

C.S.

PORT AND MARINE.
SHIPPING.
(DEPT - HARBOUR)

1935.

No. 296/35.

SHIVES/9 # 6

H.E. The, Governor.

SUBJECT.

1935.

3rd November.

PROPOSED REPLACEMENT OF G.L. "PENGUIN"

Previous Paper.

233/1908. 338/87.

MINUTES.

Minute from His Excellency the Governor. 3/11/35.

The sum available in the Marine Insurance Fund is £2,848, i.e. the cost price of investments.

2. The S.L. "Penguin" has been in service for 27 years and although her hull is fairly sound her engines are becoming worn and may require replacement in the near future. The "Penguin" cost £1871 landed here of which £421 was taken up in freight and other charges.

3. I am of opinion that

Subsequent Paper.

a boat should be obtained
but it is doubtful whether a
motor vessel would be suitable here.

4. Perhaps the Harb. Master
could obtain and furnish a report on
the hull and machinery of the
"Penguin".

MCH
C.
6. XI. 55

1. Para 4 Please

2. There are strong reasons for getting
a boat to replace Penguin. It is
very desirable that S.W. should have
a craft capable of proceeding to the
West Falklands when necessary. She
must be able to stand up to fairly
rough weather and ^{reliable} ~~good~~ sailing powers
are necessary in case of engine breakdown

3. Harbour Master might get the
best available local opinion and advice

4. It is obviously much better to sell
Penguin while in good running order than
to wait until she is completely spoiled

~~TTTT~~ 7/x1

Harbour Master.

For action accordingly, please.

2. The P.W.D. may be asked to assist regarding the hull of the "Penguin" and the Superintendent Engineer F.L. Co. regarding the machinery.

MCH
C.S.

7. XI. 15

(16)

Minute from Harbour Master 11/11/35

Submitted. Does Yr. wish the C.A.'s asked to obtain from James Noble complete Specifications and photographs and also tenders from other firms for a similar type of vessel.

MCH
C.S.

12. XI. 15

Yes please.

The after cabin wd. have to be especially fitted for carrying passengers
Inquiries shd. also be made as to shipment

T.H.H. 14/11

Letter to the C/O's of 18/11/35.

Harbour Master.

To note recd 18.

Mr CH
18. XI. 35.

How Ch.

Notes of 19/11/35

P. A. Mr CH

Letter from known Agents of 6/3/36.

19-21.

H. E.

As arranged I am sending
the files with the various tenders
for delivery on board the Lafonia

J. E. S.
12/5/36

Telegram to known Agents of 20/5/36.

(22)

Y.E.

Draft despatch submitted for approval.

Pages
2075/36

Draft enclosed in the post up.

~~TTTTT~~ 24/5/36

Please write to the Crown Agents accepting
Hobbs tender subject to approval of S of S and
asking that the alterations to the interior of
the vessel be made as in the memorandum.

Request also that such inspection and supervision
as is essential be made by a firm with
headquarters in the neighbourhood of Aberdeen
and that a free hand will be given to the
matter of any modifications considered desirable
subject to cost of £2,750 for delivery at
Liverpool not being exceeded. The further
condition being that the vessel be shipped by
16. Number

~~TTTTT~~ 22/5/36

Despatch to S of S. No. 62 of 22/5/36

22-26

Letter to C.A.s. of 22/5/36

27-29.

Y.E. Despatch submitted for signature.

Pages
22/5/36

Telegram from C.A.s. of 22/5/36 ~~TTTTT~~

V.E.

— Red (30) submitted.

The Penguin measured $47 \times 10'6" \times 5'6"$ and according to the letter dated 29 July 1908 (flagged) in m.p. 233/08 the freight of 336 works out at approx 9/11 per ton of 40 c. ft. as against 13/5 quoted in red (30) at a difference of £ 169.

2. I suggest that the Or agts. be advised by telegram that the previous rate for the Penguin was approx 9/11 as against 13/5 quoted in their telegram and asking them to refer the matter to the P.S.N.C. and reply by telegram after the receipt of our letter (29) due to arrive in England on 18 June.

J.R. ed.
26/5/36.

Very well ~~with~~

Competitive quotations of h. also be sought for transport to Monte Video
I dare say that we could if sailed down
for there

The captain of the *Penguin* to whom I mentioned this is interested. They might furnish a crew. Will you please let him see the tenders that he may know the kind of vessel we are getting.

I am considering asking the Admiralty to supply an echo sounding machine and contribute towards the cost of surveys. Will you pl. ask Captain Ketchum to see me about this matter on day next week

~~with~~ 28/5/36

For return within
3 d copy

Telegram to Crown Agents of 26/5/36. (31)

Letter from Mr. J.C. Hamilton, of (unrated) (32)

Y.E.

- a telegram has been sent to the Crown agents.
2. I shall show the tenders received to the Capt. of the Luola.
 3. I shall also arrange that when Capt. Hutchison is not out of the Harbour he will call and see me when I shall enquire if it is convenient for Y.E. to see him.
 4. You wish these papers returned before 29/5/36.

J. C. H.
27/5/36

Y.E. Letter from Mr. Hamilton submitted. Ref (32)

? N.F.A. meaning is suggested.

J. C. H.
27/5/36

It has not been made clear that if
in the 60 feet at the 50' we shall
require That might be clarified
J. C. H. 27/5/36

Telegram to Crown Agents of 27/5/36. (33)

Y.E.

This has now been done under ref (33)

J. C. H.
27/5/36

Y.E.

Capt. Hutchison has been advised
that Y.E. will see him at 12 noon today.

J. C. H.
30/5/36

Hon. C.

W. r. r. my minute of 25/6/36
last para. Captain Hutchins ^{considers} it
very unlikely that the Admiralty
would agree to paying for survey to
be carried out by the proposed launch.
Incidentally he thinks copper or
other sheathing unnecessary ~~and~~
N. + G. at present

ttttt 4/6/36 P.A. 4/16/36

34. Telegrams to C.A.S. 17th June 1936.

- (35-36) Copy of letter to Mr. Craigie Mackenzie Esq. C.B.E. of 1/6/36
- (37) Copy of despatch to S. of S. no: 95 of 3/4/36
- (38) Copy of letter to the C.A.S. of 3/4/36.

P.A.
6/7/36

39. Telegram from Crown Agents of 6/7/36.

Y.E.

In view of red (34) I am surprised that
the Crown Agents have gone so far.

I suggest a reply instructing the Crown
Agents to suspend all action in connection with
this vessel pending the receipt of red (38).

Yes please
ttttt 7/7/36
P.A. 7/15/36

Telegram to known Agents of 8/7/36.

P.A.
8/17/36

S. of S. despatch no 85 of 29/6/36 (41)

Y.E.

(42)

Is it the wish of Y.E. that nothing further be done until receipt of the report by W. Craigie-H?

J.C.S.
4/8/36

Yes (43)

13/8/36

P.A.
13/8/36

~~Advice of Amendment of Order Placed of 27.7.37 (42)~~

~~Minute for Harlot. Treasurer 10/5/38 (42)~~

P.A.
7/7/38

~~Letter of D. J. E. Lewis of 20.8.36 44~~

P.A.

MANAGING DIRECTOR
WALTER BERGIUS
INST. ENGINEERS & SHIPBUILDERS.

SECRETARY
DAVID W. WILLOCKS.

WORKS MANAGER
ALEX G. CREE.

REPAIR DEPT.
ROBT WOTHERSPOON.

The
BERGIUS COMPANY LTD

MARINE OIL ENGINE MANUFACTURERS

Trade Marks "KELVIN"
"KELVIN-SLEEVE" & "KELVIN-RICARDO"

254, Dobbies Loan,
(NEAR BUCHANAN ST STATION)

GLASGOW. C4.

18th September, 1935.

BEN
CODES:
A. B. C. 5TH EDITION
A. B. C. 6TH EDITION
BENTLEYS (5 LETTER)
TELEPHONE:
DOUGLAS 1267.



J. G. Hamilton, Esq.,
"Redesdale",
Jesmondine Road,
NEWCASTLE-ON-TYNE.

Dear Sir,

We understand from our representative at Macduff,
Mr. Andrew Powrie, that you are again interested in the
purchase of engine equipment for a boat.

If there is anything that we can do in the way of
advice in regard to engine model or in the planning of
installation layout, etc., we are at your service.

