

H/13.

SHI/VES/13 # 7

HARBOUR DEPT.,

16.11.78  
O.S.E.

M.V. "PROTECTOR III"

ALSO CONTAINS

LANDING BY PHILONEL ON JASON + ELEPHANT. IS.

MAINTENANCE OF PHILONEL.

PHILONEL - CATHODIC PROTECTION.

M.L. ALERT - CORRESPONDENCE

~~MAINTENANCE OF KNOB ISLAND LIGHT.~~

M.V. PROTECTOR III

---

Harbour Master.

A

I think that I am right in  
saying that we can claim salvage on the Protector.  
If so we should certainly do so.

Please look into this and advise on  
what action we should take.

B.G.H.  
8/1/58  
B

H.C.S.

With respect, I must disagree that this is a question of  
salvage in its true sense.

"Protector III" has been out of service for approximately  
three years anchored in Stanley Harbour. On Tuesday evening  
about 2220 hours (7th January) "Protector III" parted from her  
moorings and was adrift in Stanley Harbour and became a danger  
to navigation and other ships anchored in the harbour; therefore,  
Section 11 of the Harbour Ordinance (Cap 30) becomes applicable.  
I think it advisable to claim on the owners all expenses incurred  
under this section of the Ordinance.

L.F.G.  
Harbour Master.  
11.1.58.

H.M.

Is salvage defined anywhere - e.g. Shipping Act?  
Pl. consult Registrar and get his opinion.

B.G.H.  
13/1/58

H.M.

The following definition of salvage is taken from the  
Merchant Shipping Act, 1894 (s.510):

"The expression "salvage" includes all expenses, properly  
incurred by the salvor in the performance of the salvage  
services."

The following note is taken from Temperleys Merchant Shipping  
Acts:

"A salvage service in the view of the Court of Admiralty may  
be described sufficiently for practical purposes as a service  
which saves or helps to save maritime property - a vessel,  
its apparel, cargo or wreck - or lives of persons belonging  
to any vessel when in danger, either at sea or on the shore  
of the sea, or in tidal waters, or on the shores of tidal  
waters, if and in so far as the rendering of such service  
voluntary and attributable neither to legal obligation

the interest of self-preservation, nor to stress of official duty."

In the circumstances Government may claim from the owners of "Protector" salvage to the extent of the expenses incurred in the salvage operation.

R.B.

14.1.58.

H.C.S.

Registrar's views at D please.

H.M.

14.1.58.

H.M.

Noted - thank you. Then we should  
claim salvage to the extent of expenses incurred  
in the operation.

24/1/58

16/1/58

Office.

This file has come back to me today  
without a reply to the previous minute.  
I don't think it can have gone down  
to the H.M.

24/1/58

27/1/58

Discussed -  
See minute  
- 27.1.58.  
- 27.1.58.

H.C.S.

Proposed Claim on Owners of M/V "Protector" III.

To Services M/V "Philome <del>l</del> " 3 hours @ £5 per hour	£15. 0. 0.
Overtime to Crew of six ... ..	4. 19. 0
	<hr/>
Total claim ....	£19. 19. 0.
	<hr/> <hr/>

I recommend that for their services on this occasion the crew be paid overtime at the rate of  $4/1\frac{1}{2}$ d per hour for two hours and double time for the hour worked after midnight. e.g.

2 hours @ $4/1\frac{1}{2}$ d per hour	8. 3.
1 hour @ $8/3$ " "	8. 3.
	<hr/>
	16. 6 per man.
	<hr/> <hr/>

*H.M.*  
21.1.59 $\frac{1}{2}$

H.C.S.

When you can see any snags - I consider H.M.'s proposals reasonable. What about expens with the C.D.C. boat?  
x1 We should do the same?

*P.G.F.T.*  
27/1/58.

*H.M.*

O.K. but the crew's payment shd. not be overtime as such - it shd. be paid as a bonus.

2. x agree?

*H.M.*  
27.1.58.

H.C.S.

Reference x. This has been collected.

*H.M.*  
29.1.58.

LANDING BY PHILOMEL  
ON SOUTH JASON + ELEPHANT IS



No. 0687

MEMORANDUM

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

5th June, 1957.

To: The Collector of Customs &

From: The Colonial Secretary.

Harbour Master,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

I am directed to inform you that the lease of South Jason Island for sheep farming is under consideration by Government.

2. It has, however, been decided that as a first step arrangements should be made for a landing on Elephant Jason and South Jason to ascertain whether or not there are in fact fur seal on the two islands in addition to there being seals on the rocks in close proximity to Elephant Jason.

2. You are requested to consider this matter and after discussion with the Master of the Philomel submit your recommendations as to when and how this might be done.

*H. G. Smith*  
COLONIAL SECRETARY.

AGDT/MC

No. H/6.

MEMORANDUM.

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

From

Collector of Customs &  
Harbour Master.

Stanley, Falkland Islands.

1st July, 19 57.

To The Honourable,  
The Colonial Secretary,  
Stanley.

SUBJECT:- Landing on Elephant Jason and South Jason Islands.

With reference to your Memorandum No. 0887 of the 5th June, 1957, I have the honour to inform you that this landing has been discussed with the Master of the M/V "Philomel".

It was agreed (subject to your approval) that this work should be held over until the summer months when it is hoped the present demand on the "Philomel's" services will have eased considerably, also giving more hours of daylight which will enable us to select a suitable day to make the landings.

It was also thought that perhaps at some convenient time both Sollis and I could discuss with you further points in connection with these landings.

*L. J. Guisan*

Collector of Customs & Harbour Master.



MAINTENANCE OF  
PHILOMEL.

exams.

July 6<sup>th</sup>

Dear Bill

A few details regarding the method of slipping "Philomel" in Chile last, plus a small photograph.

As you see from the picture the skids are still under her. From the start to finish the operation lasted two hours. A 60 H.P. steam winch did the job using available wire and four sheave blocks.

The actual skid is formed from two 18" x 18" logs  $\frac{2}{3}$ <sup>rd</sup> of the vessels length on top of which blocks are fastened at close intervals with a stout plank on top of these again all to the shape of the vessels bilge or bottom. The idea is simple and effective and could

easily be employed on the F. I. Co.  
West Slip if necessary regardless  
of comment.

But indeed it is not impossible  
to build a slip with a required  
gradient of concrete, with 3"x9"  
Planks set in the top surface such  
as the Punta Arenas slip had,  
giving Government an ideal slipway  
for "Philomel's" use clear of all  
obligations to others.

Yours

Sincerely

R. F. Hannaford

---

Draft Letter to H.M.B. Ambassador, Montevideo.

M.V. "Philomel".

I refer to your unnumbered telegram of the 11th July 1961 re the Government owned M.V. "Philomel", and have the honour to inform you that at present it is Government's intention to send the "Philomel" to Montevideo under escort. It is expected that "Philomel" will arrive at Montevideo on or about August 25th.

Arrangements are being made with Lloyds for their Surveyor in Montevideo to carry out a complete survey of hull and engine.

