

C. S.

PORT & MARINE.	
"Penguin"	
No.	29 / 32.

19 32.

SHIVES/9 #7

SUBJECT.

19

GOVERNMENT LAUNCH "P E N G U I N".

Previous Paper.

Proposed sale of.

MINUTES.

Subsequent Paper.

0175.

C.S.

PORT AND MARINE.

PENGUIN.

193 2.

No. 29/32.

Mr. G.L.Challen.

SUBJECT.

193 2.

19th January.

RE-Caulking OF DECK. G.L. "PENGUIN".

& General Repairs to

Previous Paper.

Proposed Sale of

MINUTES.

Letter from Mr. G.L.Challen. 19/1/32.

①

Mr. J.P.W.

I am obliged to

Mr. Challen for this report.

I should be grateful also

if in any chance you could be

put enough to answer on

my behalf with Mr. Starnak to

carry out the work specified

Subsequent Paper.

at the price stated above
or less.

J. Ratcliffe
19.1.32.

Sports Sta. P.W.
19.1.32. How much
work can be done for
say £6-£8? Just

Hon. Colonial Secretary.

I have spoken to Messrs Ratcliffe and
Hennah regarding the amount of work which
could be done for about £6.

2. Mr. Hennah agrees that a great improvement
can be made to the deck for this expenditure,
and is prepared to carry out the work. He would
however prefer to await the return of Mr Challen,
as his experience would be valuable in determining
how much can be left and what could best be taken
in hand for the sum.

C. Roberts.
Director Public Works.
29th January, 1932.

Mr. J. P. O.

Thank you for the
advice that you have kindly taken
in this matter on my behalf.
I shall be glad if, as
you suggest, you will hold up

is final recommendation against

Mr. Keller's advice.

[Handwritten signature]

1. 2. 32.

Hon. Colonial Secretary.

Mr. Challen now suggests that the undermentioned work be carried out. Items remain the same with the exception of the deck seams, and only the soft places have been included for recaulking.

160 ft run deck seam to recaulk.	2. 0. 0
Repairs to skylight.	15. 0
32 Stanchions to caulk.	1. 4. 0
Repairs to 2 gratings.	14. 0
Remetal 4 door sills.	8. 0
110 butts & wood ends - Caulk.	1.16. 8

TOTAL LABOUR..... £6. 17.

STORES REQUIRED TO BE PURCHASED.

1 lb Cotton wick.	2. 9.
Brass screws.	4. 6
	<u>7</u>
	<u>£7.</u>

+ approx. 1 1/2
super feet
of teak wood.

[Handwritten signature]
12. 2. 32.

2. A contract is attached for signatures.

[Handwritten signature: G. Robert]
Director Public
11th February,

copy of contract dated 11th Feb 1932 (2)

Spoke Mr J. Roberts

Wed.

22. 3. 32,

Wed 12. 2. 32.

Mr. D. P. Cook.

Mr. D. P. Cook.

I understand that 17th

General has now completed these

repairs.

2. Will you be good enough

to arrange for 17th Challen to inspect

and report so that in due course

payment may be effected in accordance

with the contract?

J. Roberts

22. 3. 32,

Hon. Col. Sec.

Mr. Challen has inspected the work and reports that it has been carried out to his satisfaction.

C. Roberts

Teachers in favour of Mr. Newman passed to Treasury 22/3/32 (16-17-8).

Mr. D.P.W.

My thanks are due and

are vested to yourself and

to Mr. Challen for your valued

assistance in this matter.

Yours truly

Col. Sec.

at by. Thomas Parker.

22. 3. 32.

Hon. Col. Sec.

Noted thank you.

P. A. [Signature]

24. 3. 32.

C. Roberts

22. 3. 32.

Minute from H. Masters 6/1/36 (3)

H.
Submittis for information:
The boiler requires repairs.

MCH
Ct.
7.1.36.

~~11/1/36~~ 8/1/36

Hon. Treas.

Thank you. If necessary
application may be made for a
S.W. License.

2. Is "Penguin" now in
proper working order.

MCH
Ct.
8.1.36

Hon. C.S.

The Company's Engineer has stated that
the boiler of the Penguin is in a seaworthy
condition.

After a trial run the Engineer
of the Penguin has reported the boiler as
being in good condition.

J. M.
8/1/36

P. A. MCH

Y.E.

I regret to report that the boiler of the M.C. Penguin has again broken down and there has been considerable leakage at the rear and underneath the boiler.

2. I have arranged for an inspection of the boiler by the F. I. C. Engineer - Mr. Thompson - and when an estimate of the cost has been received a further application will be submitted for authority to carry out repairs.

J.P.S.
14/10/36

14/10/36

C.C.
T.M.

Please instruct the Engineer Penguin to submit an estimate, after consultation with the Supr. of the F.I.C., for the repairs to the Penguin Boilers.

J.P.S.
20/10/36

H. H. H.

The Engineer of the "Penguin" has been instructed accordingly.

For H. H. H.
21/10/36

P.A.
27/10/36

P.A. when estimate is received

J.P.S.
20/10/36

- Minute from Mr. Kelway 27/10/36 (5)
- Minute from H. W. Meates 27/10/36 (6)
- Telegram to Magistrate, S.G. 26/10/36 (7)
- Minute to Magistrate, S.G. 26/10/36 (8)
- Letter from Mr. Challen, Esq 26/10/36 (9)

B.F. with the cost of
 repairing the
 boiler when received
 from the F.I.C.
 J. F. C.
 27/10/36.

Letter from Manager, H.C. 27/10/36 (10) BU. 6/11/36

J.F.C.

Reds (9) + (10) submitted.

The total cost of repairing the present defects in the "Penguin" amount to £121-5-0 i.e. P.W.D. Exbr. £65 and F.I.C. charges £56. 5. 0 plus the small cost for 300 bolts & nuts ordered from S. Georgia vide red (8).

2. Compared with the cost of the previous boiler repair carried out by the F.I.C. and referred to in red (3) the present F.I.C. charges seem reasonable as the whole boiler has to be removed and much more work is involved.
3. It seems that there is no alternative but to repair the "Penguin" and I regret to say that the repairs to the boiler cannot be guaranteed beyond the pressure test and this was carried out and reported as satisfactory after the last repairs were completed.
4. However, Mr. Thompson the Insp. Engineer of the F.I.C. has informed me that having had the boiler removed a much more thorough examination can be carried out and he is confident that when the present repairs are completed the boiler should hold good for a considerable period.

5. I recommend that the repair work be carried out without delay.

J. P. + H. M.
29/1/36

Approved

ttttt 29/1/36

Treasurer ✓ Aud. for Bd. Fin. 30/1/36
+
Local auditor } To note
A. M. M.
29/1/36

J. P. + H. M.
29/1/36

P. J.
3/11/36

(11) Copy of telegram No. 42 from Magistrate, South Georgia of 5.11.36.

P. A.
3/11/36

(12) Minute from Magistrate, S. 3/11/36

(13) Letter from Manager, H.C. 7/11/36

(14) Letter from Mr G. L. Shaver 10/11/36

(15) Minute to Director of Public Works of 11.11.36.

Harbour works,

Hon. Col. S.

To note.

notes.

P. A.
12/11/36

C. J. P.
12/11/36

A. B. J.
for Hon. Col. S.
12/11/36

Enclosures 17-19 received from
Col. Freas.

Harbour Master.

To see.

met
et.
7. 1. 37

Hon. Col. Sec.

Seen. Thanks you.

Sent to Hon. G. Roberts on
the 11th inst. met

et.
for Hon. Master

8. 1. 37.

Hon. Col. Sec.

Noted.

et.
11/1/37.

p.a.

Receipts from Harbour Master 3/138. (20)

Harbour Master.

Papers herewith.

met
et.
5. 1. 37

Hon. Col. Sec.

Submitted attached report on
steam launch "Penguin". (21-23)

G. Roberts.

Harbour Master.

11/1/35.

M.

Report Submitted on the
 Condition of the S. L. "Penguin".
 It would apparently be waste
 of money to keep on
 repairing the boilers or to
 expend £700 on a new
 boiler. It might be
 preferable to try out the
 "Alect" on work previously
 done by the "Penguin", in
 the meantime "Penguin"
 to be laid up pending
 final decision as to her
 disposal, or otherwise.

MCH

12. 1. 58

~~MCH~~ 12/1/58

Harbour Master.

" To note.

MCH

cs.

13. 1. 58

Hon. Col. Sec.

Noted thank you.

A. Roberts.

15/1/38.

P.A.
17/1/38.

Minute from Hon. Col. Treasurer, 10/5/38.

(24)

M. Submitted. It has not been decided to dispose of the S.L. "Penguin"?

M.H.
C.S.
12.5.38

Was it not decided in another file that the vessel should be sold for as much as we could get a price for her. Ask H. for advice please.

M.H. 12/5

Harbour Master.

Report please. The only reference to sale I can find is H's minute of 7th Nov. 1935 in 296/35.

M.H.
C.S.
13.5.38

Hon. Col. Sec.

It is questionable whether the hull is good enough to justify spending £700 on a diesel engine plus £200 on internal refitting.

If a good price could be obtained for the boat I should say sell now.

If and when a larger boat than the "Alert" is required the Govt could buy a more modern and faster boat than the "Penguin".

C. Roberts.
25/5/38.

D. P. Wks.

(Harbour Master)

Can you give any estimate of what you think the hull is worth, if it is offered for sale.

Would the engine be of any value?

WCH
- C.
26.5.38

Hon. Col. Sec.

The value of the vessel as she
lay is £300.

The engines are worn in
all parts, and are of very
little value.

G. Roberts.

28/5/38.

H.

Submitted. If it is decided
to sell the "Penguin" perhaps
the fact could be advertised,
giving measurements and
build of hull, price required etc.

MCH

es

28.5.38

Yes please advertise

The West etc. be informed
Subject to the reserve price of £300 the best offer
recd. by 1 July etc. ~~until~~ 31/5/38
be accepted.

Harbour Master.

Will you please put up
a draft advertisement.

MCH

es

28.5.38

23.

Non. Col. Sec.

Submitted draft advertisement
as requested.

C. Roberts.
2/6/38.

Harbour Master

Notice may be
published.

Copy of Notice should
be sent to the Subc.
Elec. Dept: asking him
to instruct the Operator
Forsberg to make it known
to all Stations on the
W. F.

W. F.
C.R.
3. 6. 38

Non. Col. Sec.

This has been done.

C. Roberts.
4/6/38.

cf. 2/7/38
C.S.O. 6/6/38

D. P. Wks. (Hbr Master)

Will the Board please
deal with the only tender
received.

Board -

D. P. Wks (Chairman)

Supr. of Education.

The Treasurer (O. I. C.
temporarily)

MCH
cl.

2.7.58

Hon. Col. Sec.

The Board considered the only tender
received, which is at red 2H.

We are of the opinion that the price
offered i.e. £150, is too low, and
recommend that the Government should
retain the vessel in an endeavour to get
a better price at a later date.

Er Roberts Chairman.

~~Er Roberts~~ } member.