We attach the latest list of "KELVIN-DIESEL"
engined fishing boats, also an illustrated leaflet showing
craft of various types recently engined.

You may be interested to learn that over 11,000
Horse Power of "KELVIN-DIESELS" have now been turned

Enclosed:-
List of Fishing Boats.
"KELVIN-DIESEL" Leaflet.

Yours faithfully,
THE BERGIUS COMPANY, LTD.
GOL/J.S.

PLEASE NOTE
1. Address all communications to the firm and not to individuals.
2. Goods supplied and work done to our order, whether written or verbal, must be invoiced within one month.
3. We disclaim all responsibility for errors or omissions in the execution of orders or instructions received verbally or by telephone unless such are confirmed by

MANAGING DIRECTOR
WALTER BERGIUS
INST. ENGINEERS & SHIPBUILDERS.

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254, Dobbies Loan,
(NEAR BUCHANAN ST STATION)

GLASGOW. C4.

9th August, 1935.

TELEGRAMS:
BERGIUS. GLASGOW

CODES:
A. B. C. 5TH EDITION
A. B. C. 6TH EDITION
BENTLEYS (6 LETTER)

TELEPHONE:
DOUGLAS 1267



J. G. Hamilton, Esq.,
"Redesdale",
Jesmondine Road,
NEWCASTLE-ON-TYNE.

Dear Sir,

Our representative at Macduff, Mr. Andrew Powrie, has asked us to send you particulars of engines suitable for a yacht which you propose to build. This we have pleasure in doing, and, if you care to let us know the size and purpose of the boat, we shall be pleased to advise in the matter of the installation.

At your service.

We beg to remain.

Yours faithfully,

Enclosed:-

THE BERGIUS COMPANY, LTD.

~~"KELVIN-DIESEL" 689/701 'J'.~~

WMB/JS.

~~"KELVIN-DIESEL" 740/758 'K'.~~

~~"KELVIN-RICARDO" 710/730.~~

Pages 679/85 - Steering & Control Gear.

" 686/8 - Dynamos & Starters.

" 659 - Bilge & Wash Pump.

" 678 - Searchlight.

" 539 - Introduction to Launch Catalogue.

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2. Goods supplied and work done to our order, whether written or verbal, must be invoiced within one month.
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Fraserburgh,

193

TO JAMES NOBLE
BOATBUILDER

FISHING BOATS, YACHTS, AND LAUNCHES

TEL: Scotstoun 1492.

From
ERNEST D. KENNEDY,
512 Anniesland Road,
Scotstounhill,
Glasgow. W.3.

J.E.Hamilton, Esq.,
Redesdale,
Jesmond Dene Road,
Newcastle-on-Tyne.

Tuesday
Twentieth
August
1935.

Dear Sir,

I am in receipt of your letter of 19th inst., and have pleasure in replying to any enquiries regarding my boat.

I am very well pleased with it indeed, and consider she is a handsome and extremely well built ship. Considering the power installed, her speed is very good and she actually makes less wash - as we were remarking on Sunday - than any ship of her size I have seen. The seaworthiness is first class, and when we brought her down from Fraserburgh we had some very rough weather indeed, and as I have been afloat on that coast for many months at one time I know it very well, but the boat gave me a feeling of great confidence. Coming out over the bar at Aberdeen there was a strong breeze of south-easterly wind, with a swell running, and a spate on the Dee, and her behaviour was better than one could have expected. She is very handy to work, and as my crew consists of my Daughter and Son you see we are not over-staffed. The quality of the material and workmanship seems first class. There are one or two places springing with the sun, but as the boat lies afloat from Monday to Saturday and does not get hosed down periodically, this I think is only to be expected.

My dealings with Noble are very good indeed, and I found him a gentleman in every sense of the word. His design is to my mind very good. I gave this matter a lot of thought before going into it, and Noble worked everything out for me in a most intelligent manner. I have no hesitation in saying that you could not be in better hands than those of James Noble, and I made a great many enquiries before fixing up with him. He had built boats for a friend of mine who is connected with a small shipyard and he knew the quality of his work. The boat of course was built for me direct, and/

/not through this small yard.

Your enquiry is no trouble, ^{making} and is ^{for} quite enthusiastic, as in a game like this one wants to be very sure what one is doing.

Yours faithfully,

EDK/IMA.

Ernest D. Kynard

My boat is galvanized fastened, which would not be suitable for carrying for me a person's water.

L.O.K.

see list of fishing
boats p 3.

Drumfearne
Carradale
Argyleshire
Aug 20th 1935

Dear Sir

I received your letter of the 19th
Inquiring about my Boat, (Queen of The Fleet)
I understand by your letter you have visited
Mr James Noble, I may tell you Mr Noble is
an Honest Builder and the Boats he has
Put to Carradale speak for themselves I wish
you could see them

The type of Net known as Ring Net is what
we work with here, So the Boat that works a
Ring Net will do for anything especially Hives
They are first Class Sea Boats any way you
like to put them In fact Proper life Boats
There is fourteen Boats in Carradale Built
by J Noble And for the Material he
puts in his Boats you dont need to
be afraid for that The Planking is Pitch Pine
and Frames Oak the Workmanship you
cant get Better on a Fishing Boat
My Boat is Fitted with the Kelvin latest
Steering Gear The Boats are very easily worked

It is a Kelvin Diesel 66 HP which I cant
speak to highly of as we get good speed out of
My Boat is 50ft over stems with 15½ ft Beam
Sometimes doing Nine Knots

Now Before I Close I dont want you to
think I am Blowing about His Boats
for if you Place your Order with Noble
and I have the Pleasure of meeting you
in the Future that you will be able to
tell me that your Friend is Pleased
with the Builder

A fact you can Place your order and I
know the Builder is not afraid that who is
getting the Boat drops in anytime the Boat is
Building

Yours Sincerely
D M Campbell

William F. McHenry.
M.B. Incentive BA18.

Dear Sir In answer
to yours regarding my
boat Incentive.

I can honestly recommend
James Noble's boats for
sea worthiness and
stability. The mode of
fishing I follow out is
the Ring net which
requires a boat to be
hand on the wheel and
clever to answer.

I don't know of a better
builder than James Noble.

Yours faithfully
Wm F McHenry

P.S. Sorry I didn't
get your letter. I was
away from home fishing

After consultation with a friend who is very experienced in the matter of small craft I decided that a vessel of the "Fifie" type, which has been used for many years by the scottish herring fishers would be the most suitable and therefore wrote to the Fisheries Board for Scotland through whom I secured a number of addresses of boat-builders mostly in northern Aberdeenshire and Banff.

As it turned out I was only able to visit one of these but after an interview with the owner of the yard I did not consider that any useful purposes would be served by further enquiries.

The following is a brief description of the vessel which this man, James Noble of Fraserburgh would supply for an outside price of sixteen hundred pounds

"Fifie" type wooden vessel with a cruiser stern which is now generally used, and a good shear fore and aft. 50ft x 15ft 6in and 5ft draught.

Frame scottish oak but keel of beech.

Planking larch.

66h.p. Kelvin-Diesel engine (heavy oil)

full ketch rig with two headsails and a bowsprit.

Kelvin steering gear with a spare tiller (for hand in emergency)

Kelvin bilge pump and electric lighting set.

Accommodation-forecastle for three and small galley forward, hold amidships and eight berths aft DECK lights where necessary.
Special water closet

All woodwork dressed with cuprinol to prevent rotting and the hull sheathed with copper or muntz metal.

Although I believe that Mr Noble would supply blankets and galley stove and other domestic utensils I am not of the opinion that a spare suit of sails could be included in the figure quoted so that an additional £75 should be added

added
Speed, with the engine 9 knots and probably 6 under sail

J. E. B. Hamilton

4. XI-35

From H. E.

H. E.

Mr. Hamilton while in the U. S. made enquiries at my instance about a boat to replace Penguin

The file type seems attractive with the accommodation and speed we require

Will you please put up in a new file with H. E. dealing with the money available and advise

The Bergins by Humphreys need not be paid

~~John~~ 3/16/35

MINUTE.

11th November, 1935.

To

From The Harbour Master.

THE COLONIAL SECRETARY,

Stanley.

Stanley, Falkland Islands.