The leading dimensions of the M.V. "Philomel" are as follows:-

Length over all	75' 7".
" L.W.L.	71' 5½".
Beam to outside of ordinary planks.	19' 4".
Depth U.S.K. to top of beam at side.	10' 11".

The following is a brief outline of work that may be required pending Lloyds Surveyor's report:-

1. Stern tube slack and dead wood may need repairs or renewing.
  2. Stern transom rotten and to be renewed.
  3. Hull, Muntz Metal sheathing to be renewed.
  4. Rudder stock, rudder arm, rudder tube and bearings, rudder skeg and bearing are all made of steel and iron, the propellor bronze, and the fact that the vessel is Muntz Metal sheathed we have had endless trouble with action between the non-ferric metals and the ferric. It is proposed that all the steel and iron work be completely removed and replaced by bronze which is considered will end our troubles with galvanic action.
  5. Any other work which is deemed necessary by Lloyds Surveyor.
- The arrangements detailed above are subject to confirmation.



No.

MEMORANDUM

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

8th August 1961

The Honourable,

The Colonial Secretary,

Stanley.

From The Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

M.V. "Philomel"

I have the honour to forward herewith a report on the work carried out on the M.V. "Philomel", also a general report submitted by Mr. R.A. Hannaford who carried out the necessary repairs at Sparrow Cove.

The Handbook on Kelvin Diesel Engines is attached to prove his point regarding the prevention of galvanic action. See page 1024 under Equipment.

Will you please return the Kelvin Handbook to me.

*L. J. Brunson*  
Harbour Master.

H.C.S.

Reference 263.

Number of days "Philomel" was out of commission	
for repairs ... ..	171
Days out of Stanley ... ..	88
Days loading and discharging in Stanley..	37
Days waiting to load... ..	22
Days held up through inclement weather...	11
Days waiting for orders ... ..	9
Sundays and Public holidays in Stanley...	27
Number of steaming hours ... ..	568

Harbour Master.

23/1/62.

No.

MEMORANDUM

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

9th May

1962

To The Honourable,

The Colonial Secretary,

Stanley.

From The Collector of Customs  
& Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

M.V. "Philomel"

With reference to para 2 of your Memo No. 0664/K of 25th April 1962. It has now been decided that "Philomel" should be kept running until the slipway is nearing completion before her replacement is due. In my opinion it would be more economical to replace her as soon as possible rather than spend unnecessarily on "Philomel". As you are aware we have been running "Philomel" since July 1961 borrowing spares from P.E.D. and P.W.D., these spares are to be replaced and others will have to be ordered to keep her in commission. At the present time I am faced with further troubles, a serious leak above the water-line on the Port bow has developed. Labour to repair this leak is unobtainable. F.I.C. regret they can not spare any carpenters to renew the caulking and the Government Shipwright is working at the Darwin school for at least another week. From day to day new troubles are presenting themselves and it is difficult to say what is coming next.

As Harbour Master I must ensure that the "Philomel" is kept on top line and above all the safety of life at sea must be my first consideration, economy my second.

For the 1962/63 financial year I estimated for £500 to cover engine spares and £300 to cover maintenance, providing we do not get any major troubles this should cover her for another year.

I understand Supt. of P.E.D. is reporting on the engine problems.

Collector of Customs &  
Harbour Master.



No.

MEMORANDUM

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

31st May, 19 62.

From Collector of Customs &  
Harbour Master.

Stanley.

To The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT:-

M/V "Philomel"

I have the honour to refer to our meeting held in your Office this morning, when the Superintendent of Public Works, Harbour Master, Shipwright Biggs, Master and Engineer of Philomel were present.

It was agreed that work of re-caulking the "Philomel" in the area where the leaks occur should be carried out as soon as possible.

Since this meeting, the Supt. Public Works has approached me on the question of paying Biggs overtime to do this work during weekends. As Biggs is on the Personal Emoluments List I understand overtime can only be paid on work carried out in the Camps and not in Stanley.

May I have your guidance on this matter please.

*L.J. Gurnea*

Harbour Master.

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,  $132 \times 4 = 528$  cubic feet or 13 tons 8' measurement, therefore, cargo space available would be 38 tons 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 Gentleman 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, add 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.

No. M/4.

MEMORANDUM

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

19th September, 19 62.

From The Collector of Customs  
and Harbour Master.

To His Honour,  
The Officer Administering  
The Government.  
Stanley, Falkland Islands.

Stanley.

SUBJECT :-

M/V "Philomel"

It is disappointing that I have once again to report that the "Philomel" is in trouble and must for safety reasons be withdrawn from service indefinitely.

This morning an inspection of her underwater assembly which supports the rudder was carried out with the aid of a Glass Box. It could be clearly seen that the state of corrosion to the steel fittings has been very rapid indeed, all the bolts have been eaten away to such an extent that both the Port and Starboard cheek plates which fasten on to the rudder skeg have dropped off and all the bolts are either missing or shaped like a pencil at both ends. We are indeed very fortunate that the vessel is in Port, because in this condition she could have lost her rudder etc at sea.

We can make new cheek plates here in the Department, but the question is how are we going to fit them without the services of a Diver.