V. Submitted. I concur with
the views of the Board.
Inform Hs. Coy. it is regretted
their offer cannot be accepted?

MCH
cl.

5.7.58

6/7

25. Letter to Manager, F.I.Co., of 6. 7. 38.

Harbour Master.

To note.

WCH

7. 7. 38

Hon. Col. Sec.

Noted.

WCH. 7/7/38.

P.A.
7/7/38

26. Minutes from Harbour Master of 14/12/38

The Submitter. May this
be carried out.

WCH

14. XII. 38

I am not clear as to the
necessity for holding on to the vessel
Had we not better ask whether the
offer of £150 still stands good and
sell if it does?

WCH 11/12/38

Harbour Master.

In your observations. I think it is generally agreed that the hull is worth more than £150.

WCH
CJ

15. 11. 58

How to see.

Laying the "Penguin" up for a further period would be preferable to accepting the S. I. Co's offer of £150.

2. During the military exercises carried out with H. M. Ships in November, I considered the sea transport facilities inadequate, on account of the "Albat" not having the carrying capacity & the "Georgin" unsuited for any place without a jetty, further, on days like which the "Makin" arrived, both these craft would be useless for pilotage & in Port William. Harbour work is not seriously restricted by the "Penguin" being out of service, but if converted to motor, she would be an important item in the Colony's defences & be capable of carrying out Government work in any part of the islands.

J.P.

By H.M.

17/12/58.

R. Submitted. Perhaps J.P. will reconsider disposing of the boat for £150, at any rate for the present. We may get a better offer.

WCH
CJ

20. 11. 58

H.C.S.

Very well ship and paint.
It is not good for any vessel to lie long ~~idle~~ ~~unemployed~~ unused. She can only deteriorate.

2. I do not altogether follow the H.M.'s minute unless it is a recommendation to spend £800 to £1000 on a diesel engine. Any such expenditure is out of the question, certainly for defence purposes. When new she could not be insured for going outside the limits of the harbour. We have her now with a 30 year old hull and a boiler which is not worth repairing. Georgia can and does go to places without a jolly as passengers to Berkeley Sound have found. With a larger dinghy such as Mr. Greenfield's has offered in exchange for ours she will be still more convenient for landing passengers on a beach. Incidentally her light draft enables her to clear the shoals ~~at the entrance to the harbour~~

~~presence~~
3. We will hold on for a bit then in the hope of a better offer

ttttt 21/12

Harbour Master.

To note H's minute.

2. Please proceed to slip and paint "Penguin".

3. Have you any idea what it would cost to convert to Diesel? It would be interesting to know against any further offers we may receive for the hull. Freight expenses re to get a boat that size from the Wk. river to about £300.

MCH

21. XII. 58

Howbot Sec.

Noted. On account of size + strength the "Penguin" is a most suitable craft for Harbour work. A 50/70 L.p. Diesel engine would cost £650

Greenway.
By Strm.
9/1/59

Harbour Master.

Thank you. When do you intend to slip and paint hull.

MCH

17. I. 59.

Howbot Sec.

The "Penguin" will be slipped at the next spring tides, about 27^h to 30^h.

Greenway.
By Strm.
18/1/59.

~~B.A. 7. 2. 39.~~
~~M.H. 19. 1. 39~~

~~J.J. 15/2/39.~~
~~J.J. 7/2/39.~~

Harbour Master.

How is the work proceeding.

M.H.
Ch.
14. 2. 39.

How both see.

The "Penguin" was scrapped on the 6th inst., the bottom scraped & cleaned & all ironwork is now being chipped, preparatory to painting the hull.

2. A portion of the sheathing has been removed for inspection of hull to dispel any doubt that may exist regarding the condition of this boat at 30 years of age. The timbers both inside & out were found to be in perfect condition & the vessel is considered as good as on the day she was launched.

Ch.
Ay. Jno.
16/2/39

~~B.A. 1. 5. 39~~
~~M.H. 17. 2. 39~~

Harbour Master.

How is the work
progressing.

MCH
Cl.
1.3.39.

How look bee.

The time allotted for
drying out expires this week.

The topsides will be painted
after the 6 inch gun target
practice has been carried out,
at Banopus Hut, on which the
"Albert's" crew will be engaged,
& the boat put off to moorings.

J.P.
3/3/39.

B.U. 20.3.39
MCH. 3.3.39

Harbour Master.

In progress report please.

MCH
Cl.
21.5.39.

How look bee.

Cleaning & painting of vessel
has been completed, & she is ready
for re-floating on first suitable tide.

J.P.
21/3/39.

G.L. "Penguin" re-floated at

6.30 a.m. today.

16 (1.5)

J.P.
22/3/39

See
MCH
Cl.

P.A.

MCH
C.S.

25. 5. 39.

(24)

Letter from Mr. J. Davis of 18/7/39.

Yr. Submitted. The H.C. Coy made a price offer of £150 for the "Penguin." The offer was considered too low. Mr. Davis came to see me about his offer. I gathered he was willing to go up. He mentioned £200.

2. In red (23) the reserve price was placed at £300.

MCH
C.S.

14. 7. 39.

I imagine that the H.C. is still much opposed to giving up this launch but the offer can be referred to him

MCH 20/7/39

Hastings Master.

For your observations please.

MCH
C.S.

20. 7. 39.

Hon; Col Sec,

I still cling to the hope that the "Penguin" will eventually be re-engined and would strongly oppose the sale for any of the offers made to date.

2. Captain Roberts mentioned to me a short time ago that Mr Young was still interested in the "Penguin" and thought the offer made by the Co last year was rather low; it may therefore be to the Governments' advantage to hold this matter in abeyance.

Shannon
AG H.M.
21/7/39.

H. Submitted. Inform Mr Davis his offer cannot be accepted.
mch

cl.
24.7.39

Please say that the Govt does not propose to dispose of the Penguin for the time present

ttttt 24/7/39

In reply accordingly
mch

Letter to Mr. J. Davis of 20/7/39.

(28)

Harbours Master.

To note

mch

cl.
25.7.39

Hon Col Sec.

Notes.

T.P.
26/7/39.

PA
26/7/39

(29) Minute from O/C, F.I.S.F., of 22.1.40.

Yh.
Submitted. £500 seems somewhat high. The engine itself has had a good deal of use. On the other hand a new boiler for the "Penguin" would cost £500 and engine £700. I think in the circumstances that the expenditure on a motor engine would be justified.

MCH
ed

23. 1. 40

I would expect to pay not less than this for a new engine. Please ask C.E. to obtain the history of this engine - when built, and how long it has been out of commission and why.

~~Yh~~ 23/1/40

Is it possible to ascertain the price of a Diesel or semi Diesel depend of the power required?

Executive Engineer.
Harbour Master

In necessary action please.
I understand that J. Davis of
"Perfecto Garcia" got a Diesel
engine for that vessel for
somewhere between £200 - £300.
The "Groundline" engine was
recently overhauled by the
German Intermar Engineer.
MCH
24.1.40

Honourable Colonial Secretary

History of engine as requested by His
Excellency is attached please.

2. I am also instituting enquiries as ordered
for a diesel from South Georgia & also
seeing the possibility of one of the power house
engines.

MCH. H.M. 26.1.40

Telegram to Cbag. S.G. No. 8 of 30.1.40. 30-31

MCH

Telegram No. 11 from Cbag. South Georgia of 2/2/40. (32)

Harbour Master.

To note. Perhaps the I.S. Co
would reduce the price of the engine
they wish to sell. It is fairly old.

MCH
24.1.40

3.2.40

Honourable Colonial Secretary.

Your suggestion was put to P.I. Com.
vide attached letter from me & their reply
is now forwarded for your information please.

W.H. H. 07.

7.2.40.

Mr. Roberts told me the engine cost
£710.

WCH
C.S.

1/2. Submitted. An enquiry
was sent to the Magistrate,
L. Georgia, but no engines are
available there.

WCH
C.S.

8.2.40

A proforma price for an
engine which is 18 years old and
has been 10 years out of commission.
Please ask E.E. to enquire
in Antivies (? through you and
Anderson, Stapleton) and elsewhere
cost of a new or second hand engine
(Mr. Lloyd's list might be in position
to make enquiries in S.A.)

WCH 9/2/40

Harbour Master.

Refered please. Will you
speak to Mr. Lloyd Wise about
the matter. I understand that
Davis of "Profecto Garcia" got a
diesel for his vessel for under
£300. Perhaps he could give
some information.

W.H.
C.S.
10. 2. 40

Honourable Colonial Secretary

I have spoken to Sublt. Lloyd Wise & he has kindly
explained to me the technical marine engineering difficulties
which have to be overcome in fitting another engine to the Penguin
as a result I agree his suggestion that we could get a new
boat cheaper than fitting a new engine & there is every
possibility that we could get a ^{good} second hand boat similar to that
in either Montevideo or B.A. for £2-300, in fact a boat
complete is more likely to be available than an engine.
May Mr. & S. be asked to make enquiries please?

W.H. AM 12. 2. 40.

Jh. So far as I understand another boat
similar to "Alert" is not required, what
is wanted is a motor engine for "Penguin".
When John Davis made an offer for the
"Penguin" I understood he had the idea
of putting an engine in her. He got out
and put in his own vessel a Diesel
engine. 2. Shall I write ^{to} Maclean
about a boat or only about an engine.
A 20 h.p. would probably not be powerful
"enough" (red 31).

W.H.
C.S.
12. 2. 40

H.C.

It is as you say

I hope that it may not be authoritatively believed that S.W. could obtain a craft suitable for harbour work for a number of years for two or three hundred pounds. Half the farms in the country would compete to say nothing of the F.I.C.

2. A considerable number of local craft have been fitted with engines successfully here.

3. Enquiries can be made as you suggest but please ascertain h.p. required. I understand 20 h.p. semi. Diesel such as was so successfully fitted into the Douglas boat (much heavier than Penguin) and by Chris Anderson would probably be entirely suitable

~~WCH~~ 13/2/40

Harbour Master.

Would 20 h.p. be powerful enough for "Penguin"

WCH
C.S.
13. 2. 40

Honourable Colonial Secretary.

I understand 20 h.p. is not powerful enough for "Penguin"
 A.M. 14. 2. 40

Letter to Manager, F.I.C., of 24.1.40. (33)
 " from _____ 25.1.40. 34.
 " to _____ 5.2.40. 35.
 " from _____ 7.2.40. 36.
 " to Messrs. Chacean & Stapledon 17/2/40. 37.

With
 17.2.40

Letter from Messrs. Chacean & Stapledon 27/3/40. (38)

Am. Col. Sec.

What is the rate of exchange?

AD. 5/11/40

A.C.S.
 The rate of exchange is approximately \$16.00 to the £.

A.C.S.
 5/11/40

N.M.
 The figures work out according to Messrs. Chacean & Stapledon's letters - 40 k.p. 4 envelopes £687.10. - or 60 k.p. 6 envelopes £781.5. plus a sum between £51 & £62.

This seems terrific.

Have you any other suggestions?

AD. 6/11/40

Honorable Colonial Secretary.