I have arranged with the Honourable the Director of Public Works for the inspection of and report on the hull of the "Penguin" and have written to the Falkland Islands Company asking them to be good enough to allow their Superintendent Engineer to report on the machinery. I have also had an interview with Captain Roberts of the Falkland Islands Company and he is of the opinion that a vessel of the type described on page 14 would be suitable for journeys to the West Falklands. He suggested however that a vessel of larger dimensions (say 60 x 18 x 7) would be more desirable.

A vessel of the type mentioned on page 14 could be worked by a crew of three whereas a larger type of vessel would require at least a crew of four. Captain Roberts also stated that a vessel with a cruise~~r~~stern and a good shear fore and aft would sail better in rough seas and that the type of rig and engine^{described} were both very good. He preferred a hull sheathed with copper rather than muntz metal as the latter was inclined to collect Marine growth.

It may not be possible to arrange for the transshipment of the new vessel by another steamer and this point should be kept in view.

In the first place I suggest that the particulars on page 14 be forwarded to the Crown Agents with a view to obtaining a complete specification, photographs and^o tender for the type of vessel built by James Noble^{at} them, at the same time the Crown Agents could call for tenders from other builders for this and a larger type of vessel. It might also be mentioned the nature of the work for which the vessel is required.


Colonial Treasurer.

296/35.

18th November, 35.

Gentlemen,

I am directed by the Governor to inform you that it is desired to replace the launch "Penguin" by a vessel capable of proceeding to the West Falkland or other parts of the Colony when necessary. The type of vessel required is one that must be able to stand up to fairly rough weather and reliable sailing powers are necessary in case of engine breakdown.

2. I am therefore to request that you will be so good as to obtain from James Noble, boatbuilder, of Fraserburgh, Scotland, complete specifications, photographs and a tender of a vessel of the "Fiffe" type. Details of the vessel required are contained in the accompanying statement of particulars. I am also to request that specifications and tenders may be obtained from other builders for a similar type of vessel.

3. I am to enquire whether arrangements can be made for shipment to the Falkland Islands of a vessel of the dimensions mentioned in the statement of particulars.

I am,

Gentlemen,

Your obedient servant,

MCH

Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W. 1.

PARTICULARS OF TYPE OF VESSEL REQUIRED.

"Fiffe" type wooden vessel with cruiser stern as built by James Noble of Fraserburgh, Scotland.

Vessel to have a good shear fore and aft.

Dimensions 50ft. x 15ft.6in. and 5ft. draught.

Frame - Scottish oak but keel of beech.

Planking - larch.

Engine - 66 h.p. Kelvin-Diesel (heavy oil).

Steering gear - Kelvin with a spare tiller (for hand in emergency).

Bilge pump - Kelvin.

Electric lighting set.

Accommodation - forecastle for three and small galley forward. Hold amidships. Decklights. Saloon aft with eight berths and saloon to be specially fitted for carrying passengers.

Special water closet.

All woodwork dressed with cuprinol. Hull to be sheathed with copper.

Vessel to be supplied with galley stove, and other domestic utensils.

Vessel to be full ketch rig with two headsails and bowsprit. Spare suit of sails to be provided.

Specifications and also quotations required for similar vessel but dimensions 60ft. x 18ft. x 7ft.



21

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

W/Falkland Is.4114

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

TELEGRAMS: "CROWN, LONDON."
TELEPHONE: VICTORIA 7730.

6th March, 1936.



Sir,

Bred 15

I have the honour to refer to your letter of the 18th November, No.296/35, enclosing statement of particulars and requesting us to obtain specifications and tenders for a vessel of the "Fife" type.

2. We considered it necessary to amplify the particulars, and I enclose a copy of a tender form which was issued to the following firms:-

- Mr. James Noble
- Messrs. Aldous Successors Limited
- Messrs. J. I. Thornycroft & Company Limited
- Messrs. Philip & Son.

3. Tenders with specification and plans received from the above four firms are enclosed, together with a schedule of particulars with "Notes on Tenders" incorporated in the schedule.

4. The quotations of Mr. James Noble are about half those of Messrs. Aldous Successors and Messrs. Thornycroft for the 50' and 60' vessels, and nearly one third that of Messrs. Philip & Son for the 60', this firm quoting only for this alternative. Mr. James Noble, however, offers a plain fishing smack, lacking a great many of the qualities necessary for Colonial service but which are included in the quotations submitted by the other tenderers.

5. The cost of delivery to the Falkland Islands will depend on the design of the vessel, and we require more time for investigating this question. It seems certain, however, that if a vessel of the type required is purchased she will have to

The Colonial Secretary,
FALKLAND ISLANDS.

undertake/

3
met

CA

undertake the journey from Monte Video to Port Stanley under her own power and sail, as there is no transport steamer capable of carrying a craft of the dimensions specified beyond Monte Video.

6. While this letter is on its way to you, we will investigate the cost of transport under two headings, (a) vessel to be shipped to Monte Video on transport vessel and thence to Port Stanley under her own power and sail, and (b) navigation from this country to Port Stanley under the vessel's own power and sail. It may be found that the craft offered by Mr. James Noble, owing to limited sail area, could not undertake the voyage either from this country to Port Stanley or even the voyage from Monte Video to Port Stanley, without very great risk.

7. In the event of the vessel having to proceed under her own power and sail, a lifeboat to comply with Board of Trade requirements would be necessary. This is quoted for as an extra.

8. If, after examining the tenders you would telegraph which offer is most favourably considered, we would telegraph the result of our investigations as to the most favourable methods of delivery and the total cost involved.

9. We propose, in the event of the Colonial Government deciding to purchase a vessel, to employ as Consulting Naval Architects Messrs. Flannery, Baggallay & Johnson, who advised on the design and construction of R.R.S. "Discovery II", R.R.S. "William Scoresby", and also on the reconstruction of the wooden R.R.S. "Discovery".

I have the honour to be,

Sir,

Your obedient servant,

J. J. Lawrence

For Crown Agents.

met

NOON:-

5 FEB 1936

VESSELS

Office of the Crown Agents for the Colonies,

4, Millbank, London, S.W.1.

W

Falkland Is. 4114/1

The above file mark must be quoted on all communications regarding this contract.

Indent No.

Dated

Account

Dept.

Tender to the Crown Agents for
the Colonies for the supply of

To:—
Messrs. J. I. Thornycroft & Co., Ltd.,
Thornycroft House,
Smith Square,
S.W.1.

HEAD OFFICE
REQD - 9 JAN 1936
ANSD

WOOLSTON WORKS
Received 10 JAN 1936
Answered
Initials

72 FEB 1936
RECEIVED
THE CROWN AGENTS
FOR THE COLONIES

A

"Fife" type vessel.

FOR INSTRUCTIONS AS TO TENDERING, SEE BACK OF LAST PAGE.

NO. OF ITEM.	QUANTITY.	DETAILED DESCRIPTION OF ARTICLES.	RATE.	AMOUNT.
		<p>Prompt delivery is of the utmost importance and should the Contractor at any time find that delay will arise he must at once give the notice required under No. 26 of the General Conditions of Contract.</p> <p style="text-align: center;">"FIFE" TYPE VESSEL =====</p> <p>A QUOTATION is required for a wooden vessel of the above type for service in the South Atlantic in and around the Falkland Islands.</p> <p>To be of sturdy construction and to be thoroughly seaworthy to withstand the fairly rough weather which is met with round the Islands.</p> <p>Materials and workmanship to be of the highest standard.</p> <p>Reliable sailing powers are necessary in case of engine breakdown.</p> <p>To have cruiser stern and to have a good shear fore and aft.</p> <p><u>Dimensions:</u></p> <p style="padding-left: 40px;">Length overall - 50 feet. Breadth moulded - 15 feet 6 inches. Draught (loaded) - 5 feet.</p> <p><u>Frame:</u> Scottish oak but keel of beech.</p> <p style="text-align: center;">P.T.O.</p>		
		Carried forward		

CROWN AGENTS FOR THE COLONIES.

GENERAL CONDITIONS OF CONTRACT.

No. 4.

FOR THE CONSTRUCTION OF VESSELS.

1. In these Conditions and in any Specification or Special Conditions annexed hereto:—

- (a) The words "Crown Agents" shall mean the Crown Agents for the Colonies.
 (b) The word "Engineer" shall mean (and include) the Naval Architect and the Consulting Engineer or Engineers appointed by the Crown Agents for the time being of the works under this Contract (or if none shall have been appointed then the Engineer-in-Chief for the time being of the Crown Agents and any deputy duly authorised by them or him).
 (c) The word "Colony" shall mean the Colony or Protectorate for which the work is intended.
 (d) The word "Contractor" shall mean the person, firm or company whose Tender for the work referred to shall be accepted by the Crown Agents.