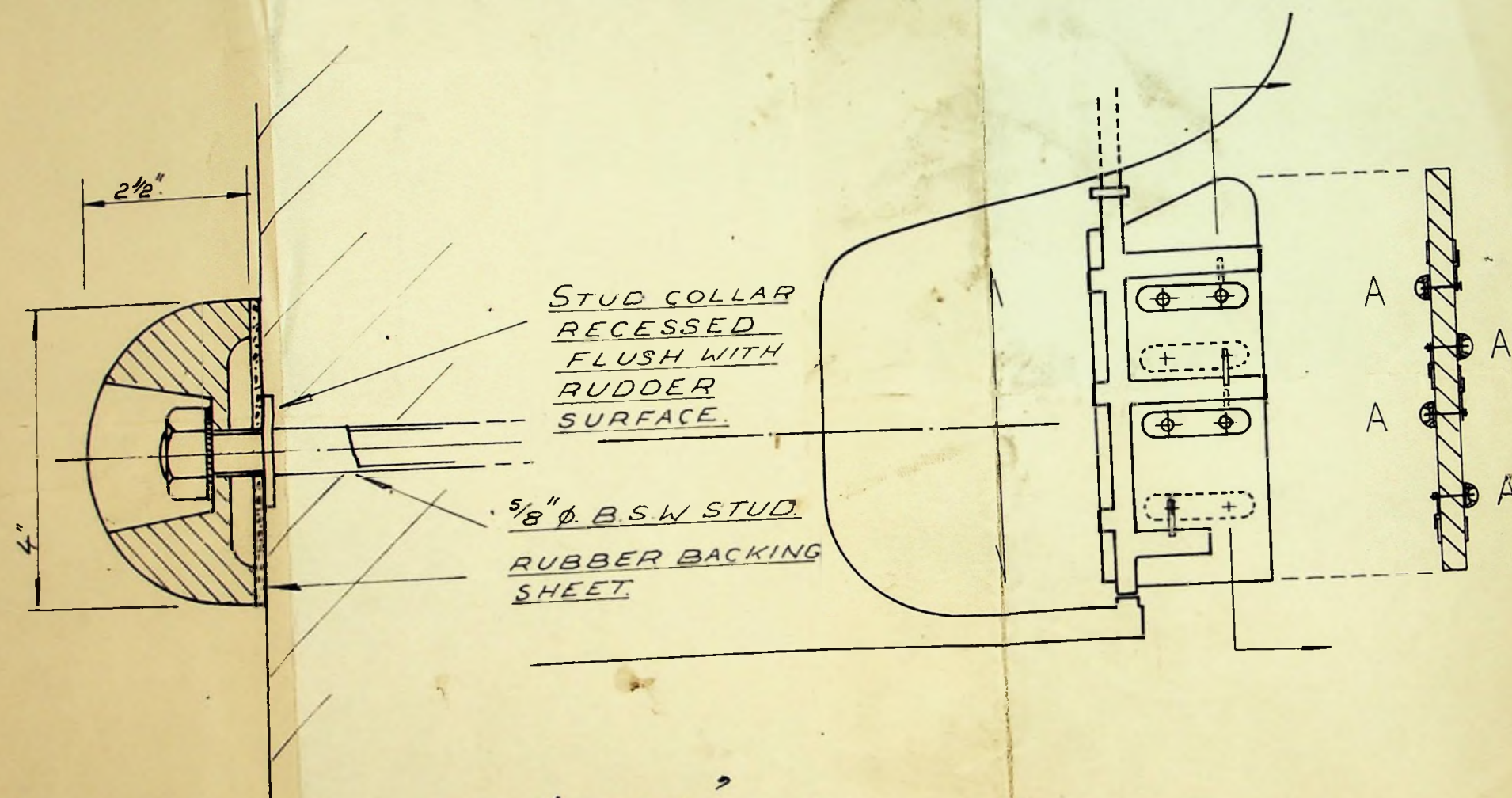
Only last March the Divers from H.M.S. "Protector" re-newed all the bolts for us before she sailed for the United Kingdom.

Harbour Master.

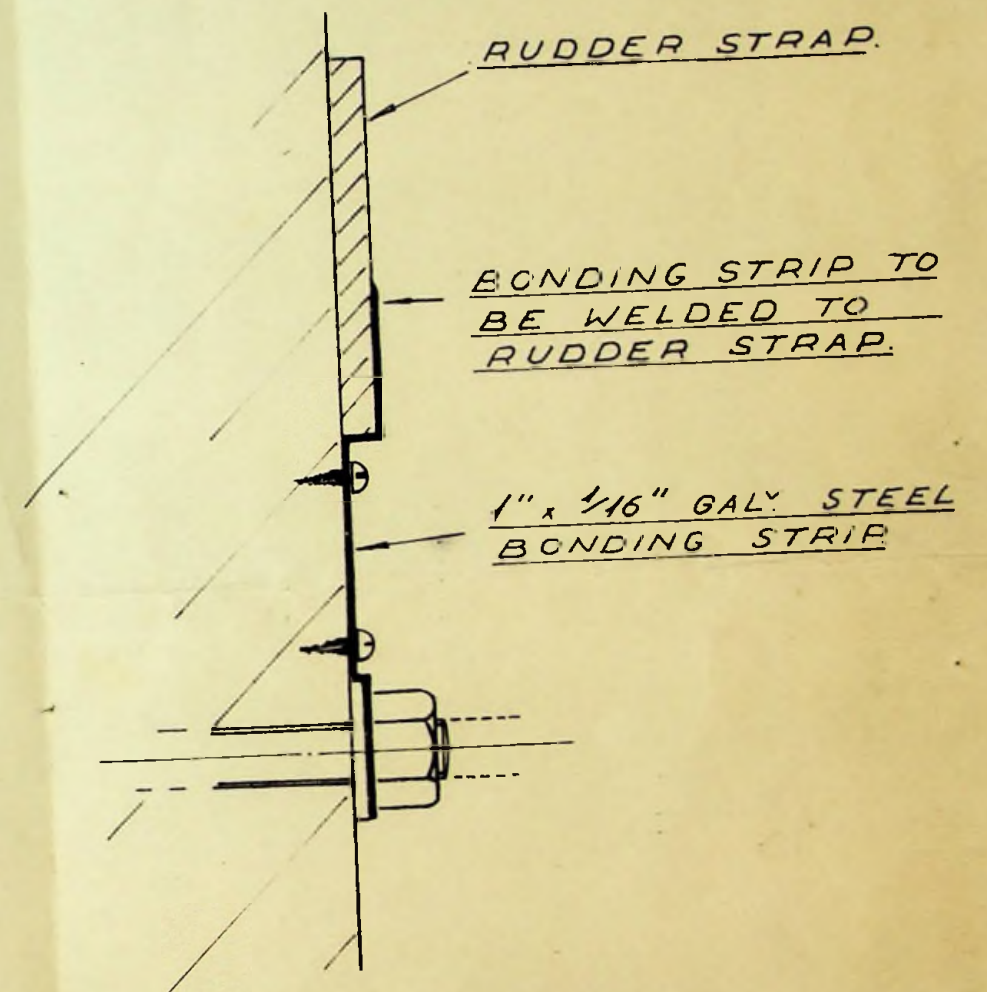
CATHODIC PROTECTION.  
M.V. PAILOMEL

NAVAL	1	FALKIA
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'METHOD OF SECURING ANODE'



'METHOD OF BONDING'

A.	0722	B	SINGLE ANODE	L.P.	4.
Assembly No.	PART No.	DESCRIPTION OF PART		Material	No. OFF

 <b>CATHODIC PROTECTION</b> <small>Regd. Trade Mark of F. A. HUGHES &amp; Co. Ltd.</small>	SCALE 1/2" TO 1"	DATE 11.12.62	REVISION REVISION OF ANODE TYPE.	ISSUE No. 2.	TITLE <b>'PHILOMEL M.F.V.'</b>	DRG. No. 88/61.
	DATE 13.12.62	DRN. P.R.H.			<b>M. G. DUFF &amp; PARTNERS LTD.</b> <b>1 GUILDHALL STREET, CHICHESTER, SUSSEX</b>	
	APP. [Signature]					



W/EM3/Falkland Islands 8845/1

Please quote the above reference and the date of this letter in any further correspondence.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4 MILLBANK,

LONDON, S.W.1.

Your { No.

Indent { Date

Your { No. 331/62

Letter { Date 29th October, 1962.

Department:— Customs & Harbours

The Colonial Secretary,

PORT STANLEY,

Falkland Islands.

Dear Sir,

The following report is submitted for your information in connection with your indent (or letter).

Yours faithfully,

for THE CROWN AGENTS

(Sd.) (para) H. A. Laurence.