This matter was originally raised in order to give N.O. ifc on his arrival his own boat. I have spoken to him & he agrees that as he now has the Admirals Barge & up to how we have always managed by sympathetic co-operation to avoid any boat shortage, the matter ^{need} no longer be considered. May I submit therefore the subject be dropped while I agree your ~~adv~~ advice I would amplify it.

AD. H.M. 8.11.40 P.M.

39. Minute from Harbour Master of 14/5/41.

Y/E.

Red (39) submitted.

Tenders were invited for the purchase of the S. S. "Penguin" (Red 23) in 1938. The reserve price was placed at £300 but the highest offer received was £150.

I suggest that this price of £300 be quoted to Bender but he should be told that the Govt. would consider any reasonable offer.

A. J. P. L.
15/5/41

Better look up Est. Reg - Bd. of Survey to be.

A. J. P. L.
15/5/41

Harbour Master,

I have spoken to H.B. regarding this matter and he would like a full report on the vessel with your recommendations please.

A. J. P. L.
26/5/41

Honorable Colonial Secretary.

Since sometime in 1938 until the past two months this boat has been moored in the Harbour & not used. As she carried a larger load & was safer than a Scow she has just recently been used as a lighter to take stores to the Admiralty Magazine. She is unsuitable for this work but met an emergency when put to use by Harbour Department 10

impossible without new tools or engine, neither of
which an economically reasonable order (21)-(23).
The not being available does not affect Harton
Department ~~by reason~~ of the adoption of alternatives
as suggested in (22), ~~the~~

I submit that she be offered for sale
by tender. We have the enquiry in (27). I attach
a further one from Mr Phil Hardy & also (27) 40.
may in view of recent events be a potential bidder,
so that the time seems opportune. If sold I
suggest £250 as reserve & the money be placed
in a sinking fund for the replacement of Alert
or Georgia, ~~the~~ owing to age in the first case
& to unsuitability for heavy work in the latter.

A.S.M.
27. 11. 41.

H.E.

Report from Mr. submitted.
Does Your Excellency wish a Board of
Survey appointed to condemn vessel?

A. S. M.
18/12/41.

G. S.

- Plsps please - origin of "Penguin".
- 1 Pl. quote pertinent Cit. Reg. & amendments by
Telegraph (was emergency)
 - 2 I have heard that D. of A & Govt. Nat. are
interested: are they?

A.S.M.
28/1/41

D. of A.

Govt. Naturalist,

For your observations please.

A.S.M.
30/5/41.

W.C.A.
 The Dept of Ag. could make very good use of a boat such as the Penguin. A vessel of this type will be almost essential when the ground Experimental ground at Sparrow Cove is taken over. Other uses involve collection of tussac from the Islands: Pt. William & Berkeley sound (which should return a profit on operation costs) & visits to the Quarantine Station, & crown land opposite Havy Point.

(2) I understand that the engine which has been removed from the Prefecto Garcia will be placed on the market & that for local (port) work this would be suitable for the Penguin.

(3) As the H.M. does not appear to have further use for the Penguin might I suggest that it would be a very suitable arrangement to both ~~transfer~~ the Dept of Agriculture & the Govt Naturalist if the boat could be transferred to their joint care & use. I am sure ~~that~~ that his fishing research in Pt. William or possibly Berkeley Sound could be easily dovetailed into tussac gathering from the islands.

(4) Should it be possible to have The Penguin moved from her present mooring to an anchorage near the Sanitary Jetty so that our mechanic can check her over to see what ~~new~~ alterations are necessary, he being the man who would have to handle it for this Dept. J.G.P.

3/6/41

W.C.A.

I agree with the opinions expressed by the D. of A. in his para (3). As you are aware my Dept. will shortly be engaged in a fishing experiment at Watt Cove. This, however, is intended to be only the beginning of a more extended research. The only vessels available are two small dinghies and even in Stanley Harbour their use is limited. Operations projected would eventually extend into Pt. William and perhaps Berkeley Sound and for these a decked vessel of some size would be necessary. The Penguin would be invaluable if provided with reliable means of propulsion and I am confident that the use of the vessel would be shared by the Agricult and Dept. in an amicable spirit. There is at present in Stanley no other craft so suitable for my projects.

J.G.P.

9V.

4.5.41

D. J. A.
Govt. Naturalist

In the event of the vessel being handed over to you how is it proposed to meet the expenditure necessary to convert the boat from steam to motor and for the purchase of the engine?

A. J. G.
5/6/41

Reply: Before replying it is desirable to have the boat examined to ascertain the extent of alterations & probable costs. I should know that the probability of the boat being transferred if found suitable is sufficiently real to make the trouble of estimating the costs worth while. Could the boat be brought to an anchorage off the sanitary jetty please.

J. G.
4/6/41

H. E. S.

I agree with the sentiments of Mr D. J. A. in these points and support his request for opportunity for examination.

J. G. N. 6-07-41

Carry on then with D. J. A. & C. N. G. ideas & reports - reply to (29) & (30) matters under consideration. A. J. G. 9/6/41

E. E.

Will you please arrange with D. J. A. accordingly and inform applicants as in H. E. S. minute of 9/6/41.

A. J. G.
10/6/41

Itinerary Colonial Secretary.

Penguin will be moved off Town Hall today. Sanitary Jetty not practicable. D. J. A. informed. Others will be notified.

A. J. G.
10.11.41

3/7/41
2/7/41
10/7/41
11/7/41
31/7/41
30/6/41

Letter from Mr. J. J. Davis of 29/7/41.

D. G. A.

I understand that you would not wish to proceed further with the project if Mr. Davis is interested in the purchase of the Penguin. He has now made an offer (Red 41).

C. P. A.
29/7/41

Govt. Naturalist

I do not think we should hinder purchase of penguin by Davis — It would become of much greater use to the Camp & public generally under his command — would apparently cost us a great deal several hundred pounds to put it in Commission. I had hoped that the boiler would be repairable.

J. H.
5/8/41.

N. C.

It is unfortunate that the boiler cannot be repaired.

- 2) I cannot find that any question has been raised as to the soundness of the hull, therefore it must be concluded that it is sound.
 - 3) I consider that the figures quoted are uneconomical (Red 40-41 etc.).
 - 4) The sum would go only a very little way towards replacement of existing craft (Georgia - Alert) even the freight on a ~~new~~ vessel would almost certainly be in excess of the ^{price} ~~estimated~~ (Penguin & measures, as a rectangle, 77 cubic tons of 35 cu. ft. (i.e. 20.2.)). It is at least possible that freight on a new vessel would ~~be a comparison with~~ the price of a new engine for the Penguin. ^{have some relation to}
 - 5) The cost of maintaining the hull would be negligible — a periodical (? 6-monthly) lifting and inspection of moorings, pumping out as requisite, an annual slipping to inspect the bottom and on painting — red lead. Practically all this could, I suggest, be carried out by the Harbour Dept. permanent staff.
 - 6) I should greatly regret the loss of the Penguin to Government. The fishing experiment is still in its early infancy and it would be very desirable to work Berkeley Sound the Penguin would be very suitable — and she would also do all the other work as she did before, as well as assisting in the Sparrow Cove scheme and tussling.
- It is my opinion that this vessel should be retained by Government, to which I adhere more firmly since

I cannot see now, with adequate care, any deterioration of the fabric in or all likely Presumably it is, or can be, insured against Acts of God.

J. Hamilton
§ N. 18. VIII. 41

Harbour Master,

For your views please and recommendations

C. J. [Signature]
19/8/41

Honourable Colonial Secretary.

It is clear that all are agreed that

1. The Penguin is a very fine well built boat of practical design & as far as the hull goes in 1st rate condition
2. She is little use to anyone until either new means of propulsion is installed or existing repaired & the necessary money is not available either for AG: Dep: Govt. Nat: or Harbour to do this

Until therefore the Government can find the necessary money she is for practical purposes of benefit to no one.

If the necessary money is not likely to be available for any appreciable time then I recommend she be sold by tender, when she will at least if purchased by some one of us to the Community generally but to certain extent in any case.

C. J. H. M.
19. VIII. 41

Y/E,
Submitted for directions please as to disposal of 'Penguin':

C. J. H. M.
19/8/41

Can't understand E.E.'s mind - she is of use, she is not of use.
But what with Davis' pay? & when or how (but maximum - say £300??) submit to Ex. Co. for their views.

[Signature] 20/8/41

- Hon. S. M. D.
- " J. W. G. G. G.
- " J. G. G.
- " G. J. Felton,
- " Penguin.

Do you agree please to the sale of the

C. J. H. M.
20/8/41

The question of this vessel's disposal has been under consideration now since 1938 and it seems to me to be a purely technical decision that I can give no help with. Incidentally the people, as regard water transport are worse off now than they have ever been in my time. We are in the hands of the F.I.C. and if Davis will offer an inter-island service it seems to me that Gov't might do something to help him get a boat

Over to
20.5.41

I think the Govt. should sell.

MS. 21. VIII. 41.

The Hull is very sound. To sell at say £300 would appear to be at a very low figure, & presumably a marine engine, Caterpillar type, could be obtained after the war at about £400. Would it not be a better proposition to lease the boat to Davis or some other individual. I believe Davis would use it only until he could purchase a bigger schooner on the Coast.

J.R.
21/5/41

Hope the "penguin" will be sold & preferably to Davis who has proved himself to be of great help to the West & outlying islands with mails & communication. He is missed greatly by all the farms

G.P.J. 21/5/41

off. Submitted. I suggest the vessel be offered for sale by tender with a reserve price. This figure was fixed at £300 when she was advertised for sale in 1938 but only one tender was received that of the S. S. Coy for £150 which was not accepted.

C. J. Ford
21/5/41

My minute of 15/1/41 Sheet 15 - ? Bd of S. - & Est. Rego.

If necessary please appoint & if they agree to sell - resolution at Leg. Co.

[Signature] 25/1/41

yft. Draft letter of proposed Board submitted.

[Signature]
3/9/41

Letter to Com. Petit-Dann of 6. 9. 41.

(42)

Letter to Mr. Prime-King of 9/9/41.
Supr. Elec. + Tels. Mr. A.R. Carr.

43.

Harbour Master,

To note for such action as is necessary.

[Signature]
8/9/41

Memorandum Colonial Secretary.

I will arrange to contact the Chairman as to getting the boat alongside, etc.

[Signature]
9. 18. 41.

~~20/9/41~~
~~20/9/41~~
30/9/41
20/9/41

Letter from Mr. R. King-Prime of 30. 9. 41.

44.

yft. Report of Board of Survey submitted. A quotation for an engine for S.L. Penguin was obtained from Inchean and Stapledon vide Ref 38.

[Signature]
3/10/41

that has already been done. *[Signature]*
3/10/41

B.U. 1.1.42 - + meanwhile consult Ex. Co.

[Signature]
~~30/10/41~~
3/10/41

Govt. Naturalist,
 You have something further to
 record in this connection.
 G. J. G.
 4/12/41.

H.C.S.