(e) The word "work" shall mean the vessel or vessels or materials and equipment of every kind, in every stage of their preparation, together with all the machinery, gear, fittings and things mentioned in the Specification, including such steam or other trials and tests of every description and such preparations for shipment or navigation to the Colony as are mentioned in the Specification.

Definitions.

2. The Contractor shall not without the written consent of the Engineer assign or sublet this Contract or any part thereof, nor allow any portion of the work to be done otherwise than in his own establishment and any such consent shall not relieve the Contractor of his liability under this Contract. In the case of stock materials not of British manufacture, the place of origin must be stated when tendering. When it is proposed to manufacture the whole or any part of the work as ready the names and addresses of the proposed manufacturers and lists of the parts proposed to be obtained from them must be stated when tendering.

Contract not to be sublet.

3. The Contractor shall indemnify the Crown Agents against all claims at any time on account of patent rights or royalties, whether for manufacture or for use in the Colony.

Contractor to indemnify the Crown Agents.

4. The Crown Agents or the Engineer shall have the power of requiring reasonable alterations in, additions to, or deductions from the work or any of its details, and if such alterations or additions do not involve extra expense no payment shall be made in respect of them. If the Engineer considers that the alterations or deductions diminish the value of the work to be done the Contractor shall allow a reduction in the contract sum of such amount as the Engineer shall certify to be reasonable.

Alterations, additions and deductions.

5. The Contractor shall not receive payment beyond the contract sum for any work which he may consider should be paid for as an extra unless such work shall have been ordered in writing by the Crown Agents or the Engineer as extra work, or unless the Contractor shall have claimed in writing that it should be paid for as an extra, and the Engineer shall have certified in writing that the claim is reasonable and proper.

Payment for extra work.

6. In the event of additional work or alterations being ordered, the Crown Agents shall extend the time for delivery to such extent (if any) as the Engineer may certify to be reasonable and proper.

Extension of time for additional work.

7. Should there be any discrepancy between the Contract Drawings and the Specification or any inconsistency or omission in either of them, reference must be made to the Engineer for an explanation and the Contractor will be held responsible for any errors that may occur in the work through neglect of this precaution.

Discrepancies between Drawings and Specification.

8. The Contractor shall deliver the whole of the work complete in all its parts and furnished with every necessary detail and fitting notwithstanding any omission or inconsistency in the Contract Drawings and Specification.

Work to be delivered complete.

9. Before proceeding to execute any work, the Contractor shall obtain the Engineer's approval of the manner in which the Contractor proposes to execute each portion of the work and shall furnish such Drawings or information as the Engineer shall require.

Engineer to approve methods.

10. The Contractor shall take all risk of accident or damage to the work from whatever cause arising and shall be responsible for the sufficiency of all means used by him for the fulfilment of the Contract and shall not be relieved from such responsibility by any approval which may have been given by the Engineer.

Contractor to take all risks.

11. The Contractor shall afford the Engineer all proper and reasonable facilities for examining, inspecting and testing the materials, machinery and workshop used or intended to be used for the purposes of this Contract and shall also supply free of charge such apparatus, materials, tools or labour as may be required from time to time for the purpose of such examination, inspection and testing.

Inspection and testing.

12. The work is to be executed in strict conformity with the Contract Drawings and Specification. The materials and fittings of every kind used are to be free from defects and unless otherwise specified are to be of the best description of their respective kinds. The workmanship is to be of first class character and finish. If any dispute or question shall arise between the Inspector and the Contractor under the provisions of this clause the same shall be referred to the Engineer for decision.

Work to be to satisfaction of Inspector.

13. The Engineer may adopt any means he may think fit to satisfy himself that the materials specified are actually used and he shall have power throughout the Contract to inspect in any manner he may think fit, without giving previous notice, the entire work or any part thereof at every stage of progress and wherever the work or any part thereof may be in progress; to amend and alter anything he may think fit; to reject any parts of the work which he may disapprove. If any work is so rejected, the Contractor shall at once execute it afresh to the entire satisfaction of the Engineer.

Powers of Engineer.

14. The Contractor shall give the Engineer due notice in writing previous to any of the work being ready for inspection.
 15. The Engineer may object to the employment in or about the execution of this Contract of any foremen or workmen deemed by the Engineer to be incompetent and after the expiration of one week from the receipt of written notice of such objection, the Contractor shall not employ such foremen or workmen about the work but shall in place thereof employ some competent foremen or workmen.

Notice prior to inspection.
 As to incompetent foremen, etc.

16. The Contractor must provide and include in his Contract sum the cost of all necessary packing including cases, materials and labour. He will be held responsible for the work being so packed as to ensure as far as possible its being free from loss or injury on arrival at its destination in the Colony.

Packing.

17. Until the Engineer shall have given his Certificate of approval, none of the work must be despatched for shipment and should any defects be discovered before shipment, they must be immediately remedied by the Contractor at his own expense notwithstanding any previous approval by the Engineer.

Engineer's Certificates.

18. The work is to be delivered free on board vessels lying in any dock alongside any pier or wharf or in any part of the stream or is to be delivered about as the case may be at any of the ports named in the Tender as the Crown Agents may direct; the cost of such delivery must be included in the contract sum. Should the Crown Agents require delivery to be made at a port in the United Kingdom not named in the Tender, the Contractor shall only receive the exact cost of delivery at that port. The work will remain at the Contractor's risk in all respects until delivery has been taken when the Crown Agents' risk will begin.

Place of delivery.

19. All dock and harbour dues and charges (including Port of London Authority port rates, Clyde dues and Manchester Ship Canal Co.'s tolls) are payable by the Contractor. These are payable in full on:—

Dock Charges.

(a) Railway material, coal, coke, oil to be used to generate heat or to produce power, and on any stores intended for purposes other than the direct use of a Government Department or for any trading purposes.

(b) Stores shipped to Iraq (excepting those for Iraq Native Levies).

ON OTHER STORES, the following reduced rates are payable viz:—

LONDON.—Eleven-twelfths of published consolidated rates for Dock and Harbour dues, Wharfage, etc., plus three quarters of Port of London Authority port rates.

OTHER PORTS.—Three quarters of charges.

The exemption certificates necessary to secure reductions will be forwarded by the Crown Agents.

20. Except as to vessels which are navigated afloat to the Colony and any portions of the work which may be conveyed in them freight for the conveyance of work to the Colony will be engaged by the Crown Agents. Shipping particulars must be sent as soon as possible by the Contractor to the Crown Agents' Shipping Department at 4, Millbank, S.W. 1, whence instructions will be issued for delivery to a ship. Should the work not be delivered in accordance with such instructions, the Contractor shall be liable to the Crown Agents for any loss or expense which they may incur by reason of non-delivery. The Crown Agents shall, however, have the power to delay delivery for any reasonable period to suit their shipping arrangements and the work will remain at the Contractor's risk in all respects until delivery has been taken.

Freight arrangements.

21. Directly the work is ready for shipment the Contractor must give notice in writing to the Crown Agents' Shipping Office and must forward to the Crown Agents, 4, Millbank, S.W. 1, four copies of the invoice and three copies of shipping particulars showing the number, marks, measurements, weight (gross and net) and contents of each package. The invoices must be made out on special forms supplied by the Crown Agents from whom copies can be obtained on application. Packing particulars should be made out on Contractor's own forms. Invoices should follow the wording and order of the tender form whenever this can be done without being misleading as to the nature of the goods or the package in which they will be found. They must give full trade description of each article. When section letters, page numbers, item numbers or other identifications are given in the form of tender these must be quoted on the invoices. If the work is shipped by instalments, separate invoices and shipping particulars must be rendered for each instalment and must enumerate only what is included in that instalment.

Invoice and shipping particulars.