ITEM No.	SUBJECT	REMARKS
1 and 2	Cathodic Protection Anodes.	<p>We enclose a copy of a sketch indicating the method of fixing these anodes, together with copies of a letter and relevant instructions from Messrs.M.G.Duff &amp; partners Ltd.</p> <p>If there is any point in the instructions for fitting on which you are not quite clear, please let us know.</p>

W/EM3 Falkland Is 8843

## M. G. DUFF &amp; PARTNERS LTD.

## CATHODIC PROTECTION DIVISION

YOUR REF: S/Falkland Is - 8843.

OUR REF: 88-61.

HEAD OFFICE

1 GUILDHALL STREET  
CHICHESTER, SUSSEX

CHICHESTER 2654 &amp; 3694

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

EM3

14th. December, 1962.

Dear Sirs,

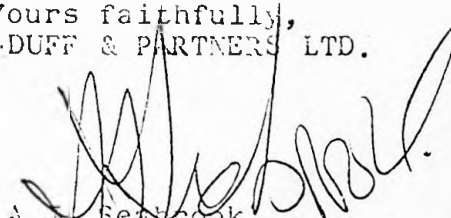
"GUARDION" CATHODIC PROTECTION  
M.F.V. "Philomena"

We have supplied the above vessel with four in number G.722B anodes plus ancillary equipment.

In previous correspondence we specified six in number G.722 anodes, but on reflection we feel that four in number anodes sited on the rudder should be equally effective.

The attached sketch indicates the method of fixing these anodes.

We expect these anodes to last twelve months.

Yours faithfully,  
M.G. DUFF & PARTNERS LTD.  
A. J. Seabrook  
Technical DirectorEncs.  
AJS/PAO.



# M. G. DUFF & PARTNERS LTD.

## CATHODIC PROTECTION DIVISION

YOUR REF:

OUR REF:

HEAD OFFICE

1 GUILDHALL STREET

CHICHESTER, SUSSEX

CHICHESTER 2654 & 3694

### "GUARDION" CATHODIC PROTECTION.

<u>Vessel</u>	M.F.V. "Philomel".
<u>System</u>	"Guardion" System for control of corrosion of steel rudder parts on MUNTZ sheathed vessel.
<u>Equipment</u>	4 in No. G.722B anodes, normal weight 30 lbs. each. 8 in No. G.722 "B" studs. 4 in No. G.722 Backing Sheets.
<u>Method of Securing</u>	<p>In positions indicated on attached drawings No. 88-61. Issue 2, fit the 4 in No. G.722B anodes as hereunder:-</p> <ol style="list-style-type: none"><li>(1) In the four positions indicated, drill two 5" dia. holes at 9" centres.</li><li>(2) On alternate positions, recess planking to port or starboard, to receive square collars on studs.</li><li>(3) Fit studs. <u>NOTE:</u> It may be necessary to extend the threaded portion on long length of stud.</li><li>(4) Fit anodes onto short length of stud with backing sheet between anode and timber. <u>NOTE:</u> Cut backing sheet to shape of anode and make holes to fit over studs.</li><li>(5) Prepare 4 in No. lengths of bonding strip. This strip should be made from 1" x 1/16" galvanised steel or if not available from any similar guage steel. The strip should be of sufficient length to go between the anode and the nearest strap.</li><li>(6) The strip should be drilled to fit over the 5" dia. stud.</li><li>(7) As shown on drawing the strip should be welded to one of the rudder straps and should be connected to the stud.</li></ol>

All connections should be good as the full efficiency of the system depends upon these connections.

NOTES:

- (1) Every step should be taken to remove any direct connection between the rudder/skeg and the MUNTZ sheathing. Where direct MUNTZ/Steel contact remains it may prove difficult to effect full protection. The use of lead to insulate the sheathing from steel work is not effective as lead has a similar galvanic effect on steel as has copper or MUNTZ.

NOTES: (CONTD)

- (2) Rudder trunking and skeg will receive protection from anodes so long as they are in direct contact with the rudder. If there is no contact, then these parts should be bonded in.

M.L. ALERT

GENERAL CORRESPONDENCE

# Bertrand & Felton Ltd.

Alert

Directors :

A. G. Barton, C.B.E.

W. H. Clement.

~~XXXXXX~~ R.B.Napier.

Secretary : ~~XXXXXX~~

ROY COVE,

WEST FALKLAND,

FALKLAND ISLANDS.

Harbourmaster,  
Stanley.

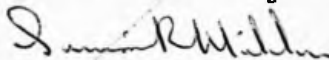
12th April 1973.

m/v.Alert.

Dear Sir,

With reference to yours CUS/34/4, of the 2nd April. The acceptance, of my tender, for this vessel, has come as a bit of a surprise, as I had assumed the vessel to have been sold, owing to the time lag, since the closing date last month. However, I shall book a flight into Stanley for next week, so that I may have a chance to look the vessel over, and assess what is required to make her seaworthy etc; and see what fittings are available, ie, anchor, chain, warps, guys, mast & spars, and sail if any; as I believe Jack Sollis has had her under canvas once. However, I shall contact you on arrival in Stanley, about next Tuesday.

Yours faithfully.



S.R. Miller.

m.l "Alert"

Alert

Built in 1925 for the Discovery Committee, working at South Georgia.

Transferred to Stanley in 1936

Length: 26'

Beam: 7' 8"

Draft(Aft) 3'

Engine: Lister FR4 (4 Cylinder)

B.H.P. 32

MEMORANDUM*Alert*

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

28th. January, 1972.

To; Harbour Master,

STANLEY:

From: Superintendent of Works

Stanley, Falkland Islands.

SUBJECT :-

Repairs to the 'Alert'

I am informed that the Public Works carpenters remaining with us to-day are not sufficiently specialist to undertake the more essential repairs requested for the 'Alert'. May I suggest, in order to get the 'Alert' shipshape again as early as possible that the work be offered to skilled people in this line, working outside of Government. If I can assist you in any way to achieve this I will be only too pleased to do so.

*P. W. Koyans*Superintendent of Works.

PUBLIC NOTICE

The Government motor launch "Alert" is offered for sale by public tender.

The vessel, which is at present on the Government slipway may be inspected by arrangement with the Harbour Master.

Tenders addressed to the Chairman, Tender Board and marked "Alert" should be submitted not later than Friday the 15th December.

Government does not bind itself to accept the highest or any tender.

The Secretariat,  
Stanley.

Ref: CUS/34/4

15th November 1972.

c.c. Harbour Master

CB

No. CUS/ 34/4

MEMORANDUM

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

17th October, 19 72.

From: Harbour Master,

To: The Colonial Secretary,

Stanley, Falkland Islands.

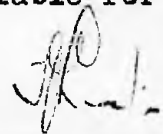
STANLEY.

SUBJECT —

m.v. "Alert"

In terms of financial economy the retention of the "Alert" cannot be justified. 1969/70 was a 'bumper' year regarding earnings of the "Alert" - we collected some £200 in revenue. Even if this amount could be doubled the position would be far from economic.

