships to bottom of keel			-	-
			Number of Tons	Gross
			Register	162.98
				61.70

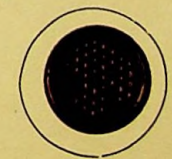
and as described in more detail in the Certificate of the Surveyor and the Register Book.

(a) I, the undersigned (b) Arthur Leslie HARDY acting on behalf of the Intercoastal Trading Company Limited, of Stanley, Falkland Islands,
in consideration of the sum of Five thousand five hundred pounds paid to (c) me by (d) John James DAVIS, of New Island, Falkland Islands,
the Receipt whereof is hereby acknowledged, transfer 64 Shares in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said John James DAVIS,
Further (a) I, the said Arthur Leslie HARDY for (e) myself and my heirs covenant with the said John James DAVIS and (f) his assigns, that (a) I have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances (g)
In witness whereof (a) I have hereunto subscribed (h) my name and affixed (h) my seal this Twenty-ninth day of September, One thousand nine hundred and fifty-eight.

Executed by the above-named Arthur Leslie HARDY acting for the Intercoastal Trading Company Limited,
in the presence of (i)

Rex Browning
ag. Notary Public.
Falkland Islands.

John James Davis



(a) "I" or "we." (b) here insert full name and address, with description of the transferor or transferors. (c) "me" or "us." (d) here insert full name and address of transferee or transferees with their description in the case of individuals, and adding "as Joint Owners" where such is the case. (e) "myself and my" or "ourselves and our." (f) "his," "her," "their" or "its." (g) If there be any subsisting Mortgage, or outstanding Certificates of Mortgage or Sale, add "save as appears by the Registry of the said Ship." (h) "my" or "our." (i) Names, address, and description of witness. * Space for signature and Seal.
NOTE.—A Purchaser of a Registered British Vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the Ship; and neglect of this precaution may entail serious consequences.
NOTE.—Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Shipping informed of any change of residence on their part.

Sec. F2059 (Dec. 1950)
PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
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OR FROM ANY BOOKSELLER

Entered 29th day of September, 1958 at 2.P.M.

L. J. Guinon

Registrar of Shipping

Port Stanley





Declaration by Individual Owner or Transferee.

Official Number	Name of Ship	No., Date and Port of Registry	
166895	"PROTECTOR III"	1.11.1952	Port Stanley Falkland Is.
Whether a Sailing, Steam or Motor Ship		Horse power of Engines, if any	
MOTOR		450	
		Feet	Tenths
Length from forepart of stem to the aft side of the head of the stern post		113	1
Main breadth to outside of plank		22	3
Depth from top of deck at side amidships to bottom of keel			
NUMBER OF TONS			
Gross	162.98	Registered	61.70
and as described in more detail in the Certificate of the Surveyor and the Register Book.			
I, the undersigned, <u>JOHN JAMES DAVIS</u>			
in the county of <u>NEW ISLAND</u> , (a) <u>SHEEPFARMER</u>			
declare as follows:— I am a British subject. The above general description of the Ship			

is correct not yet appointed, whose Certificate of Competency or Service is No., is the Master of the said Ship. I am entitled to be registered as Owner of ALL shares in the Ship. To the best of my knowledge and belief, no person or body of persons other than such persons or body of persons as are by the Merchant Shipping Act, 1894, qualified to be Owners of British Ships, is entitled, as Owner, to any interest whatever, either legal or beneficial in the said Ship. And I make this solemn declaration conscientiously believing the same to be true.

Made and subscribed the
day of 29th Sept 1958 by the above-
named JOHN JAMES DAVIS
in the presence of
‡
J. P. Jones

John James Davis

(a) Description of Declarant.

‡ Declarations must be made before a Registrar of British Ships, a Justice of the Peace, a Commissioner for Oaths within the meaning of the Commissioners for Oaths Acts, 1889 and 1891, or a British Consular Officer. The qualification of the person taking the declaration, and the place of attestation, are to be added to his signature.

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