22. Unless payment by instalments is specified in the Special Conditions of Contract payment will be made to the Contractor within a reasonable time after the Bills of Lading have been received by the Crown Agents provided that the Engineer shall have given his certificate that the work has been completed to his entire satisfaction and subject to any deductions to which the Contractor may become liable under this Contract. When payment by instalments is provided for in the Special Conditions of Contract the Contractor must forward to the Crown Agents at 4, Millbank, S.W. 1, an account in duplicate of each of the instalments, except the final one (which shall be forwarded in quadruplicate) and an instalment, whether it be the final or an intermediate instalment, will only be paid upon the Certificate of the Engineer that each instalment has been earned and that the work has been executed in accordance with the Contract and to his entire satisfaction. Subject to the grant by the Engineer of the said Certificate the final instalment will be paid within a reasonable time after the work has been completed in accordance with the Specification and the General and Special Conditions of Contract and has been delivered in the port of delivery and such instalment will be subject to any deductions to which the Contractor may become liable under this Contract.

Payment.

23. When payment is made by instalments the work and all materials from time to time intended and appropriated thereto shall upon payment of the first instalment become and be the property of the Crown Agents subject to the provisions of this Contract. It is provided that upon the due completion of the work all such materials as shall not have been actually used for the purposes of this Contract shall be relinquished to the Contractor. Immediately upon the payment of the said first instalment the Contractor shall affix the name of the Crown Agents upon the work in such conspicuous manner and place or places as may be directed by the Engineer and shall not remove the same without the consent of the Engineer.

Vesting in Crown Agents.

NO. OF ITEM	QUANTITY.	DETAILED DESCRIPTION OF ARTICLES.	RATE.	AMOUNT.
		Amount brought forward		3895
43½	x 15½	x 6¾ Thornycroft Machinery		3,995. 0. 0.
		Kelvin Machinery		4,085 0. 0.
52	x 18	x 8 Thornycroft Machinery		4,760 0. 0.
		Kelvin Machinery		4,850. 0. 0.

Southampton.

Cost of delivery f.o.b. London £ ~~XXXXXX~~

* DEDUCT :—

TOTAL £

Trade and Shipping Allowance per cent. on £ £

Cash Discount for prompt payment per cent. on £ £

Amount payable (including all charges) on receipt of Bills of Lading £

Firms may quote alternatively for delivery at any other port at which they can deliver f.o.b. cheaper than in London.

Alternative price for delivery f.o.b. at £

We hereby agree to supply in accordance with General Conditions of Contract No. 4, dated November, 1922, on back hereof, the articles above specified, at the price set against each, which includes all charges (see Note), and to deliver the same free on board ship within 6½ months from the date of order.

JOHN I. THORNYCROFT & Co. LTD.

Signature *J. Donaldson*

TO THE CROWN AGENTS

Address DIRECTOR, 11, SOUTHAMPTON,

FOR THE COLONIES

Dated this 11th day of February 1936

NOTE.—Dock and Harbour Dues and Clyde Dues. See Clause 19 of Conditions of Contract.

Date of Issue

THE FOLLOWING SPACE TO BE LEFT BLANK BY FIRM TENDERING.

GENERAL CONDITIONS OF CONTRACT No. 4—(continued).

Insurance.

24. When payment is made by instalments the Contractor shall until delivery has been taken by the Crown Agents at his own expense keep the work of such parts thereof as shall from time to time be constructed insured in the name of the Crown Agents and to their satisfaction against all risks to which the same shall for the time being be subject in such first class Insurance Office or Offices as may be approved by the Crown Agents in an amount at least equal to the full value of the work in respect of which payment is claimed. No money shall be paid to the Contractor hereunder except upon production and delivery to the Crown Agents of the Policies of Insurance which ought to be effected by the Contractor and the receipts for the payment of the premiums thereunder and in case the Contractor shall neglect to effect or to keep up any such insurance the Crown Agents may effect and keep up such insurance and deduct the expenses thereof from any moneys payable to the Contractor hereunder. In case the work or any part thereof shall be destroyed, damaged or lost, the Crown Agents shall receive the moneys paid in respect of the insurance and at their option either (a) such money shall be applied in rebuilding or reinstating the work so damaged, destroyed or lost in accordance with this Contract or as near thereto as in the opinion of the Engineer the circumstances will admit or (b) this Contract shall be determined, in which case the Crown Agents shall pay the Contractor such amount as the Engineer shall certify to be fair and reasonable in all the circumstances. For the purpose of all insurances under this Clause there shall be added to the amount representing "the full value of the work" above referred to a sum equal to 6 per cent. thereof to cover disbursements.

Contract time for delivery.

25. The Contract time for delivery shall be the period or periods named in the Tender or agreed upon with the Crown Agents reckoned from the date on which the work is ordered by the Crown Agents.

Contractor to give notice of delay.

26. Should the Contractor anticipate at any time during the execution of the Contract that he will be unable to deliver the work within the Contract time, he must at once give notice accordingly in writing to the Crown Agents explaining the cause of the delay.

Deductions for delay.

27. Failure to deliver within the Contract time will in addition to any other liabilities incurred by the Contractor under this Contract subject the Contractor to a deduction from the Contract sum as and for liquidated damages and not as a penalty of one per cent. per week on the value of any work which may be in arrear unless the Engineer shall be of opinion that such delay has arisen from causes which were unavoidable and could not be foreseen or overcome by the Contractor, in which case the Engineer shall certify the extent, if any, to which the deduction should be remitted and they shall be remitted accordingly, but any deductions not so remitted shall remain in full force. Delays in the supply of materials to the Contractor will not be admitted as a ground for the remission of deductions except so far as they may be certified by the Engineer to have arisen from strikes or other causes which could not be foreseen or overcome by the manufacturers or vendors of such materials.

Drawings, etc.

28. Any drawings, tracings or descriptions specified must unless otherwise specified be furnished by the Contractor with the first consignment of the work to which they refer and no payment will be made by the Crown Agents until such drawings, tracings and descriptions have been furnished to the satisfaction of the Engineer.

Insolvency of Contractor and provisions in case of default.

29. Should the Contractor become bankrupt or insolvent or should he suspend payment or compound with his creditors or from any other cause whatever become unable or fail to carry on the Contract with efficiency; or should he not progress with the work in the manner intended by the Contract or not have work ready for delivery in conformity with the terms of the Contract; or should his preparations for commencement and his subsequent rate of progress be so slow from any cause whatever that in the opinion of the Crown Agents he will be unable to complete the work by the expiration of the specified period; or should he refuse or neglect to comply with the directions given him by the Crown Agents or the Engineer or in any other respect act contrary to the terms of the Contract; then the Crown Agents shall have power to declare the Contract at an end and the Contractor shall only be paid for such portion of the work as shall have been actually delivered at the date of such declaration, after deduction of any sum leviable under the conditions of the Contract. The Contractor shall in addition be liable to pay to the Crown Agents, or the Crown Agents shall be entitled to further deduct the value of any expense loss or damage (including any excess difference between the Contract price of the work to be done under this Contract or of such portion thereof as may not have been delivered at the date of such declaration as aforesaid and the price which the Crown Agents may have to pay for similar work provided in lieu of such portion as may not have been so delivered) which the Crown Agents may be put to or sustain by reason of or in connection with the Contractor's breach of Contract. If at any time the Contractor shall in the opinion of the Crown Agents not be executing the work with due diligence or shall be otherwise making default in the performance of this Contract the Crown Agents may give to the Contractor written notice requiring him to remedy such default to their satisfaction and the Contractor shall forthwith comply with such notice and in case the Contractor shall not within seven days after the receipt of such notice have duly complied therewith to the satisfaction of the Crown Agents then and in any such case the Crown Agents in addition and without prejudice to any of their other rights or remedies under this Contract:—

(a) May make good such default or cause the same to be made good in such manner as the Crown Agents may think fit and the expenses thereby incurred (as certified by the Engineer) shall be paid by the Contractor to the Crown Agents or may be deducted by the Crown Agents from any moneys payable or to become payable to the Contractor under this Contract, or

(b) May determine this Contract and thereupon the Crown Agents may take possession of or remove and dispose of for their own benefit the work in its then state and all materials then being the property of the Crown Agents under this Contract together with the benefit of any Sub-contracts for any part of the work without making any further payment to the Contractor than such (if any) as the Engineer shall certify ought to be paid to him having regard to his default and all the circumstances of the case, or

(c) May without determining this Contract take possession of the work in its then state and all materials intended for it and complete the work in accordance with this Contract and the costs incurred by the Crown Agents in the exercise of any of the powers contained in this sub-clause (as certified by the Engineer) shall be deducted from any moneys then payable or thereafter to be payable to the Contractor hereunder and if such moneys shall not be sufficient the deficiency shall be made good and paid by the Contractor to the Crown Agents.