We should not however loose sight of the fact that once "Forrest" is chartered to MOD neither the ship or the crew may be available for work other than required by MOD

  
HARBOUR MASTER



No. CUS/34/4

MEMORANDUM

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

9th October 19 72

To: Harbour Master,

From: Colonial Secretary

Stanley.

Stanley, Falkland Islands.

SUBJECT —

m.v. Alert

Your memorandum CUS/34/4 of 25th September on the 'Alert' makes no case at all for retaining the vessel. Mr. Biggs has advised that the 'Alert' is beyond economic repair, and you have been unable to detail any uses at all to which the vessel can be put to justify its continued retention by government. Facing a deficit in excess of £100,000 this year, no notice can be taken of emotional arguments that a Harbour department must have a launch.

2. Unless a fully reasoned case justifying the retention of the Alert in economic terms is received by October 18th, I shall be obliged to recommend to the Standing Finance Committee that the vessel be disposed of.

  
(T. H. Layne)

COLONIAL SECRETARY

HRT.

No. CUG/34/4

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

MEMORANDUM

25th September, 19 72.

From: Harbour Master,

Stanley, Falkland Islands.

To: The Colonial Secretary,

STANLEY.

SUBJECT :-

m.v. "Alert"

Your Memorandum dated 1st September refers.

A Harbour Department without a launch is like an Air Service without an aircraft! So long as we have a Harbour Department I think Government should own a launch and employ someone to operate and care for it. Whether the cost is justified is of course another matter. Private boats may not always be available for transport of Pilot etc. to visiting vessels.

2. I do not consider the "Philomel's" Motor Boat suitable for the service required. In any case the engine is very old and in need of major repairs.

3. The most experienced Diesel Mechanics - staff of P & E Department, are unfortunately unable to cope with the overhaul of the "Alerts" engine. Mr. Robert Rowlands, who recently attended a course in engine maintenance etc. in Britain, and who is employed as a mechanic by B.A.S. would be prepared to carry out the overhaul. It is very difficult to estimate the cost of an overhaul of this nature. The engine was running satisfactory and a 'top' overhaul may be all that is necessary. Until the job is started however one cannot say what additional parts are worn and in need of repair etc.

  
Harbour Master

MEMORANDUM

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

1st September 1972.

From: The Colonial Secretary.To: The Harbourmaster,Stanley.

Stanley, Falkland Islands.

SUBJECT :-


M.V. "ALERT"

The report submitted by Mr. A. R. Biggs on the condition of the hull of m.v. "Alert" suggests that the vessel is in urgent need of repair and that the minimum cost of this work would amount to £190 without attention to the engines. He adds that there is no doubt in his mind that the economic life of the vessel has expired and it seems it would not be wise for Government to continue spending increasingly large sums on keeping the vessel in the water.

2. Would you please let me have your views regarding the usefulness to us of the "Alert", having in mind the fact that we may lose the services of m.v. "Forrest" at some not too distant date. I understand that her value to us is tied to the general maintenance of navigation lights in Port William and occasional visits to the quarantine station on the north side of the Harbour. It is true that we also hire the vessel for trips to Kidney Island and ports in Berkeley Sound but this would not appear to be a service for which Government need concern itself too closely.

3. I believe we still have the old "Philomel" motor-boat cocooned in the boat shed. Does this offer any solution ?

4. With regard to the difficulty in obtaining a survey on the "Alert's" engine, can you suggest a suitable person for this job and an estimate of the cost of such a survey ?

  
(H. L. Bound)  
for COLONIAL SECRETARY

CB

No. 119/37

MEMORANDUM

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

15th August 1972.

To: Harbour Master.

Stanley.

From: The Colonial Secretary.

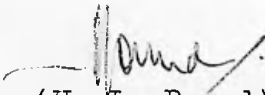
Stanley, Falkland Islands.

c.c. Treasury

SUBJECT —

m.v. "Alert"

The repair of the above vessel was discussed in Standing Finance Committee last month and it was agreed that you should arrange to have the hull and engine surveyed and obtain an estimate for the cost of the restoration work. I should be grateful to learn what progress has been made in this matter.

  
(H. L. Bound)  
for COLONIAL SECRETARY

CB

No. 119/37

MEMORANDUM

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

31st August, 19 72.

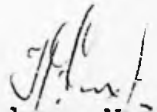
From: Harbour Master,  
Stanley, Falkland Islands.

To: The Colonial Secretary,  
STANLEY.

SUBJECT :- m.v. 'Alert'

I refer to your memorandum dated 15th inst. and forward herewith a report on the hull and wood work of the 'Alert'.

Mr.W.Goodwin reports that externally the engine appears to be in reasonable condition but cannot furnish a full report without stripping the engine completely. Mr.Goodwin is employed as engineer on the 'Forrest' and cannot at present be spared to perform ~~this~~ the operation on the 'Alert'. Funds are not available to employ an outside engineer.

  
Harbour Master

No. 119/37

MEMORANDUM

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

Colonial Secretary.

Stanley, Falkland Islands.

30th May, 1968.

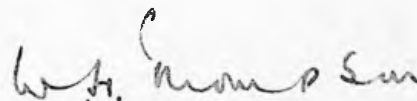
Harbour Master

c.c. All Members of Legislative Council.

SUBJECT :-

Hire of M.L. "Alert".

You will please discuss with me a revision of hire charges immediately. A scale must be worked out which is not less than double the present charge.



(W.H. THOMPSON)  
COLONIAL SECRETARY.

SC

PUBLIC NOTICE

\*\*\*\*\*

The recently revised charges, for hire of the Government Launch 'Alert', are published herewith for General Information:

BERKLEY SOUND - £10.

KIDNEY ISLAND - £6.

PORT WILLIAM - £3.

IN STANLEY HARBOUR - 30/-d PER HOUR.

WAITING FOR PARTIES AT KIDNEY ISLAND ETC. - £1 PER HOUR.

Harbour Department,  
STANLEY.  
21st June, 1968.



ZCZC

NR73/2

RRS JOHN BISCOE 23 02 1605

RP2/-

HARBOUR MASTER PORTSTANLEY

REQUEST HIRE BOAT FOR TRIP KIDNEY ISLAND SIXTH OR SEVENTH  
FEBRUARY WHICHEVER DATE CONVENIENT TO YOU

PLEASE CONFIRM

WILLEY

COL RP2/- WILLEY

*WILLEY JOHN BISCOE / RDB PC LADY*

*REGRET GOVERNMENT LAUNCH UNDERGOING REPAIRS AND  
NOT THEREFORE AVAILABLE FOR HIRE*

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

3.2.68.

To

WILLEY JOHN BISCOE/ZDLB

REGRET GOVERNMENT LAUNCH UNDERGOING REPAIRS AND NOT THEREFORE AVAILABLE  
FOR HIRE.

HARBOUR MASTER.