During the visit of H.M.S. Birmingham I had a discussion with Commander (E) Rebbeck, P/Lt. Cmdr. Hawkins and P/Lt. Cmdr. Heny, R.M.R. (Bank of England)

It became obvious that for audit reasons an engine could not be bought for us by the Navy, but it was suggested that it might be possible for the Government to buy one in Capetown.

Thorneycrofts have an agency in Rio and one in Buenos Aires (fide Mr. Poyner) and Cmdr. Rebbeck said he would talk to them if and when opportunity offered.

Meanwhile I have written the letters attached, for this mail.

2. I should add that by far the best prospect of establishing a permanent fish supply lies in the utilization of the Berkeley Sound creeks; this cannot be done with my sailing dingy but could be done with a motor boat and especially the Penguin if she were running.

The importance of these creeks is emphasised by (a) the very successful trip of Afterglow in October and (b) the catch landed today by Ratcliffe ~~was~~ from the same creek, which he visited in his (?) 18 h.p. motor boat.

3. For what it is worth I add the information that Davis is reported to be expecting to run the schooner Helga which my informant states is being purchased by W. Hutchison, now owner of the Sea Lion Ids.. If this is so Davis would have no use for the Penguin and would very likely sell the Diesel engine which he took out of the Prefecto Garcia, lately condemned after being ashore.

This engine could drive the Prefecto Garcia at a useful speed, and she was considerably bigger than the Penguin and offered the wind resistance of complete ketch rig. This seems good performance for an engine which is said to be rated at 18 h.p.!

Davis's engine is a Thorneycroft, a make which needs no recommendation. It was landed here rather less than three years ago and cost less than \$250 in U.S.

I would now suggest that when Davis or Hutchison returns to Stanley enquiries might be initiated with reference to this engine, condition, performance, etc.

?Do you think the A.A. would be interested in this proposal?

(It seems possible that an engine of less than 60 h.p. might be sufficient, so I have asked Thorneycroft's views.)

G. J. G.
 Government Naturalist
 Dec. 5. 1941

ref. G.
 As a matter of fact Davis called at this office this morning and enquired whether Govt. were yet in a

(45-46)

position to give him a definite answer
as to the sale of the Penguin? Can I now
inform him that it is not proposed to
sell her?

C. J. H.
9/12/41.

Yes. at present I have no such intention
16/11/41

Letter to Mr. J. Davis of 17/12/41. 47.
H.M.A.
E.E.

To see
O.S. H.
17/12/41.

Incomparable Colonial Sealings.

Very thank you
H.M.A.
18.XII.41

Minute from Government Naturalist of 25/2/42. 48-51.
Minute from Govt. Naturalist of 10.4.42. 52.

~~31/3/42~~
~~26/2/42~~
30/4/42
31/3/42

Y.C.
Submitted for information, please.
p.a.
H.A.
16/4/42.

Minute from Div. of Agriculture of 6/5/42. 53.

Harbour Master (54)
You may like to see
this m.s. pt.
H.A.
2/5/42.
P.A.

Confidential

1) A/Cg.

2) Naturalist.

I understand that the ss. "Paloma" is now a total wreck & that the Tussock position is serious if only because Carters may not bring their horses in for meat carrying if insufficient tussock is going to be available for their feed.

2. Mr. Flower has applied to purchase the "Penguin" & would probably pay £250 - £300 for her. His intention is to fit her with the mast & sails off the "Paloma" & re-equip her with a motor engine.

3. I believe you have been thinking over the possibilities of refitting the "Penguin" for the continued purpose of tussock carrying & outfitting, under Govt. operation. I should be grateful if you would consult together & submit as soon as possible agreed proposals either for the sale of the vessel or her operation by Govt.

4. Please treat this matter as strictly Confidential. I have told Mr. Flower that I will give him an answer as soon as possible.

KB
11/10/43

(56)

HCA.

Labour is chief trouble concerning the our project. I shall do as you suggest.

[Signature]
11/10/43

DJA.

Ref. our consultation with 2 copies of result herewith. One for C.S. pl. after you have signed it.

10.8.43

Minute from G.N.D./Aq.

29.10.43. — 58.

(59)

G.F.

To see from (55) overleaf. In view of the wishes of the Paloma & the urgent necessity of providing some other means of fetching Tussock in, I think approval might be given for another part of the Penguin's boiler, as suggested in para 7. of (58). Consideration of the scheme as a whole, in conjunction with the wider Distances Scheme, could await the result of the rest.

Perhaps we could discuss tomorrow morning?
I have read the file.

KB.
29.10.43.

(60)

Why not?

[Signature] 20/11/43

(61)

Min. G.N.A. 29.10.43. unperfected.

[Signature] 22/10/43

Minute from Director of Agriculture of 11/2/44. 62.

(63)

G.N.

Any suggestions for tussock and/or fish?

KB
11.2.44

H.C.S

(64)

I have had conversations with the Base Engineer on the subject of engines, among others I mentioned the 50/65 h.p. Thomeycroft or the F.I.C (Refs 29, 34, 35, 36) and he has had an (unofficial) look at it.

The B.E. considers that this engine is excellently suited for the Penguin and that if it were overhauled and the visible flaws repaired, as it could be here, and if it passed an adequate test - he suggests a 24-hr. run on the bench - £850, which seems to have been the price proposed (Ref 35) would be very reasonable indeed.

The engine is complete with gear box, tank and piping.

It is considered that spares could be obtained as necessary. J.H.D. G.V. 29-11-44

Letter to Manager, Falkland Is. Is. of 7.3.44.

65.

Letter from Manager, Falkland Is. Is. of 8.3.44.

66.

G.M. (67)
This does not look so good. KLB

H.C.S. (68) 11-3-44
? what about asking that the Brass Engineer be allowed to inspect and we could enquire from Pennycroft on the Plate if spars could be over.

I entirely agree that a new engine would be better.

2. At Red 49 is an estimate of cost of fitting the Penguin with sail alone.

This was based on inspection of various spars and masts above the Tower.

Now, the entire rigging of the Paloma should be available.

3. I think the cost of alterations and other work might be greater now than in 1942. I am going to make an effort to find out what Flowers is doing with the Paloma's gear, but it will have to be done indirectly.

J.P. G.S. 20-iii-44

H.C.S. (69)
Paloma. My information is that J. Davis has bought the hull but Mr. Flowers has not sold the running gear.

2. Penelope. 17 metre diesel-engineered ketch at Waddell Island, built on the model of a North Sea fishing boat.

I wrote to Mr. C. Robertson, Port Stephens and asked me relevant part of the letter Red (67) his reply is at Red (68) but for convenience have written in the reply.

Opposite the pertinent queries in my letter.

"A.H." is Mr. John Hamilton, owner of Waddell Is. "J.P." Mr. James Miller his agent. J.P. G.S. 4-4-44

(70)

B.C. when D: Hamilton returns.

ABL
28.6.46

B.W. 30/11/46

Letter from Dr. J. E. Hamilton of 20.8.46 71.

B.W. 31/1/46
17/1/47
7x

(72)

Extract from the minutes of a meeting of the Executive Council held on the 4th of December, 1946.

"The Council also advised that the question of obtaining an engine for the Government Launch "Penguin" should be investigated with the C. in C. America & West Indies.

"His Excellency concurred and ordered accordingly.

A. J. Darling

Clerk of the Executive Council.

Letter from Lt. Huckle, D.S.C., R.N.V.R. of 6. 12. 46 74.

HM

75

as a part of 74 pt.

ABL

11.12.46

Memorandum Colonel Lindsay (80)

I have asked him to speak to His Excellency when next in attendance with him."

A.S. HM.
13.11.46.

81

RE

So.

may wish to keep the file handy at

G.H.

ABL

14.12

(82)

Spoke. She sh^d. be put on the slips and a through inspection made of the hull + E.C. Inc. with regard to type of Decid to be fitted.

Handwritten notes

E.B. (83)
as in (82) pl.
D.S. J.C.S.
21/12/46

(84)
Honourable Colonial Secretary.

Having made many enquiries
I recommend a Kelvin-Diesel Model K24
88 hp. engine as illustrated in (52a).
Captain Roberts tells me that this is the same
type of engine as in his boat & that it is
almost foolproof & thoroughly reliable & he
confirms its suitability for installation in
the Penguin. The vessel will be
slipped a.s.a.p.

D.S. E.
27. XII. 46.

85

M.E.
84 v. r. t. 82.
2. In view await report on hull
etc she has been slipped.

W.S.
27.12

86

Yes and command Naval experts on arrival
Sheffield. - it looks as if it will cost £1000 to
re-commission her!

MC
28/XII

87

E.E.
It is observed that she has now
been slipped. I shd. be obliged
to receive your report, with par.

By
28/12
C.B.C.
28.12

particular reference to condition of hull, -
 whether (if it is in good order) local
 resources are capable of modifying the
 interior accommodation if necessary;
 - of installing a new engine.

A.B.L.
 22.1.47

(88)

Honorable Colonial Secretary.

I am not a marine Surveyor, but from my
 own inspection & the views of those who are knowledgeable
 on such matters I suggest that the existing Montzi
 metal sheathing should be stripped as it is in very poor
 condition. The hull where as far as can be ascertained
 is thoroughly sound should then be scraped, painted ~~two~~
 one coat good red lead & one coat anti-fouling paint

Agree - so
 long as
 there is no
 Corrosion
 here.

2. The ~~existing~~ staff of the Harbour Dept. are
 quite capable of removing existing & ~~of~~ fixing new
 engine in position.

3. I will obtain confirmation from "Sheffield" ~~although~~
 in view of (44) this seems almost unnecessary.

Disagree

A.S. H.M.
 24.1.47.

(H.M. ~~is~~ is solely concerned with the hull)

89
~~88~~
 Re. see 87, 88.

A.B.L.
 30/1

89

para. 2 of 88. I am glad to hear this - the
 remains the question of adaptation of the hull for the
 present unit, colour fitting and so forth. On this and on

The best type of engine for these waters
 we will be well advised to consult other
 opinions if available - the conclusion will
 be quite a costly undertaking. H.M. 23/1

(91)

H.M.

You shd. see (90) I will then
Be the file for the 'Shepherd'.

C.B.L.

31.1.47

(92)

Honourable Colonial Secretary.

90 Dear thank you.

2 I have made very full enquiries as to the
presence here of the terida worm. It is present
but only attacks certain woods - sandy point in
particular & is found chiefly near the F.T.C.s
East Jetty & presumably originated from the old
hulls from which the jetty is chiefly made.

3 The Alert has been in the Harbour continuously
& has not been attacked - she is built mainly of
lark & pitch pine. The Govt. Ex F.T.C. & Secons
have both been attacked the latter more seriously
They are all built of sandy point.

4 I would appear we are faced with
the alternative of stripping the rusty metal &
taking the small risk of the terida attacking a
bare hull or leaving the metal which in its
present poor state would through the felt underneath
it cause rot.

5. The type of engine recommended in (84)
was Capt. Roberts ^{advice} ~~idea~~ & I feel we should be
wise to accept it.

H.M.
3.2.47

I think we can take
the risk.