Discrepancies in Conditions.

30. Should there be any discrepancy between the General Conditions and any Special Conditions or Specifications of this Contract the Special Conditions or Specifications shall be followed in preference to the General Conditions.*

No personal liability on Crown Agents.

31. Nothing in these General Conditions or in any part of the Contract shall be deemed to impose any personal liability on the Crown Agents or on any of them or on any of their officers or servants.

Members of House of Commons.

32. No Member of the House of Commons shall be admitted to any share or part of this Contract, or to any benefit to arise therefrom—see House of Commons (Disqualification) Acts, 1782 and 1801.

Contract an English one.

33. This Contract shall be deemed an English Contract and shall accordingly be governed by and construed according to English law.

Marginal notes.

34. Marginal notes hereto are for the purposes of convenience only and shall not affect the construction or interpretation of this Contract.

Fair wages Clauses.

35. The Contractor shall pay rates of wages and observe hours of labour not less favourable than those commonly recognised by employers and trade societies (or in the absence of such recognised wages and hours, those which in practice prevail amongst good employers) in the trade in the district where the work is carried out. Where there are no such wages and hours recognised or prevailing in the district those recognised or prevailing in the nearest district in which the general industrial circumstances are similar shall be adopted. Further the conditions of employment generally accepted in the district in the trade concerned shall be taken into account in considering how far the terms of fair wages clauses are being observed. The Contractor shall be responsible for the observance of the fair wages clauses by the Sub-contractor (if any).

36. The Contractor shall cause the preceding condition to be prominently exhibited for the information of his workpeople on the premises where work is being executed under the Contract. Printed copies of such notice will be supplied on application to the Crown Agents. In trades where it is the practice, the Contractor shall also cause to be exhibited or to be available for inspection a copy of any signed agreement determining the rates of wages and hours of labour commonly recognised by employers and trade societies in the district.

Certificates to be final.

37. The Contractor shall keep proper wages books and time sheets showing the wages paid and the time worked by the workpeople in his employ in and about the execution of the Contract and such wages books and time sheets shall be produced whenever required for the inspection of any officer authorised by the Crown Agents.

Arbitration.

38. Any decision, certificate or determination made or given by the Crown Agents or the Engineer in pursuance of this Contract shall be final, conclusive and binding for all purposes.

Dangerous goods.

39. Any question, dispute or difference between the Crown Agents and the Contractor arising out of this Contract shall be referred to arbitration in accordance with the provisions of the Arbitration Act, 1889, or any statutory modification thereof.

40. Packages containing dangerous goods (see Section 446, Merchants Shipping Act, 1894) must be marked by the Contractor as provided in the Statute and specially reported to the Crown Agents' Shipping Office, attention being also drawn to them in the shipping particulars.

INSTRUCTIONS TO FIRMS TENDERING.

The original Tender Form is to be filled up complete in every respect and delivered, properly sealed, by hand or by post, not later than noon on the date named on the face of the form. If no date is specified, the form should be returned as soon as possible.

The duplicate form is intended to be retained by the firm.

Both forms should be returned to the Crown Agents at once if the firm is unwilling or unable to tender.

The Crown Agents do not bind themselves to accept the lowest or any tender and they reserve to themselves the right of accepting any tender wholly or in part.

Copies of any drawings referred to in the Specification can be seen at the Crown Agents' Offices and can be obtained from Mr. W. J. Harrison, 7, Carteret Street, Westminster, S.W., on a payment of 1s. 6d. per copy.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,
4, MILLBANK, LONDON, S.W.1.

* The following are the matters which will more usually form the subject of special conditions:—

Payment by instalments (cl. 22); provision of a sum to cover additional work (if any) (cl. 5); amount of liquidated damages (cl. 27).

"F I F E" TYPE WOODEN VESSEL

OFFER NO.	CONTRACTOR	DIMENSIONS	ENGINE	BHP	SPEED ON ENGINE POWER.	SAIL AREA SQ. FT.	PRICE	DELIVERY
1.	James Noble	50'0" x 15'6" x 5' Draft	Kelvin Diesel	66	8½ knots	450 approx.	£ 1,870	10 weeks
1A.	do.	60'0" x 17'6" x 6'3" draft	do.	88	8¼ knots	"	2,290	12 do.
2	Aldous Successors Ltd.	50'0" x 15'6" x 5'0" draft	Kelvin Diesel	66	7½ knots	1150 approx.	4,305	6/7 months.
2A	do.	60'0" x 18'0" x 7'0" draft	do.	66	7½ knots	"	4,605	do.
3	J.I.Thornycroft & Co. Ltd.	50'0" x 15'6" x 6'9" depth x 5' 0" draft.	Kelvin Diesel	66	7½ knots	995	3,895	6½ months.
3A	do.	60'0" x 18'0" x 8'0" depth x 7' 0" draft	do	66	?	"	4,760	do
4	Philip & Son Ltd.	60'0" x 17'0" x 7'0" draft	Kelvin Diesel	66	8 knots (in smooth water)	1250 approx.	6,500	not specified

NOTES ON TENDERS.

1 & 1A James Noble.

Limited sail area. (See also covering letter)

2 & 2A Aldous Successors Ltd.,

Note separate price for generator. Above prices include for steering shelter and handrail. This firm recommend the 60' vessel as less cramped than the 50'. The cost of ballast is an extra.

3 & 3A John I. Thornycroft & Co. Ltd.,

Design more on yacht lines. Prices do not include for a steering shelter.

4. Philip & Son Ltd.,

Price high with no compensating advantages.

Vessel computed to weigh 48 tons. This figure is a doubtful one as scantlings approximate those of other tenderers.

W/Falkland Is. 4114

Planking: Larch.

Accommodation: Forecastle for three and small galley forward-hold amidships - decklights - saloon aft with eight berths and saloon to be specially fitted for carrying passengers. Water closet to be provided in suitable position.

Woodwork: All to be dressed with cuprinol.

Sheathing: The bottom of the vessel to be sheathed throughout with copper to at least 6" above load water line. Sheathing to be 18 oz. excepting on stern keel and stern post where it is to be not less than 24 oz. Copper at water line and bilge strake to be 20 oz.

Fastenings: To be of copper or naval brass in underwater body and within 6 inches of sheathing, elsewhere in parts above water line fastenings may be of galvanised wrought iron.

Saloon skylight and companion. To be constructed of teak.

Fresh water tanks: To be of ample capacity of say one week's supply. Hand pump to be supplied.

Sanitary tank: To be provided.

Machinery: 66 B.W.P. Kelvin-diesel (heavy oil).

Bilge Pump: Kelvin.

General Service Pump: Kelvin - for sanitary, fire and washing deck services.

Electric light: To be of sufficient capacity to serve all parts of the vessel including deck and electric fires in saloon and forecastle.

Motor seatings: To be strongly constructed of oak, well bedded and secured by through naval brass fastenings. The whole of the structure under the motor seating to be lined out with galvanised sheet steel to keep oil clear of woodwork.

Motor casings and motor room skylight: To be constructed of galvanised steel.

W/Falkland Islands 4114

Speed: Estimated speed on motor power to be stated.

Cruising range: To be as large as practicable. Fuel tanks to be arranged accordingly. Range proposed to be stated.

Steering gear: Kelvin with a spare tiller (for hand in emergency.)

Capstan: Hand type.

Galley: Coal fired stove to be provided for of ample capacity for 14 persons. Domestic utensils to be allowed for.

Masts and sails: Vessel to be full ketch rig with two headsails and bowsprit. Spare suit of sails to be allowed for.

Boat: One 10-ft. dinghy to be allowed for.

Lifeboat: A separate price to be quoted for one lifeboat to B.O.T. requirements suitable to carry 11 persons. Conveniently stowed so as to be capable of being lifted over either side of the vessel. Suitable derrick to be allowed for.

Outfit: A full outfit to be provided for, list of same to be supplied with tender. To include for everything necessary to place the vessel in seagoing condition (with the exception of consumable stores.)

Spare gear: A recommended list of engine and auxiliary spares to be furnished, a separate price to be quoted for same.

Trials: Progressive and continuous run of 4 hours on full power to be included for. Sailing trial also to be included for.