Time

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	P37			
To	Cmt F Smith Johnson Harbour			

CONFIRM ARREST WILL BE MADE FOR  
JOHNSONS MURDER. INVESTIGATION  
PERMITTING

HARBOUR MASTER

Time

Time

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED

P2538 P4776/32/401381 500 11/66 R. Ward 843

Number	Office of Origin	Words	Handed in at	Date
163	Johnsons Hbr	28	1530	12.7.67

To

Harbour Master Stanley

Grateful if we can hire Alert for Friday 14th stop If weather not suitable  
Friday would compensate crew for Saturday or Sunday please confirm

Manager Johnsons Hbr

EMc

Time

# East and West Falkland Mail Receipt.

Per ALERT

Date 24/6/67

Post Office Fox Bay		
East Fox Bay		
West Fox Bay		
Port Howard		
Weddell Island		
New Island		
West Point Island		
Chartres		
Carcass Island		
Roy Cove		
Port Stephens		
Spring Point		
Hill Cove		
Dunnose Head		
Pebble Island		
Saunders Island		
Speedwell Island		
Lively Island		
Port San Carlos		
San Carlos		
Douglas Station		
Teal Inlet		
Rincon Grande		
Salvador		
Johnsons Harbour	1 bag	Letters Papers & Parcels DR Smith
Port Louis		
North Arm		
Darwin		
Fitzroy		
Ajax Bay		
Albemarle		
Bluff Cove		
Bleaker Island		
Green Patch		

Received the above mentioned mails with all seals intact

Total

1

Signature



To SUPERINTENDENT OF WORKS

Please arrange for the following minor works to be executed at { this building\*  
these quarters.

The work is { ~~XXXXXX~~\*  
not urgent  
urgent  
~~XXXXXX~~

\* Delete words not required.

Room or department.	Nature of work required.	
M/L "ALERT"	<p>1. Repairs to be made to belting around hull.</p> <p>2. Fuel Tank to be repaired. (leaking)</p> <p>(The "Alert" has been put up on the slipway ready for repairs)</p>	
<p>Date 28th February, 1967. Signed <i>[Signature]</i></p>		
Seen and approved.	Referred to.	Work completed.



### Duties of Crew M/L "Alert"

From observations since taking over the duties of Harbour Master it appears to me that there is room for improvement in the upkeep of the "Alert", also a better understanding between Coxswain and Engineer is essential if we are to keep up an efficient Government Launch.

To avoid any further misunderstanding I have made out a list of duties expected to be carried out by both members of the crew.

1. The "Alert" is to act as crash tender for the Aircraft. The Director of Civil Aviation has priority over all other Departments in the use of the "Alert" and he will be informed by me as to her whereabouts when not required by the Air Service.

2. The Crew is responsible for the maintenance of the "Alert" and dinghies belonging to the Department. The "Alert" is to be kept clean and smart, the engine room brass work etc. should be kept clean and polished and the engine kept on top line. Any defects in the engine should be put right or reported to the Collector of Customs and Harbour Master. All defects on deck should also be put right. I suggest that Saturday mornings and Mondays when practicable be put aside for this work.

3. Maintaining Government flagstaffs and hoist flags when required.

4. Maintaining Harbour light beacons. When changing Cylinders a third man will be provided when possible.

5. Occasional trips to Berkeley Sound Ports. Weather and other conditions to be the Coxswains responsibility.

6. Harbour and other trips as arranged by the Collector of Customs and Harbour Master. The question of the "Alert" taking alternate months in conjunction with F.I.C. to bring School children from Camber to attend School and return is under discussion.

7. The Coxswain of the "Alert" to be responsible for the Boat Shed. No unauthorised person will be permitted to use the Boat Shed without the permission of the Harbour Master.

Collector of Customs &  
Harbour Master.

## MEMORANDUM

F.I.D.S. should be exempted from meeting any costs in visiting the Camber which may cause other departments to use the boat when she is performing a trip for F.I.D.S. thus avoiding paying themselves.

In any case this scale is only intended as a temporary measure: I am investigating the possibility of making the coxswain of the "Alert" also responsible for the ex-base 'E' motor boat (for which I have cabled for the necessary spare parts to put into commission) and then there will be a seaman in charge of the Air Service boat and available to the Air Service whenever they are flying. If no flying is taking place, that boat could be utilised for the camber trips much more cheaply than the "Alert" (for one thing the coxswain can work the engines and steer at the same time).

I do not want to give the impression of taking the boat away from the Air Service, but I feel obliged to point out that their record with boats is only surpassed by Ajax Bay and that we have already overdrawn the estimate for repairs to boats! A large amount of this sum has been occasioned by the Air Service, and I would be grateful for your views on this suggestion. The base 'E' motor boat weighs nearly a ton, and in unskilled hands may easily damage the seaplanes' floats - this adds point to utilising a seaman for the task.

John P. Luck

MEMORANDUM.

is requested  
any refer-  
ence to this memo-  
randum the above  
number and the  
date may be quoted.

14th June 1951

The Honourable the Colonial Secretary

The Harbour Master.

PORT STANLEY.

Stanley, Falkland Islands.

SUBJECT:- CHARGES FOR THE GOVERNMENT LAUNCH "ALERT".

I have the honour to submit the attached scale of charges for the Government Launch "Alert" for your consideration. I feel this matter ought to be clarified somewhat - at the moment the Agricultural Department (who are the main users of the "Alert" for visiting the Quarantine Station) are paying what is known as the "weekly labour" charge - that is the cost of the mechanic which the "Alert" borrows from the P.W.D. as required on hourly rates. This is not altogether fair to my mind, as this charge also includes trips for F.I.D.S., the Power Station (for pumping out the oil barge) and for the Harbour Department duties. Added to which, private individuals sometimes think they would like a trip across the harbour and travel in the boat when she is making a duty run. The best answer really is to have a standard rate laid down - I have calculated this scale to pay for the labour charge and the petrol consumed, but it does not cover the coxswain's wages, which is rightly our own responsibility as he would have to be employed to maintain the boat.

A difficulty I foresee arising is that H.E. has laid down that

6th August,

53

The Hon.Col.Sec.

Harbour Master.

DUTIES OF ALERT'S CREW.

H.E. wished to be informed what duties the "Alert" performs. I believe he is really more interested in the duties of the crew, which are as follows:-

- (a) To act as crash tender for the aircraft.
- (b) To maintain H.D. boats - 2 dinghies, "Alert", ex-Base E motor boat, 'Tin' boat.
- (c) To maintain jetty equipment, boats falls, etc.
- (d) Maintain Government flagstaffs and put up flags on proper day
- (e) Maintain harbour light beacons (3 in number).
- (f) Run tussac from Port William if possible.
- (g) Run Ag.Off. to camber when required.
- (h) Occasional short trips to Berkeley Sound (approx 1 every 5 weeks).
- (i) Harbour trips to H.M.Ships etc.
- (j) Fetch shingle when possible.
- (k) Go fishing in local waters if possible - this is not being attempted until after the new engine is fitted, however.

This does not sound very much, but if correctly carried out is more than sufficient to keep the crew busy. I am particularly anxious

that the renovated jetty should be kept tidy for instance.

H.M.