B.L.
19/2
C.B.L.
4.2

Para 5 overlooks the fact that I have given
a decision in minute of 30/1; I do not
minute for my own amusement and much as I
respect the judgement & advice of Capt Roberts (and, for that

matter of Col. Woodgate) it is always wise in
my opinion to take advantage of expert ^{"second"} opinion
when it is available. The Engineering staff of
HM ships are highly qualified and their knowledge
up to the minute.

MC. 20/ii

94

HM.

Re. make arrangements for inspection

W.S.
21.2

(95)

Invariable Colonial Secretary.

Arrangements were made & inspection
carried out. I now await report from Sheffield
presumably this will be mailed from N.O.

W.S. HM.
27. II. 47.

96

HM.

I refer to RE. & report that N.O.I.C.
has been informed verbally by Engineering
staff of HM.S. "Sheffield" that:-

There is perfectly sound

Deck Superstructure need attention

Rice shd. be scrapped

Engines - - -

but might be

repaired with very extensive work

that the best course to take would

to be swept the engine - refit with diesels.

2. As to diesels N.O.I.C. understands F.I.C. as concentrating on kel. vuis - i.e. suggests to order them, but because of spares: in a word, can't find 84. N.O.I.C. himself considers that 80 h.p. would not be too much, because for general purpose work, including towing, the more power that can be got into the better.

3. J.E. remarks that the removal of present engines would provide room for considerable readjustment of interior accommodation & possible modification of deck.

4. Shall we await a report on the 95 or would it not be wise to signal to 'Sheffield' re: mending - emphasizing that advice is particularly required re ~~SS 2-3~~ ~~SS 2-3~~ also?

C.Bh
27.2

97

spontaneously

Was advice sought on paras 2+3 (see my minute of 20/1)? If so, we can avoid report; if not, we should ask.

(90)

MC 27/ii

98

H.M.

97

Does Jm Pt. say?

A.B.L.
27.2.47

(99)

Honourable Colonel Duntary.

L.(E) Rapson (?) borrowed this file from Saturday am. to Monday am. with a view to letting him see exactly the matters in which we needed his advice. I know he measured the boat with a view to calculating h.p. of engine - a full size his report when received will cover all other points.

A.B.L. 11.2.47.
28. II. 47.

100

H.M.

Yes

99 Learn it at that?

2. E. a. c. I shd. prefer to communicate with 'Shippies' as in S 4 of 96.

A.B.L.
28.2

me. 28/ii

101


H.M.

Re. signal to 'Shippies' as in draft ltr. (If not possible to contact the Dept in the State, send through Canal M.V.).

A.B.L.
1/3

Inside Minute Paper.

102. Telegram to consul, Montevideo of 3.3.47.

~~For
4/4 file
4.3~~

~~30/1/47~~

Closed 0175

Port Stanley,

Falkland Islands.

19th January, 1932.

Sir,

With reference to your request I beg to report that I inspected the deck of G.L. "Penguin", and submit an estimate for re-caulking and small repairs required.

660 ft run of deck seams to caulk @ 3d. ft run.	£	s	d
	8.	5.	0
110 butts and wood ends to caulk @ 4d. each.	1.	16.	8
32 stanchions to caulk @ 9d.	1.	4.	0
Remetal 4 door sills. @ 2/-		8.	0
Repair 2 gratings in deck house @ 7/- each.		14.	
Reglaze and put battens on underside of skylight.		15.	0
	<hr/>		
	£13.	2.	8.

All seams and butts to be raked out and hardened down, recaulked with cotton wick and filled with marine glue, including stanchions and wood ends. Where necessary cut out small piece of washboard to get at the outside beam of stanchions.

I am,

Sir,

Your obedient Servant,

S. L. Challen

The Honourable
Colonial Secretary,
Stanley.

HARBOUR DEPARTMENT.

REPAIRS TO DECK OF G.L. "PENGUIN".

The work consists of re-caulking the soft places in the deck seams, butts, wood ends and stanchions, re-metalling door sills, repairs to gratings and skylight to deck of G.L."Penguin", as detailed below and as pointed out.

160 ft run	Caulk deck seams	@	3d.	£	2. 0
110 No.	Caulk butts and wood ends	@	4d.		1. 16
32 No.	Caulk stanchions.	@	9d.		1. 4
4 No.	Re-metal door sills.	@	2/-		8
2 No.	Repair gratings in deck house.	@	7/-		14
1 No.	Skylight - Reglaze and batten on underside.				15
TOTAL.....					£6. 17

All seams and butts are to be raked out and hardened down and re-caulked with cotton wick and filled with marine glue, including all stanchions and wood ends. Where necessary the small piece of washboard is to be cut out to get at the outside seam of stanchions and replaced.

All work is to be done to the satisfaction of the Government officer, and the whole left in a neat and tidy condition on completion.

I, the undersigned, agree to carry out the above work as specified and as pointed out for the total sum of SIX POUNDS SEVEN SHILLINGS AND EIGHT PENCE. (£6. 17)

Thomas H. Hemmab

Witness .. iit

Harbour Master

Witness.

Witness

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

6th January, 19 36.

From
~~from~~ The Harbour Master,

Stanley.

~~from~~ To.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

With reference to our telephone conversation.
I have the honour to inform you that S.L. "Penguin" has now been repaired at a cost of £30. This repair could not have been foreseen and was therefore not provided for in the Estimates. Meantime the amount has been charged to IX. HARBOUR, 3. Repairs to Launch and Boats, but it may be necessary to make application for a Special Warrant later in the year.

Peroffmanah
Harbour Master.

No. C.S. 29/32

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

21st October, 19 36

To The Engineer, Govt. Launch
"Penguin"

From The Harbour Master,

Stanley.

Stanley, Falkland Islands.

I am directed to request that you will submit an estimate, after consultation with the Supt. Engineer of the Falkland Islands Co, Ltd., for the repairs to the boiler of the Govt. Launch "Penguin".



for Harbour Master.

Stanley,

Falkland Islands.

23rd October, 1936.

Hon. Secy.

Submitted.

Asst. for the Master,
23. 10. 36

Sir,

In answer to your minute of the 21st October, 1936, regarding the estimate for the repairs to the boiler of the Govt. Launch "Penguin" after consultation with the Supt. Engineer of the Falkland Islands Co. Ltd., he states that he could not give an estimate until the boiler is removed from the hull of the boat to see what condition it is in. I am informed by the Falkland Islands Co. that the boiler will be raised during the coming weekend, weather permitting.

I am,

Sir,

Your obedient servant,

G. Helmer

The Harbour Master,

STANLEY.

(6)

29/32

No. _____

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

24th October, 19 36

~~Minum~~ To

~~via~~ From The Harbour Master,

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I have the honour to request that you will be good enough to obtain for use in the Harbour Dept., 300 each of nuts and bolts identical with the two samples forwarded herewith, from South Georgia by the s.s. "Fitzroy". I am informed by the Engineer of the G.L. "Penguin" that these nuts and bolts are not procurable locally but may be obtained at small cost from South Georgia. Expenditure in this connection should be met from IX. Harbour, 5. Stores, Tools, &c.


for Harbour Master.

7

•DECODE.

TELEGRAM.

From Colonial Secretary, Stanley.

To Magistrate, South Georgia.

Despatched : 26th October, 19 36. *Time* : 1600.

Received : 19 *Time* :

No. 47. Requisition for together with samples of nuts and bolts urgently required by Harbour Department are being forwarded in mail by Fitzroy. Please arrange for despatch of items by return voyage.

Secretary.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

(8)

26th October, 19 36.

To The Magistrate,

SOUTH GEORGIA.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

With reference to my telegram No. 47 dated 26th October, 1936, I am directed to enclose herewith two samples of nuts and bolts required for use in the Harbour Dept, and to request you to obtain 300 of each size and forward to this Department by the return voyage of the s.s. "Fitzroy". I am to add that expenditure in connection with this requisition should be brought to account as a charge against Head IX, subhead 5 Tools, Stores etc.

U
Acting Colonial Secretary.

9

Public Works Department.

Stanley.

26th October, 1936.

Report on Steam Launch "Penguin".

Hon; Colonial Secretary.

I beg to inform you that I have inspected the Launch "Penguin" and have to report as follows :-,

The bunker plating is badly perforated along the bottom.

The bearing timber to which the plates are bolted is rotten in places and needs renewing.

The boiler bed which is bolted to the hull is in a very bad condition and needs renewing. I am of opinion that it would not be safe to replace the boiler on the existing bed.

To effect repairs and replacements it will be necessary to place the boat on the slip.

It is estimated that the work will take four weeks and cost approximately £65.

E. L. Challinor.

General Foreman of Works.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS FLEETWING PORT STANLEY VIA RADIO

27th October, 1936.

Sir,

STEAM LAUNCH "PENGUIN".

I have to thank you for your enquiry of recent date and now have pleasure in quoting to carry out the following repairs to the boiler of the above vessel.

1. Rigging special gear, lifting boiler out of vessel and afterwards replacing in position for the sum of £10. (Say Ten pounds.)
2. Transporting electric welding plant to and from East Jetty. Cutting out to clean metal all corrosion in way of defective stays and building up both stays and boiler shell plate by "Quasi Arc" electric welding process for the sum of £38. (Thirty eight pounds.)
3. Stripping off lagging from boiler, scaling boiler shell and supplying and applying one coat of red lead paint. Supplying and fitting two new lagging bands, for the sum of £2. 15. -. (Two pounds fifteen shillings.)
4. Supplying test pump, blanking off valves as found necessary and hydraulically testing boiler after completion of repairs, for the sum of £3. (Say Three pounds.)
5. Drilling out defective studs in stop valves, retapping holes and supplying and fitting new studs for the sum of £1. 10. -. (One pound ten shillings.)
6. Transport vessel to and from East Jetty as required, for the sum of £1. (One pound).

It is to be understood that any other defects which ~~an~~ may develop during or after the hydraulic test are not allowed for for in these quotations.

I am,

Sir,

your obedient servant,

Geo. Turner

for Manager.

Harbour Master,

Stanley.

JMT/MC.

DECODE.

TELEGRAM.

From Magistrate, South Georgia.

To Colonial Secretary.

Despatched: 4th November, 19 36. *Time*: 2345.

Received: 5th November, 19 36. *Time*: 1100.

NO. 42. Fitzroy left P.M. November 4th. Steam coal
and bolts shipped.

MAGISTRATE.

copy.

29/32

(2)

MEMO.

S.G. No.....

C.S. No....29/32

5th November....19.36.

From:-

To:-

THE MAGISTRATE,
South Georgia.

The Honourable,
THE COLONIAL SECRETARY,
Stanley.

With reference to your Memo No. 29/32, of the 26th of October, I regret to inform you that it was not possible to obtain bolts exactly the same as the samples sent. I am however despatching by the s.s. "Fitzroy" a supply of bolts which perhaps may suit. Should they prove unsuitable they might be returned by the R.R.S. "Discovery II" when she returns here from Stanley about the end of this month.