Specification: A complete specification of the vessel offered, both as to hull and engines, to be furnished, in duplicate, when quoting. Also general arrangement plans, midship section and photographs of similar vessel (if available) to be submitted also in duplicate.

Weight: For the purpose of ascertaining if the vessel could
P.T.O.

W/Falkland Islands 4114

be shipped on board a transport steamer the weight of the vessel offered should be stated (a) with motor and auxiliaries fitted (b) without motor and auxiliaries.

ALTERNATIVE:

=====

A QUOTATION with specification and plans, etc. similar to that asked for above is required for a vessel with dimensions 60 ft. x 18 ft. x 7 ft. draught.

DELIVERY:

The time required for completion in this country to be given for both alternatives.

WW6

DECODE.

TELEGRAM.

From Colonial Secretary,

To Crown Agents for the Colonies,

Despatched: 20th May, 19 36. Time: ...

Received: 19 ... Time: ...

Red 21

Your letter of 6th of March No. W/4114 in event of acceptance of tender submitted by James Noble I am informed that m.v. Lagarto could bring the launch direct to Stanley. Please investigate and reply if possible before 23rd May.

Colonial Secretary.

GOVERNMENT HOUSE,
STANLEY.

22nd May, 1936.

FALKLAND ISLANDS.

No. 62.

Sir,

I have the honour to seek your sanction for the purchase of a motor vessel to replace the steam launch "Penguin" which has now been in service for 27 years and will shortly cease to be of disposal value. The hull of the "Penguin" is still fairly sound but the engines are becoming worn out.

2. The original cost of the securities held on behalf of the Marine Insurance Fund was 22,849 but the market value of these securities on the 31st of December, 1935, was 23,430 and the proceeds of the sale of these investments will be available for the purchase of a new launch. I have requested the Crown Agents to procure tenders for a vessel with a Kelvin Diesel motor and auxiliary sails. These have been procured from four firms. Particulars of the tenders are shown in an enclosure to this despatch.

3. It will be observed that Mr. James Noble makes the only offers within the means available. Mr. Noble is a well known builder of Scottish fishing smacks and is I understand thoroughly reliable. His tender lacks a great many of the qualities commonly considered necessary for Colonial Service vessels as the Crown Agents have pointed out in a letter to this Government. On the other hand the Colony cannot afford anything in the nature of a luxury yacht and a

Enclosure I.

vessel of the fishing smack type, provided it has the highest quality engines and reasonable speed is suitable to local conditions. This Government proposes to accept Mr. Noble's tender for a 30 ft. vessel subject to certain alterations as shown in the second enclosure to this despatch.

ENCLOSURE II.

4. The Government of the Colony should possess a vessel capable of touring the islands as well as carrying out harbour duties in Port Stanley. The need of a craft for touring has been very much felt since the disposal by Governor Hodson of H.M.S. "Afterglow". At present communication between Stanley and the West Falkland is dependent on the Falkland Islands Company's "Lafonia" which is frequently absent from the Colony for several weeks at a time. This vessel has further, while in these waters to run to a fixed schedule and any departure from it to suit official convenience places the Government or the Governor under an obligation to the Company. There is no other vessel suitable for official travelling or for the transport from farms to the only hospital in the country of persons who are ill and require hospital treatment.

5. I request particularly that you may see fit to authorize the Crown Agents to proceed with the tender designated immediately, if as I anticipate the vessel ordered can be transported in the m.v. "Logarto" sailing on the 14th of November for Stanley.

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

(Sgt.) H. HENNIKER-HEATON

ENCLOSURE No. I TO FALKLAND ISLANDS DESPATCH No. 62

of the 22nd of MAY, 1956.

OFFER NO.	CONTRACTOR	DIMENSIONS	ENGINE	HHP	SPEED ON ENGINE POWER.	SAIL AREA Sq. FT.	PRICE	DELIVERY.
1.	James Noble.	50'0" x 15'6" x 5' Draft	Kelvin Diesel.	66	8½ knots	450 approx.	£ 1,870	10 weeks.
1A.	- do -	60'0" x 17'6" x 6'5" Draft	-do-	88	8½ knots	"	2,290	12 -do-
2.	Aldous Successors Ltd.	50'0" x 15'6" x 5'0" Draft	Kelvin Diesel	66	7½ knots	1150 approx.	4,305	6/7 months.
2A.	- do -	60'0" x 13'0" x 7'0" Draft	-do-	66	7½ knots		4,605	- do -
3.	J.I. Thornycroft & Co. Ltd.	50'0" x 15'6" x 6'9" depth x 5'0" draft.	Kelvin Diesel	66	7½ knots	995	3,895	6½ months.
3A.	- do -	60'0" x 13'0" x 8'0" depth x 7'0" draft.	-do-	66	?	"	4,760	- do -
4.	Philip & Son Ltd.	60'0" x 17'0" x 7'0" Draft	Kelvin Diesel.	66	8 knots (in smooth water)	1250 approx.	6,500	Not specified.

ENCLOSURE TO COLONIAL SECRETARY'S LETTER, No. 296/35
of the 22nd of May, 1936.

ALTERATIONS REQUIRED BY FALKLAND ISLANDS GOVERNMENT
IN 60' MOTOR VESSEL AS DESIGNED BY MR. JAMES NOBLE.

Hull, decking, masts and sails as designed.

Below deck accommodation to be altered to suit vessel
as for yachting.

No hold required. Cabin for Governor substituted.

Galley and crew space aft.

Companion way between owner's cabin and saloon; lobby
to contain doors to saloon and owner's cabin. Pantry at
one end of lobby and W.C. at other with hand lavatory basin
and running water.

SALOON.

Saloon to be made for sleeping accommodation on broad
settees only and that for four persons, two athwartships
and two at sides. Fixed table with four fixed chairs with
arms. General furnishing of saloon to be of plain good
appearance. Electric lights at each corner and one in
centre. Linoleum floor covering.

CABIN.

Governor's Cabin to contain following furniture -
couch 6' x 2' 6" two arm chairs Navy Wardroom pattern,
one small writing desk with two or three lock drawers
and ink wells. Arm Chairs to be attachable to floor by
hooks. Wardrobe. Suitable Carpet.

SALOON &
CABIN.

Settees and couch to have wooden flap for fastening in
upright position as an extra side.

Following equipment:

1 Luncheon and tea equipment for eight persons of good
quality and not easily breakable. All articles to be
marked or stamped with Crown.

Twelve Cushions.

Six folding stools.

Clock for Saloon.

" " Cabin.

Barometer for Cabin.

Brass hooks for hanging hats and clothes.

12 blankets.

CREW SPACE.

As proposed in tender but for four persons only.

4 wool mattresses.

12 blankets.

4 pillows.

Crew's quarters to have four folding pipe cots with canvas
bottoms in lieu of bunks - and seat lockers. W.C. to be
provided.

GALLEY.

For galley cooking stove (coal fuel) in crew's quarters
suitable for cooking meals for four persons. Dresser and
sink to be provided.

PANTRY.

Usual outfit with racks, sink and cupboard.

GENERAL.

Skylight over Saloon and Cabin of usual yacht materials
and pattern with one glazed plate glass and one hinged
flap for ventilation in each. Canvas covers required for
skylights. Handrail to be provided along each side of
vessel.

A separate generator for heating the saloon and cabin and for lighting when engine is not running should be installed.

Spare anchor should be provided.

Fire extinguishers are required for engine room, galley, cabin and saloon.

It is to be understood that the saloon and cabin will be used for sleeping on the rarest occasions only and that the crew will not normally live on board the vessel which is required

- (a) for harbour duties by day and night, and
 - (b) for official tours of the Colony, the longest day's run not exceeding 80-100 miles.
-

296/35.

22nd May, 36.

Gentlemen,

With reference to your letter No. W/4114 of the 6th of March, 1936, and to subsequent correspondence on the subject of the purchase of a vessel to replace the launch 'Penguin', I am directed by the Governor to inform you that, subject to the approval of the Secretary of State, this Government proposes to accept the tender (No. 1a) of Mr. James Noble for a 60' vessel, but that the alterations to the interior of the vessel should be made as set out in the accompanying memorandum.

2. I am to request that such inspection and supervision as is essential be made by a firm with headquarters in the neighbourhood of Aberdeen and that a free hand will be given in the matter of any modifications considered desirable subject to a cost of £2,750 for delivery at Liverpool not being exceeded.