6.8.

# MEMORANDUM

From

THE FALKLAND ISLANDS COMPANY LTD.,  
STANLEY.

10th September 1956

To JETTY FOREMAN  
CARETAKER, N.F.D., CAMBER  
HARBOR MASTER

As from Monday 10th September Government will take over half the work entailed in fetching and returning the Biggs child from and to Camber for purposes of attending school.

Government and Company will take alternate months with m.l. "ALERT" and m.l. "OHIO" but one may call upon the other at any time for assistance in the event of breakdown or pressure of work.

Caretaker, Camber should notify his Dairyman when to deposit his milk at Dockyard Jetty or East Jetty.

The Company will continue to deliver stores and mutton at convenient times.

*A. G. D. L.*  
MANAGER.



H.M.S. PROTECTOR.

Monday 5<sup>th</sup> November.

Dear Mr Grierson -

I am writing to express my very sincere regrets for the damage caused to your boat this afternoon. I understand it was a very careless performance by the Cox's of our motor boat.

It is unfortunate that your boat could not be spared to allow our shipwright to make temporary repairs this evening, & that our departure to-morrow prevents us from assisting any further.

I understand that, quite naturally, you feel repairs must be carried out before our return, & of course the necessary financial adjustments will be made.

Again my apologies for such a poor start to an association with Stanley & I hope we shall not do this again. Yours sincerely,

John Treacher  
H. Commander R.N.  
First Lieutenant

ACKNOWLEDGMENT OF ORDER PLACED WITH:-

W / 3/Falkland Islands 7369/1.

ADVICE OF ORDER PLACED

Indent No. 240/56

or Authority dd. 7.9.56.

Messrs. R.A. Lister & Co. Ltd.

Victoria Iron Works,

Dursley,

Glos.

Order Dated :-

A/c:-

Dept. Customs & Harbour

To:--

THE CROWN AGENTS

for Overseas Governments and Administrations,

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

GENTLEMEN.

We accept this order placed for and on behalf of the Government of Falkland Islands

and agree to supply, on the terms stipulated.

specified below, in accordance with the Crown Agents' General Conditions of Contract dated March, 1951, and, where applicable, Special Conditions of Contract dated March, 1951.

Delivery Date

Signature

Address

Dated this

day of

19

This order is subject to inspection by

No Inspection

before despatch.

REQN. NO.	FIRM	DEPT.	DATE DUE	ACTION DUE											
				JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
369/1	R.A. Lister & Co.	Customs & Harbour													
ITEM No.	QUANTITY	Ltd. DETAILED DESCRIPTION OF ARTICLES ORDERED	ESTIMATED COST	RATE		AMOUNT									
1	1 only	Armature C.A.V. Type A4138B No. 12-8354. Engine No. 156 F.R.4ME3.	1 0 0	11d		4 2 0									
2	12 only	Throat Washers No. 291-3043 Engine No. 156 F.R.4ME3.				11 0									
Please confirm that you have no doubt about what is required against each item.															
Please despatch by Parcel Post.															
Acknowledgement copy to be completed and returned to this office by															
Cost of articles specified on continuation sheet (if any)															



CANSO OPERATIONS

STANDING INSTRUCTIONS FOR COXSWAIN

1. ALERT TO BE KEPT REFUELLED.
2. MAINTAIN LISTENING R/T WATCH UNTIL ONE HOUR AFTER LAST AIRCRAFT HAS TAKEN OFF. LISTENING WATCH TO BE RESUMED ON INSTRUCTION FROM COMMUNICATIONS OFFICE ON JETTY.
3. ALERT TO BE POSITIONED TO PORT OF UPWIND END OF ALIGHTING AREA OR TAKE-OFF AREA AS INSTRUCTED BY AIRCRAFT.

IN CASE OF CRASH.

1. PROCEED AS RAPIDLY AS POSSIBLE TO THE SCENE OF THE CRASH, APPROACHING DOWNWIND TO AVOID SMOKE.
2. ENDEAVOUR TO EXTRICATE THE CREW, USING AXES AND FIRE EXTINGUISHERS AS NECESSARY.
3. IN CASE OF INJURY USE STRETCHERS AND BLANKETS. MAKE INJURED MAN AS COMFORTABLE AS POSSIBLE.
4. RETURN TO NEAREST JETTY AS RAPIDLY AS POSSIBLE WHERE AMBULANCE SHOULD BE WAITING.

20th October, 1956.

*L. J. Grinnin*  
.....  
Harbour Master.

w

7/52  
7 1/2

"  
Polly  
1 Hange  
1 Pers

Equipment of 'Alert' as crash and rescue boat.

1. Hand-lines around outside of boat.
2. Two grapple hooks on 7-fathom lines.
3. Two felling axes.
4. First aid kit to specification of M.O.
5. Two stretchers and six blankets.
6. Five life-buoys.
7. Dinghy to be towed behind.
8. Crew of three.
9. Controls usable by coxswain if possible.
10. A number of largest available type of foam fire extinguishers.
11. Boat hook.

\* Standing instructions for Coxswain.

1. Alert to be kept refuelled.
2. Maintain <sup>listening R/T watch</sup> ~~radio contact~~ with both aircraft until ~~instructed~~ ~~by the communications office~~ one hour has elapsed after last aircraft has taken off. Listening watch to be resumed on instruction from communications office on jetty.
3. Alert to be positioned to port of upwind end of alighting or take-off area in use as instructed by aircraft.
4. ~~Crash instructions as ordered.~~

No. H/3.

MEMORANDUM.

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

From

The Collector of Customs  
and Harbour Master.

Stanley, Falkland Islands.

3rd July, 19 57.

To The Honourable,  
The Colonial Secretary,

Stanley.

SUBJECT :- Hire Charges M/1 "Alert"

With reference to the Public Notice issued by my predecessor (copy attached) in connection with the present scale of charges for hire of the Government Launch "Alert", I have the honour to inform you that in my opinion these charges are in need of revision.

I therefore submit for consideration a new scale of charges which I consider to be fair and reasonable and will cover all services carried out by the "Alert".

To Berkeley Sound and return	...	...	...	...	£6.	0.	0.
To Kidney Island (One voyage and return)	...	...	...	...	3.	0.	0.
To Tussac Islands in Port William, Sparrow Cove, Murrel River and other sites in Port Willaim					2.	10.	0.

Hire services in Stanley Harbour £1 per hour or part thereof.

Collector of Customs & Harbour Master

No. 119/37

MEMORANDUM

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

23rd July, 19 57

To: The Collector of Customs and

From: The Colonial Secretary,

Harbour Master,

Stanley, Falkland Islands.


STANLEY.

SUBJECT:-

Hire Charges - m.l. "Alert".