A. Barros
Magistrate.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

2nd November, 1936

Sir,

I enclose a report by our Superintendent Engineer on the steam launch "Penguin".

I am,

Sir,

your obedient servant,

W. G. ...

for Manager.

The Harbour Master,

Stanley.

MC.

12

STEAM LAUNCH "PENGUIN".

I examined the boiler space on the above vessel and found the following defects -

Dry rot has developed in the timber boiler bearers on their upper surfaces but they would appear to be sound at their bases. I would recommend that to obviate the necessity of entirely renewing these timbers, which would involve the removal of the cement in the vessel's bottom and may develop into an extensive repair, that the bearers be cut down to sound timber and new pieces of required height be fitted and fastened to their surfaces.

The bunker casing is corroded through in places and requires patching. Four patches would be required and these could be secured to the existing casing by bolts. It would be an advantage to have these patches bedded on painted roofing felt. Two new inspection doors are required for the forward bulkhead of boiler space and a new bearer angle for the stokehold plates.

L. M. Homson

Superintendent Engineer
to The Falkland Islands Company, Limited.

Stanley,
31st October, 1936.

29/32

(15)

Stanley ,

10th November, 1936.

Sir,

I beg to submit details of work required on G.L. "Penguin".

	£.	s.	d.
Patching bunker plating and forward bulkhead, also making good port stringer to take new angle iron for fastening bunker plating.			
1 smith, 2 weeks @ £3.11.4.	= £.7.	2.	8.
1 Labourer 2 weeks @ £3.2.12. 6.	= £.5.	5.	0.
		12.	7. 8.
Removing old boiler bed, concrete, copper and felt: making templates for new bed and bolts.			
1 carpenter, 4 days,	£.2.	10.	0.
1 labourer, 4 days,	£.1.	17.	4.
		4.	7. 4.
Fitting and fastening new boiler bed, making good concrete, felt and copper.			
1 carpenter, 2 weeks @ £3.3. 11. 4.	£.7.	2.	8.
1 labourer, 2 weeks @ £3.2. 12. 6.	£.5.	5.	0.
		12.	7. 8.

MATERIALS.

Pitchpine, 4"x15"x12', 2 pieces @ 1/1 per foot super.	£.6.	10.	0.	
18 sheets copper @ 5/-.	4.	10.	0.	
3 lbs copper nails @ 2/-.		6.	0.	
Half roll felt and tacks.		14.	0.	
18 coach screws @ 3d.		4.	6.	
8 copper bolts 3/4" @ 3/-.	1.	4.	0.	
Cement and shingle	1.	0.	0.	
20 feet angle iron @ 4d per lb.		6.	8.	
Extra sheet iron for patching				
40 lbs @ 4d.	13.	4.		<u>15. 8. 6.</u>
				45. 1. 2.
Contingencies				<u>4. 10. 0.</u>
				Total £.49.11.2.

I am,

Sir,

Your obedient servant.

THE HARBOUR MASTER.

STANLEY.

General Foreman, p.

E. L. Chal

No. 29/32.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

11th November, 19 36.

To The Director of Public

From The Colonial Secretary,

Works.

STANLEY.

Stanley, Falkland Islands.

I have the honour to inform you that the repair work on the G. L. "Penguin" should be commenced and completed as early as possible in accordance with the details of expenditure submitted.

2. All charges should be debited to IX HARBOUR - 3 Repairs to Launch and Boats.


ACTING COLONIAL SECRETARY.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.

19

Stanley.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

9th December, 1936.

Sir,

Steam Launch "Penguin"

I have to hand you herewith our Superintendent Engineer's report together with our account relating to the repair of certain defects carried out to the boiler of the above vessel.

I am,

*12 Hk
3 Repts to Dept*

Sir,

Your obedient servant,

L. M. Thomson

for Manager.

The Harbour Master
Stanley.

*Approved 29/32
(minutes sheet 374)*

STEAM LAUNCH "PENGUIN"

On 5th November I witnessed a hydraulic test to a pressure of 140 lbs per square inch applied to the boiler of the above vessel and found the repairs to the defective stays and shell plate have been carried out in a satisfactory manner, no other defects were visible during the test. I am of the opinion that this boiler is now in a good and seaworthy condition and that with careful attention will give a considerable period of service.

L M Thomson

Superintendent Engineer
The Falkland Islands Co. Ltd
Port Stanley
Falkland Islands

9th December, 1936.

Stanley, 9th December, 1936.

M. The Colonial Government - Harbour Dept.

17

Stanley
To the Falkland Islands Company, Limited.

Folio ()

To carrying out repairs to the boiler of the Steam Launch "Penguin" in accordance with our estimates dated 27th October 1936.

Estimate No.1.

10 - -

" No.2.

38 - -

" No.3.

2 15 -

" No.4.

3 - -

" No.5.

1 10 -

" No.6.

1 - -

£ 56 5 -

Vouchers passed
[Signature]

[Handwritten mark]

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

3rd January 19 38

From Harbour Master and
Director of Public Works

To The Honourable
The Colonial Secretary

Stanley, Falkland Islands.

I beg to report that the stean launch "Penguin" is out of commission owing to leaks having developed in the boiler. I have carried out a cold-water test and find that the weak places are at the back stays and round the back seam, including some rivets to the seam.

I submit that you may give approval for the Minute Paper which contains the history of the boiler and previous repairs thereto to be forwarded to me for my information, please.

G. Roberts,

HARBOUR MASTER.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

11th January 19 38.

From Harbour Master

To The Honourable the

Colonial Secretary

Stanley, Falkland Islands.

Further to my report dated the 3rd inst M.P.29/32 red 20, regarding the G.I."Penguin", I beg to report that I have been through the various papers dealing with the vessel and find that during the last ten years the following sums have been spent on repairs and overhauls:-

1926	New Boiler	£600
1927	Repairs to Hull	120
1928	" " "	200
1932	" " "	7
1935	" " "	30
1936	" " Boiler	<u>121</u>
		£ 1078

2. As will be seen from my report quoted above, the boiler is leaking at the back stays and rivets round seams; this is where it was repaired last year.

3. It is not safe to run the boiler in its present condition and I am prepared to suggest that it should be condemned as unserviceable. Just over twelve ^{months} ago £121--5--0 ~~was~~ was spent on repairing the boiler and surrounds and to spend a further similar sum on it would, I think, be a waste of money.

4. The question now arises as to what is to become of the launch? The principal uses to which she has been put are as follows:-

- (a) Maintenance of Harbour Lights
- (b) Conveying Stores to C.P.Lighthouse
- (c) Boarding Ships in Port William
- (d) Work in connexion with the Agricultural Department to and from Tussac Islands.

- (e) Transport of Government Officials and Naval Ratings to and from H.M. Ships when in Stanley Harbour

With regard to the above:-

- (a) The "Alert" can in selected weather tow a dinghy and convey men with cylinders for lights
- (b) In dry weather stores can be conveyed to the C.P. Lighthouse by a 6-wheeled lorry
- (c) The "Alert" is capable of going into Port William in fairly rough weather
- (d) The tussac Islands could still be visited and roots brought in in the dinghy *powered by "Alert"*
- (e) The number carried would be limited to six persons. They would be unprotected from the weather; but the Power Boat might be used for such visits. Ratings would be conveyed entirely by ship's boats, no assistance being rendered by Government launches

5. From the above it will be seen that the work of the Harbour Department can still carry on but that it would be slightly restricted. There is the question to be considered of having a boat in reserve; one capable of carrying a number of men should necessity arise. Also the possibility of a heavy job coming along with which the "Alert" cannot deal. I take it that the Government could then hire a launch from the Falkland Islands Company.

6. The position, as I see it, is that we could manage without the launch "Penguin" but that we should have no reserve. There are several proposals which can be considered:-

- (1) Fit new boiler
- (2) Repair present boiler
- (3) Convert the boat to a diesel-driven craft
- (4) Sell to highest bidder
- (5) Lay the launch up for a few months

With regard to the above I offer the following remarks:-

- (1) It is very questionable whether the hull is good enough to justify spending £700 on the craft; this being the present-day price of fitting a new boiler.
- (2) It is certainly not worth patching the present boiler at a cost of £120-£150 for a life of say 11-12 months.
- (3) Approximate cost of fitting a diesel engine is £800-£1000. Whether the expenditure would be justified is

questionable considering that the hull is over thirty years old.

- (4) Money would go to Revenue and work would most probably be done by other Government craft. I think it is worth inviting offers; nothing would, I submit, be lost.
- (5) By laying the launch up for a few months I suggest that the Government would probably get a better price for her.

C. Roberts.

HARBOUR MASTER
11th January 1938.

In "S. L. Penguin" file

47
24

NO.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

10th May, 1938.

From The Colonial Treasurer,

To The Honourable

STANLEY.

The Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

CONFIDENTIAL.

I have the honour to inform you that during a conversation with Mr. J.W. Miller he informed me that Messrs Dean & Company, Port Stephens were in search of a small vessel which they could purchase for that Station.

2. If it is intended to dispose of the "Penguin" I would suggest that a telegram be despatched advising them of the likely sale of the "Penguin" in case they may be interested.

Handwritten signature

Colonial Treasurer.

NOTICE.

Tenders are invited for the purchase of the Government steam launch "Penguin", as she lies at the Government Jetty.

The particulars of the vessel are as follows :-

Length. 48' 0"

Breadth. 10' 3"

Draught. 5' 6"

The hull, wheelhouse and decks are constructed of teak with oak bulwarks.

The engine is double expansion vertical reciprocating with boiler, which has slight leak at the back seam.

The vessel may be inspected on application to the Harbour Master.

The reserve price placed on the vessel is £300.

Tenders should be addressed to The Chairman of the Tender Board, Colonial Secretary's Office, Stanley, and should be marked "Penguin" in the top left hand corner of the envelope.

Offers will be received not later than noon on Friday the 1st of July, 1938.

E. Roberts.

Harbour Master.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" R.A. RADIO.

27th June, 1938. 19

Sir,

With reference to the Harbour Master's Notice of 6th June we beg to make the following offer for the steam-launch "PENGUIN" as she lies.

We regret that, following an inspection of the vessel, we are unable to tender the price stated to be the Reserve, and our offer is as follows:-

TENDER.

£ 150 (one hundred and fifty pounds sterling).

Payable on date of acceptance of Tender or at usual monthly cash settlement between this Company and Government, at Government's option.

Vessel to be handed over as she now lies, with all fittings and gear of every description as at present on board.

I am, Sir,

Your obedient servant,

[Handwritten Signature]
for Manager.

The Chairman of the Tender Board,
Colonial Secretary's Office,
STANLEY.

29/32.

6th July,

38.

Sir,

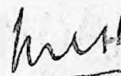
I am directed by the Governor to inform you with reference to your tender dated the 27th June, 1938, addressed to the Tender Board, for the steam-launch "Penguin" that it is regretted that your offer cannot be accepted.

Red 24

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,
Falkland Islands Co., Ltd.,
STANLEY.

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

14th December. 19 38.

From

To The Honourable,

Ag Harbour Master.

Colonial Secretary.

Stanley, Falkland Islands.