3. I am to add that a further condition of purchase is that the vessel must be shipped by the 14th of November, 1936.

I am,

Gentlemen,

Your obedient servant,

Acting Colonial Secretary.

DECODE.

30

TELEGRAM.

From.....Crown Agents for the Colonias,

To.....Colonial Secretary.....

Despatched: 22nd May, 1936. Time: 1845.

Received: _____ 19 — Time: 2030.

Your telegram of 20th May shipping Company doubtful whether Lagarto could carry launch 50 feet long 15 feet 6 inches beam will measure deck space next week freight would be 2650 launch could not be ready July sailing very uncertain when Lagarto again available earliest 1937.

Crown Agents,

DECODE.

(31)

TELEGRAM.

From.....Colonial Secretary,.....

To.....Crown Agents for the Colonies.....

Despatched : 26th May, 19 36. *Time :* ...

Received : 19... *Time :* ...

Red 30.

With reference to your telegram May 22nd the freight made in respect of previous vessel Penguin by P.S.N.C., was 9/11 per 40 cubic feet as against 13/5 quoted in your telegram under reference. Please refer to P.S.N.C., and obtain competitive quotations from other shipping Companies to Montevideo and reply by telegram after receipt of my letter 296/35 of May 22nd due to arrive in United Kingdom June 18th.

Colonial Secretary.

DOUGLAS STATION,
SAN SALVADOR,
FALKLAND ISLANDS.

Handwritten note:
I had a letter from Stewart
re: the boat & the man
who was to go with me.

Dear Stewart,

Further to the matter of the boat,
my outside informant was E. Dixon
P. M. S. D. bookkeeper who said that if
the rumours were true he would like
to get a job in the boat and would
be prepared to risk for a considerable
time for it. He was obviously thinking
of the master's job.

He is, so far as I know, a very
steady fellow, straight forward, and
has some experience (I think) in
sailing in deep water, sailed for an
employee, and I don't know what else.

I incline to think that he would
be worth considering. He is a cut
above the ordinary "cut-throat"
here - was sailing officer too.

A disagreeable cold developed as
I was leaving Stanley but it is now
declining. I hoped the fresh air would
cure it but may have got too much.

Yours sincerely
J. G. Hamilton

DECODE.

33

TELEGRAM.

From Colonial Secretary.

To Crown Agents for the Colonies.

Despatched: 27th May, 19 36. Time: ...

Received: 19 ... Time: ...

Recls 30231

With further reference to your telegram dated 22nd May and my telegram dated 26th May a vessel 60 feet long will be required and not 50 feet as stated in your telegram.

Colonial Secretary.

DECODE.

34

TELEGRAM.

From Colonial Secretary,

To Crown Agents for the Colonies.

Despatched: 17th June, 19 36. Time: ...

Received: 19 ... Time: ...

Red 29

My letter of 22nd May No. 296/35 relative to proposed purchase of new launch from John Noble please defer action pending further communication.

Colonial Secretary.

Colonial Secretary's Office,
Stanley, Auckland Islands.
Fri July, 1936.

Dear Mr. Craigie-Malkett,

You will no doubt remember that specifications and quotations were called for with a view to obtaining another vessel to replace the 'Penguin'. Tenders were received from the Crown Agents and it was more or less considered desirable that a life type of vessel would be suitable for these waters and for this reason a further communication was addressed to the Crown Agents expressing this opinion and mentioning various alterations to the craft specified by Messrs John Noble. After the despatch of this letter the capabilities of the sea going power boats were brought to the notice of His Excellency. These boats are manufactured by the British Power Boat Company, Hythe, Southampton, and the type of power boat recommended as suitable for this colony was the one known as the 'Power' "Sea-Monarch". With a view to obtaining further information as to the seaworthiness of the "Sea-Monarch" type for cruising around the islands, His Excellency desires that you will be good enough to get into touch with the Power Motor Boat Company at Hythe to discuss the points of the vessel and test it in trial runs. The particular points on which His Excellency desires information are :

- (i) The life of a boat of the "Sea-Monarch" type.
- (ii) Whether the twin engines run independently, i.e., in the case of failure of one could the other carry on.

Should you require any independent technical advice His Excellency suggests that you might arrange with the Crown Agents to be accompanied by one of their consulting Naval Architects.

M. C. Craigie-Malkett, Esq., O.B.E.,
c/o. The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W. 1.

A letter is being addressed to the Crown Agents asking them to be good enough to place any information they have regarding power boats at your disposal and to otherwise grant any further assistance that you may require.

Trusting that you are well and enjoying your leave.

Yours sincerely,

M. J. STEWART.

GOVERNMENT HOUSE,

STANLEY.

3rd July, 1956.

FALKLAND ISLANDS.

No. 95.

Sir,

I have the honour to refer to my despatch, No. 62 of the 22nd of May, 1956, on the subject of the purchase of a motor vessel to replace the steam launch "Penguin", and to inform you that the attention of this Government has only now been drawn to the practical advantages of a high power boat over a small cruising vessel.

2. I have, therefore, instructed Mr. Craigie-Balkett, Colonial Secretary, who is at present on leave and who is well versed in the requirements of this Colony, to investigate further the advantages and seaworthiness of the vessels built by the British Power Motor Boat Company, Hythe, Southampton, in consultation with the Crown Agents.

3. In these circumstances it is requested that action be suspended regarding the purchase of the vessel referred to in my previous despatch pending the result of the investigations to be made by Mr. Craigie-Balkett.

I have the honour to be,

Sir,

Your most obedient
humble servant,

(Sgd.) H. HENNIKER-HEATON

THE RIGHT HONOURABLE
W. G. OMSBY-CORE, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

121/36.

3rd July,

36.

Gentlemen,

With reference to my letter, No. 236/35 of the 22nd of May, 1936, and to my telegram of the 17th of June, 1936, I am directed by the Governor to enclose copies of a despatch addressed to the Secretary of State and a letter addressed to Mr. Craigie-Malkett, regarding the purchase of a vessel to replace the launch "Penguin".

2. I should be glad if you would be good enough to render any assistance which Mr. Craigie-Malkett may require and to charge any expenses incurred consequent upon his investigations, to the general funds of the Colony.

3. It will be a matter for regret that, owing to the advantages of a speed boat not having been brought to the notice of this Government before, trouble was given in the matter of calling for tenders in respect of the life type of vessel.

I am,

Gentlemen,

Your obedient servant,

M. J. STEWART.

Acting Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W. 1.

DECODE.

TELEGRAM.

From Crown Agents for the Colonies,

To Colonial Secretary.

Despatched: 6th July 19 36. Time: 1908.

Received: 7th " 19 " Time: 1115.

Red 34

Your telegram 17th June Colonial Office authorize the purchase of 60 feet vessel. None of Pacific Steam Navigation Company's steamers capable of carrying 60 feet boat to Port Stanley but certain of their steamers can carry 50 feet. Lautaro sails November not Lagarto and cannot carry therefore impossible to say when shipment could be made as subsequent sailings not yet fixed Company will not reduce their freight £650 other expenses including insurance £100. Could ship 60 feet to Monte Video freight £450 other expenses £100 insurance £35 including voyage between Monte Video and Stanley. Estimated cost navigating vessel United Kingdom to Port Stanley under own power £1400 in the circumstances we require your further advice before placing order in the meantime have requested Noble to consider modification your letter 22nd May No. 296. Telegraph reply.

Red 29

Crown Agents.

DECODE.

TELEGRAM.

From Colonial Secretary,

To Crown Agents for the Colonies.

Despatched: 8th July, 19 36. *Time:* ...

Received: 19 ... *Time:* ...

Red 39.

Your telegram of 6th July please suspend all action in connection with purchase of vessel pending receipt of my letter of 3rd July No. 121/36.

Red 38.

Colonial Secretary.



FALKLAND ISLANDS.

NO: 85

Colonial Office,
Downing Street,
29 June, 1936.

Sir,

Red 26

I have the honour to acknowledge the receipt of your despatch No. 62 of the 22nd May regarding the acquisition of a motor vessel to replace the steam launch "Penguin", and to inform you that the Crown Agents for the Colonies have been requested to proceed with the tender of Mr. James Noble.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) W. GRIMSBY BONE.

GOVERNOR

H. HENNIKER-HEATON, ESQ., C.M.G.,

etc., etc., etc.