I am directed to refer to your Memorandum H/3 of the 3rd July, 1957, on the above subject and to approve the new hire charges as follows:-

- |       |  |     |     |    |
|-------|--|-----|-----|----|
| (i)   | To Berkeley Sound and return   | £6. | -.  | -. |
| (ii)  | To Kidney Island (One voyage and return)   | 3.  | -.  | -. |
| (iii) | To Tussac Islands in Port William, Sparrow Cove, Murrell River and other sites in Port William | 2.  | 10. | -. |
| (iv)  | Hire services in Stanley Harbour £1 per hour or part thereof.                                  |     |     |    |

  
COLONIAL SECRETARY.

Ref. No. H/3.

CUSTOMS AND HARBOUR DEPARTMENT,

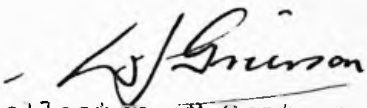
STANLEY, FALKLAND ISLANDS.

25th. July,.....1957.

Harbour Department Notice.

It is hereby notified for general information that as from the 25th. July, 1957 the following charges will be made in respect of the hire of Government Launch "Alert".

- |       |   |     |     |    |
|-------|---|-----|-----|----|
| (i)   | To Berkeley Sound and return...   | £6. | -.  | -. |
| (ii)  | To Kidney Island (one voyage & return)  | £3. | -.  | -. |
| (iii) | To Tussac Islands in Port William,<br>Sparrow Cove, Murrell River and other sites<br>in Port William... | £2. | 10. | -. |
| (iv)  | Hire services in Stanley Harbour £1 per hour<br>or part thereof.  |     |     |    |

  
Collector of Customs &  
Harbour Master.

18th. September, 1956.

Duties of Crew M/L "Alert"

From observations since taking over the duties of Harbour Master it appears to me that there is room for improvement in the upkeep of the "Alert", also a better understanding between Coxswain and Engineer is essential if we are to keep up an efficient Government Launch.

To avoid any further misunderstanding I have made out a list of duties expected to be carried out by both members of the crew.

1. The "Alert" is to act as crash tender for the Aircraft. The Director of Civil Aviation has priority over all other Departments in the use of the "Alert" and he will be informed by me as to her whereabouts when not required by the Air Service.
2. The Crew is responsible for the maintenance of the "Alert" and dinghies belonging to the Department. The "Alert" is to be kept clean and smart, the engine room brass work etc. should be kept clean and polished and the engine kept on top line. Any defects in the engine should be put right or reported to the Collector of Customs and Harbour Master. All defects on deck should also be put right, I suggest that Saturday mornings and Mondays when practicable be put aside for this work.
3. Maintaining Government flagstaffs and hoist flags when required.
4. Maintaining Harbour light beacons. When changing Cylinders a third man will be provided when possible.
5. Occasional trips to Berkeley Sound Ports. Weather and other conditions to be the Coxswains responsibility.
6. Harbour and other trips as arranged by the Collector of Customs and Harbour Master. The "Alert" will take alternate months in conjunction with F.I.C. to bring School children from Camber to attend School and return.
7. The Coxswain of the "Alert" to be responsible for the Boat Shed. No unauthorised person will be permitted to use the Boat Shed without the permission of the Harbour Master.
8. The Engineer "Alert" to be responsible for the Fitting Shop and Harbour Lights, Cylinders and spare parts belonging to the Harbour light Beacons.

- L/S/Gmc

## DUTIES OF "ALERT" AND CREW.

1. To act as tender for the Aircraft in the event of a crash.
2. To maintain all Harbour Department boats.
3. To maintain Jetty equipment, Boat falls, etc.
4. Maintain all Government Flagstaff, put up flags on proper days.
5. Maintain the four Harbour Lights and also Beacons.
6. Run Agricultural Personnel to Camber when required to attend Quarantine Station
7. Occasional voyages to Berkely Sound with Mails and also when hired by the Farms in those waters.
8. Every other month run School Children from Camber to Town at 8.30 in the morning and return them at 4 p.m.
9. Trips to Sparrow Cove Kidney Island and the Murrel when required.
10. Maintain Government Slipway.
11. In the event of sickness Crew are called upon to make up crew on Philomel.
12. Assist loading "Philomel" when not required for other duties.
13. Other Harbour duties, such as runs to Warships and other vessels not under the Agency of the F.I.C.

### Hire Services of F.I.C. Boats.

General charges for F.I.C. Boats is at the rate of £3 per hour, if Government were to hire F.I.C. Launches to do the work carried out by the "Alert" I estimate it would cost about £1,650 per annum.

For example :-

<u>School Children</u>	2 hours per day @ £3 ...	£6. 0. 0.
	120 days per year @ £6	720. 0. 0.

#### Quarantine Station

At least 187 days per year	561. 0. 0.
at say 1 hour per day	

#### Maintenance Lights & Beacons.

6 hours per month @ £3	
72 hours for 12 months	216. 0. 0.

#### Other Services.

Say £153.	153. 0. 0.
-----------	------------

### M/V Philomel"

Labour Charges	Enginman @	£360 per annum
	Deck Hand	348 " "
	Cook	348 " "

No. 119/37

MEMORANDUM

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

20th July, 1965.

From: The Colonial Secretary,

To: The Harbour Master,

STANLEY

Stanley, Falkland Islands.

SUBJECT:- Alternative to m.v. Alert.

With a view to economy will you please let me know whether the hire of an F.I.C. launch will be in any way cheaper than maintaining m.v. Alert.

Executive Council would like some figures.

*W. H. Sumner*  
COLONIAL SECRETARY



MEMORANDUM

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

21st July, 1965.

From The Collector of Customs  
and Harbour Master,  
Stanley, Falkland Islands.

To The Honourable,  
The Colonial Secretary,  
Stanley.

SUBJECT:- Alternative to M/L 'Alert'.

I refer to your Memo of the 20th inst., Ref. 119/37, and to inform you that although it may be cheaper to hire an F.I.C. launch as an alternative to 'Alert' it is my firm opinion that such an arrangement would not be workable.

It cost Government £1,310 to run the 'Alert':-

Salary of Coxswain	...	£575
" " Engineer	...	610
Maintenance etc.	...	125
		<u>£1,310</u>

To hire an F.I.C. launch at £3 per hour, we could get 437 hours service for this money. Taking the average of runs made to the Quarantine Station over the past three years, it would work out at:-

197 days per year to Quarantine Station			
at say 1 hour per day	...	...	£591. 0. 0.

Maintenance of Lights and Beacons		
6 hours per month @ £3 =		
72 hours for 12 months		216. 0. 0.

Other Services, such as visits to R.F.A. Vessels, Warships, B.A.S. Ships say 20 hours		60. 0. 0.
		<u>£867. 0. 0.</u>

This shows a saving of £443 - but - Government will be shutting out the service to Berkeley Sound Ports, also a social amenity to the Public such as Pleasure trips to Kidney Island, Sparrow Cove, Weir Creek etc for which the average revenue collected is about £70 per annum, plus the fact that the Department will be entirely at the F.I.C.'s mercy for a launch when urgently needed. To my mind this arrangement would be a most unsatisfactory state of affairs - Sir - "A Harbour Department without a launch is like a Shepherd without a Dog"

*L. J. G. G. G.*  
Harbour Master.