Pending further decisions regarding the disposal of the launch "Penguin", I suggest she may be placed on the slip for a month to thoroughly dry out, and then be given a coat of paint, for the preservation of hull.

A. Keenan
Ag Harbour Master.

Stanby July 18th
1939

Hon Col Secretary
Stanby

Dear Sir

I Beg to offer the sum of
£150 for the Launch Penguin
I Purpose if I set the Boat
to convert her into a sailing
vessel to be used for district
and local work

I am yours Sir yours
truly
J Davis

29/32.

25th July, 39.

Sir,

With reference to your letter of the 18th of July, 1939, I am directed to inform you that the Government does not propose to dispose of the steam-launch "Penguin" for the present.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

Mr. J. Davis,
STANLEY.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

22nd January. 1940.

From O/C Defence Force

To The Honourable

and Harbour Master.

Colonial Secretary.

Stanley, Falkland Islands.

Submitted. At a Defence meeting held on the 15th inst, it was suggested that the G.L. "Penguin" be re-engined for use by the S. N. O.

2. A suitable engine is available from the Sch "Gwendolin", the purchase of which, inclusive of fitting, is estimated to cost approximately £500.

3. In view of the amount may confirmation to proceed be obtained please.

Arthur Woodgate.

Chief Magistrate.
South Georgia.

Can you please ascertain if there is for sale by
Salvinsen or others 20 h.p. Single Cylinder BOLLENDER
Semi diesel ^{marine} engine or similar. Reply
early with cost.

W. S. Searcy

Honourable Colonial Secretary.

The above for favour of early dispatch please

W. S. Searcy. 26. 1. 40

DECODE.

TELEGRAM.

From Colonial Secretary.

To Magistrate, South Georgia.

Despatched: 30th January, 1940. Time: ...

Received: 19... Time: ...

No. 8. Please ascertain if there is for sale by Salvesen or other Companies 20 h.p. single cylinder Rollender semi diesel marine engine or similar. Early reply requested with cost.

COLONIAL SECRETARY.

DECODE.

TELEGRAM.

From Magistrate, South Georgia.

To Colonial Secretary.

Despatched: 2nd January, 19 40. *Time:* 1920.

Received: 3rd January 19 40 . *Time:* 1200.

No. 11. Your telegram No. 8 regret to inform you that no engine can be obtained.

MAGISTRATE.

Harbour Master's Office,
STANLEY,
24th January, 1940.

Sir,

With reference to the engine it is proposed to sell the Government for use in the "Penguin". I am directed to ask whether you will be good enough to supply any available information you have as to

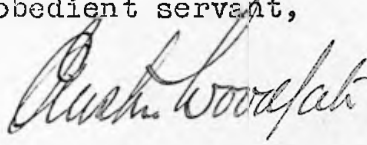
- (a) previous history
- (b) horse power
- (c) at what date it was no longer used by you and why.

An early reply will be appreciated.

I am,

Sir,

Your obedient servant,



Harbour Master.

The Manager,
The Falkland Islands Co. Ltd.,
STANLEY.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

25th January, 1940.

Sir,

With reference to your letter dated 24th January, 1940 I give below the following information regarding the engine it is proposed to instal in the launch "Penguin" -

- (a) Purchased in 1922.
Installed in 1923 in Schooner "Gwendolin" for the purpose of inter island communication during the off season, i.e. from June to November.
- (b) 50/65 H.P. Paraffin/petrol.
Makers John I. Thornycroft.
- (c) Ceased to be used for the above purpose after 1925 as it was found the vessel was unsuited for the work except in emergency. Vessel was put in commission again in 1928 from July to December while s.s. "Falkland" was under refit in Montevideo. Engine has been kept in order throughout and turned over by hand weekly.

I am,

Sir,

your obedient servant,

L. J. O'Neil

Manager.

The Harbour Master,

Stanley.

Harbour Department,
Stanley, Falkland Islands.
5th February, 1940.

Sir,

I have to acknowledge with thanks the receipt of your letter of the 25th January, contents of which have been noted.

With regard to the suggested purchase of this motor I have had no official figures from you but I understand from the Naval Officer in charge that you have in mind about £350 to which must be added £150 for fitting it to the 'Penguin'. I find it hard to credit these high prices having in mind the age of the engine and its history, would you therefore please confirm or suggest a figure which I could with more seriousness submit to His Excellency the Governor for approval.

I am,

faithfully
Yours truly,



Harbour Master.

Manager,
The Falkland Islands Co. Ltd.
Stanley.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

7th February, 1940.

Sir,

With reference to your letter of the 5th instant our price for 50/65 H.P. Thornycroft engine in question is £500 fitted subject to approval of sale from our Head Office.

I am,

Sir,

your obedient servant,

W. J. Rankin

Manager.

The Harbour Master,

Stanley.

29/32.

17th February, 40.

Gentlemen,

I am directed by the Governor to inform you that the Government is desirous of obtaining a Diesel or semi-diesel or similar type Marine engine of 40/50 h.p. or 50/60 h.p.

2. I am to request that you will make enquiries and inform me whether such an engine in some mechanical condition can be obtained and if so the price.

I am,

Gentlemen,

Your obedient servant,

[Handwritten signature]

Colonial Secretary.

Messrs MacLean & Stapledon, S.A.,
Casilla de Correo 193,
Montevideo,
URUGUAY.

MACLEAN & STAPLEDON S.A.

CODES USED
WESTERN UNION
A I A B C 5TH EDITION
SCOTT'S 10TH EDITION
BENTLEYS

CASILLA DE CORREO 193

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO

TELEPHONE
UTE 82510

MONTEVIDEO

(URUGUAY)

Your Ref. 29/32

27th. March, 1940.-

The Colonial Secretary,
Colonial Secretary's Office,
PORT STANLEY.



Sir,

Red 37.

In reply to your letter dated the 17th. February last, we have to inform you that no Diesel or semi-diesel or similar type Marine Engine of 40/50 H.P. or 50/60 H.P. are obtainable in Montevideo.

We also have to inform you that we have today been advised that the only motors obtainable in Buenos Aires, are the Diesel Gardner, burning Gas Oil, as a consignment has recently arrived from Great Britain. The Cost of a 40 H.P. 4 Cylinder Motor is approximately \$11,000.00 Argentine Currency, F.A.S. Buenos Aires, and the approximate cost of a 60 H.P. 6 Cylinder Motor is \$12,500.00 Argentine Currency, F.A.S. Buenos Aires. The prices mentioned include shaft & propeller.

The above prices are only approximate, as the import rate of exchange has not yet been fixed and therefore there may be a difference of \$500.00 to \$1000.00 Argentine Currency more in the final price which will also include the freight from Buenos Aires to Montevideo.

Yours faithfully.

MACLEAN & STAPLEDON S.A.

*40. H.P. \$11,000. = £687-10-0
60 H.P. \$12,500 = £781-5-0*

*Plus a further £31-5-10 to £62-10-0.
@ \$16 k the £1.*

Moody Valley,

12th, May 1941.

The Harbour Master,

Stanley.

Sir,

Would you please inform me if the Government still intend to sell the launch "Penguin" and if so at what price.

Yours Faithfully,

C P W Bender

Honourable Colonial Secretary.

If a fair price can be arranged I would recommend the sale be agreed, as the fine boat is washed at the moment. May I be most please

- (1) If the Government are prepared to sell it if so
- (2) Selling price.

C. P. W. Bender
14. V. 41.

(40)

Rose Hotel
Port Stanley
May 19th 1941

To.

The Harbour Master
Stanley

Sir
re- Government launch "Penguin"

I beg to make an offer of £200.-
two hundred pounds for the purchase of her.

Yours faithfully

Phil Hardy

~~173~~
41

STANLEY,

29th July, 1941.

Sir,

I beg to enquire whether the Government will now consider disposing of the G.L. "Penguin".

My boat has been condemned and I have been unable to obtain another vessel to replace her. It would be costly and very difficult to obtain a vessel at the present time in South America.

There is quite a lot of work to be done round the islands and particularly between farms. I would be grateful, therefore, if the "Penguin" could be sold to me. I am prepared to offer \$150 to \$200 for her.

I am,

Sir,

Your obedient servant,

J J Davis

The Honourable
The Colonial Secretary,
STANLEY.

29/32.

6th September,

41.

Sir,

I am directed by the Governor to inform you that His Excellency proposes to appoint you to be a Member of a Board of Survey to report on the present condition of the hull, boiler and engines of the Government Launch "Penguin", and to submit recommendations for her disposal or otherwise.

2. I am to enquire whether you will be prepared to serve on such a Board.

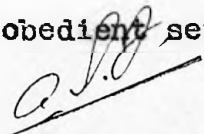
3. The Board will be constituted as follows :-

Mr. King-Prime, Chairman.
Supervisor, Electrical & Telegraphs Dept.,
Mr. A. R. Carr.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

Commander Petit-Dann, R.N.R.,
H.M.S. "William Scoresby",
at STANLEY.

(Thro' the Naval Officer-in-Charge.)

29/32.

43

8th September,

41.

Sir,

I am directed by the Governor to inform you that His Excellency has been pleased to appoint you to be Chairman of a Board to report on the present condition of the hull, boiler and engines of the Government Launch "Penguin" and to submit recommendations for her disposal or otherwise.

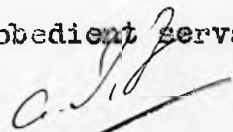
2. The Board will be constituted as follows and should meet at an early date :-

Mr. King-Prime, Chairman,
Commander Petit-Dann, R.N.R.
Supervisor, Electrical & Telegraphs Dept.
Mr A.R. Carr.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

Supr. Elec. & Tel. Dept.
Mr A.R. Carr.
R. King-Prime, Esq.
STANLEY.

444



Treasury,

Stanley,

Falkland Islands,

30th September, 1941.

Sir,

We have the honour to report that we have this day held a Survey on the Government steam launch "Penguin", and that her condition was found to be as under:-

1. Hull. In good condition except for superficial damage. We estimate the value of the hull, etc., in her present state of repair to be between £150 & £200. *vide no 411*
2. Engines. Fairly good, but might require some overhauling on closer inspection.
3. Boiler. This has, we understand, already been condemned. An inspection by the Chief Mechanician of H.M.S. "William Scoresby" confirmed that it would not be safe even to attempt a water pressure test. He gave his opinion that the boiler was worn out, and that its replacement would not be worth the expense and trouble.

*but see
no 53*

Taking these facts in to consideration, the following courses as to the vessel's disposal, lie open:-

- (i) Refitting with a suitable Diesel engine, for Government use.
- (ii) Sale by Public Tender. (In this connection it is known that at least four persons are interested.)

We have the honour to be,

Sir,

Your obedient servants,

[Signature]
 _____ Chairman.
[Signature]

[Signature]

[Signature]

The Honourable,
The Colonial Secretary.
STANLEY.

Stanley
Falkland Islands
December 3 1941

Messrs. Thornycroft Argentina Limitida,

Dear Sirs,

May ask your advice on the subject of this letter
There is here the hull, in sound condition, of a
steam launch and I am desirous, if it can be managed, of arranging
for the purchase of a Diesel engine for it.

The hull is wood, of tug type, 48 ft. long, 10ft. beam
and 5ft. 6in. draught. Do you consider 60 h.p. would be too much?

A speed of 7-8 knots would be adequate, but one would like a
little reserve power in these rather rough waters. I should
value your opinion on this subject of power.

Since there may be difficulties in purchasing out-
side the sterling area or of importing direct from U.K., it has oc-
cured to me that if you have an allied firm in Capetown they might
be able to supply an engine, and I hear that from time to time there
is transport available between the Cape and the Plate.

May I therefore enquire if you consider that it
would be possible to arrange for the purchase of an engine at the
Cape, to be sent to the Plate and paid for in sterling, to the cred-
it of the Suppliers in South Africa.

As an alternative would it be possible for you to
deliver an engine and for payment to be made in London?

The engine would have to be complete with all parts
necessary--shafting, propellor etc. since I presume that the steam
tail shaft and propellor would not be suitable.

Perhaps you would be good enough to inform me
what details as to length of shaft, position of controls etc. would
be required, what would be the probable fuel consumption at econ-
omical speed and of course what would be the cost of the whole
equipment (c.i.f. if possible).

The launch would be used as a fishing boat.

I have discussed this matter with an experienced
marine engineer who agrees as to type of engine.

I should be indebted for an immediate reply if
possible since our mails are few.

I am
Yours faithfully

(Dr. J. E. Hamilton)
Government Naturalist

Naturalist's Department
Stanley
Falkland Islands
South Atlantic
December 4 1941

Dear Sirs,

Kelvin

Since I observe that you advertise/Diesol engines in the October "Blackwood" I shall be indebted if you will send me your catalogue mentioned in that advertisement.

I should be indebted for information refering to export licences etc. which may be applicable at present.

I am,

Yours faithfully,

J. E. Hamilton

(Dr. J. E. Hamilton)
Government Naturalist

The Bergius Company Ltd.
Dobbie 's Loan
Glasgow, C.4
Scotland

29/32.

17th December, 41.

Sir,

With reference to your letter of the 29th of July, 1941, I am directed to inform you that the Government does not at present intend disposing of the G.L. "Penguin".

I am,

Sir,

Your obedient servant,

C. L. L.
for Colonial Secretary.

Mr. J. Davis,
STANLEY.

EXPERIMENTAL FISHING.

In the course of about six months experimental fishing I have formed the opinion that much more comprehensive results, both as regards data and the establishment of an actual fish supply, would be attained by the use of a vessel larger than the sailing dinghy which has been and is in operation.

The reasons for this are largely climatic, even my dinghy, which is very good, is much restricted by weather, for example if the wind be favourable for fishing, say at Sparrow Cove it may be too strong to allow of the journey thither.

This applies to much of the waters within the line from Cape Pembroke to Mangera Point and a dinghy is obviously unsuitable for journeys to and from Berkeley Sound or Fitzroy both well known fishing places.

As is known Albert Ratcliffe has made a number of trips to Berkeley Sound and some of them have been very successful. ^{Notes} Although his boat is small (18ft.) and can only make these runs in finest weather. He did not work at all until the summer season and I have no doubt will stop as soon as the weather becomes inclement. At the best his efforts can only be spasmodic.

Since it is probable that Stanley would normally not consume enough fish to cover the running costs of a suitable vessel I suggest that the boat engaged in fishing could supplement or perhaps entirely take over the tussac supply - but detailed comment on this would properly come from the Director of Agriculture.

With a view to combining fish and tussac supplies I have been considering once more the G.L. "Penguin".

There are three courses which might be adopted in order to utilize this vessel:-

I. The purchase of a Diesel engine adequate to give her full power say 50-60H.P. As is well known Diesel engines use low-grade, cheap fuel. One American 55h.p. Diesel consumes .46lbs. fuel per h.p. per hour at full speed which is about 2.5 gallons and such an engine might very well give the "Penguin" 9 knots in smooth water, which should be enough.

The amount of conversion required for a full power motor should not be great. It would entail lifting out the present boiler and engine, partitioning off the space thus left into engine room and hold, with a roof for the former and a hatch for the latter, fitting the requisite tanks, pipes etc. for the new engine, and of course a new stern bush.

A certain amount of iron ballast would almost certainly be necessary; this would be available locally.

It might be thought desirable to fit one mas with some canvas, such as the "Alert" wears.

Estimated cost Engine	£500.
Fitting	£100.
Alterations	£100.
Unforeseen	£25.

Total... £725.

II. The fitting of sail and an auxiliary motor.

(a) Sail: Schooner rig is regarded as the best for vessels of the size of the "Penguin". I have made examination of a good deal of second-hand gear - spars and sails - and subject to more expert opinion, believe that there is sufficient of these to rig the "Penguin". Wire and manilla for standing and running rigging would have to be bought.

(b) Auxiliary Motor: There is now in Stanley the Thorneycroft Diesel engine taken out of the "Prefecto Garcia". This machine is only (?) 18 h.p. but would probably give the "Penguin" 5 knots, and therefore would be a useful auxiliary. It has recently been taken down and overhauled under the supervision of Mr. H. Thomson (of the F.I.C.) who described it to me as "almost new".

There are a number of unused spare parts belonging to it. The owner asks the cost price of £330.

Estimated cost:-

Engine	£330.
Fitting	£70.
Alterations ...	£100.
Sails, spars rigging	£100.
Unforseen	£25.

Total £625.

III. The fitting of sail alone.

The estimated cost of this would be:-

Alterations	£100.
Cost of spars, sails etc. and of rigging (as in II.).	£100.
Unforseen	£25.

Total £225.

It will be observed that the three methods show a descending scale of cost and although any one them is a working proposition I. would be the most efficient and III. (dependent entirely on the weather) the least.

Scheme I. (full power Diesel) would be the best, since, except for stress of weather, the craft could go and come as desired and at a greater speed than could be expected under II. or III., thus a greater amount of work could be done. If I. were adopted Government would find itself in possession of a stout vessel able to make some at least of the hospital trips and/or other necessary journeys in worse weather than either of the present boats could face. Since these journeys are infrequent they could be undertaken in addition to fishing and tussacing.

The advantage of II. is that practically nothing necessary is actually in the Colony.

This method should provide a craft adequate for the purposes indicated under I. but more dependent on the weather and slower. The 18h.p. engine would obviously consume considerably less fuel than a full powered one.

III., being the most dependent on the weather, would be the least efficient but with adequate sail area should still furnish substantially improved fish and tussac supplies.

If sail only were fitted an engine could be added at any time.

It may not be out of place to remark that if the current rumours touching the arrival here of a substantial military force have any ground in fact and if such a force arrives it must be assumed that the demand for fish would increase and probably for tussac also (?) as well as "other journeys".

Two men should be sufficient to handle the "Penguin", although three would be better.

A.C.S.

I beg to submit a note on the
utilization of the s.l. Penguin for
experimental fishing, ^{2e.} with
estimates of cost of recommissioning.
I am expecting more definite
information as to price of an engine
by next mail.

J.S.D.
G.N.
25.11.42





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H.C.S.

Ref. question of an internal combustion engine for the Penguin alt. are catalogues from two different firms.

A. Caterpillar (U.S.A.)

B. Bergin (U.K.)

A. Caterpillar do not include fuel tanks, shafting or propellers in their prices. A 60 h.p. engine w/ covr £250 or £270 w/ 4000 revs plus cost of extra equipment as above which they do not even list.

B. Bergin list complete outfit
A 66 h.p. engine w/ covr £1990. c.i.f. Stanley

Both of these figures include some extras A w/ £20 w/ B. w/ £60.

It seems to me that B. w/ be the better firm to order from, and they are British.

It might be useful to file these with the Re Penguin papers.

2/10

to name a list of 2029. N.

Bergin

Cylinder K3.	605. 10.
Spares	23. 0
Fuel Pump	2. 0
Steering column	31. 10
Pump, bilge.	28. 4
(or £14)	+ pulley
Service tools	2. 9. 6

+35%
692. 13. 6
245

padding 2 1/2%
937. 13. 6
23. 15

freight.
? £6. 10
961. 8. 6
30
997. 8. 6

w/ padded. = 5600 lbs
= 165 cu ft
= 2075 ton

These people make only one engine as w/ in supply. See p. 943.



58 58.

53

The Base Engineer put a water pressure test on the boiler of the "Penguin" this afternoon (5/5/42). A pressure of 239 lbs was held on the boiler. A slight weep occurred at a weld on the starboard back end of the boiler. There was also a leak along the top seam in the smoke box and some movement of the smoke box, but in the absence of a gauge it was not possible to determine whether this movement was permanent. At about 190 lbs pressure there was a slight bang and about this pressure the plates could be heard moving. The Engineer considered that as the boat was at present virtually written off it would be worth while having a complete survey of the boiler made and obtaining an estimate of the cost of repairs. He suggested that the repairs to the top of the smoke box might require caulking or the ritting of a false crown sheet. He suggested that if one of H. M. Ships visits the Port we would be able to secure the necessary gauges to measure the movement of the smoke box, and also would be able to secure independent advice concerning the worthiness of the boiler.

The working pressure of this boiler is 140 lbs. I understand that Lloyds test is pressure and a half which would be 210 lbs. The Naval Test which was applied is pressure plus 90 lbs for a boiler of this type. The worst feature of this test was the movement at about 190 lbs pressure, but the pressure of 239 lbs \pm 3 was maintained without additional pumping for 3 - 4 minutes in spite of the small visible leak from the water gauge glass.

C.S.

Above is the finding of the Base Engineer which may be of interest for record purposes of your files. I believe it is the first real description of the state of the Boiler since it was placed
Feb. 26 1942

W. Flowers applies to buy the hull Penguin in order to fit her with the spars &c. from the Paloma, recently wrecked at Kidney Island, his intention being to supply tussac to Stanley.

His history, constant damaging and final loss of the Paloma create an opinion that he is not competent for the work of sailing such vessels.

It follows that the life of the Penguin would likely be just as full of accident and as short as has been the Paloma's under his management. The final state would then be worse than the present since, if the Penguin were lost there would be no vessel to replace her.

2. The price offered is too low. It bears little relation if any to the cost of procuring a comparable vessel from South America. Further, query may be made as to Flowers' financial position. It seems possible that he might propose to pay for the vessel out of earnings. It may therefore be pointed out that if she were lost before being finally paid for the remainder of the price would almost certainly be a dead loss to the Administration.

It is a subject for speculation whether the reported views of the carters are not being used to put pressure on Government to sell the Penguin to Flowers.

3. We do not see how Flowers can be in a better position to find labour than the Government: one of the men who used to cut his tussac has gone to the Jasons.

4. A scheme has been submitted for research and development of our inshore fisheries which it is hoped will be financed from the Colonial Fund. It is based on a proposal to re-engine the Penguin and the Government Naturalist has said that it could be started as soon as the necessary apparatus could be procured.

To part with the Penguin would therefore postpone seriously investigations which call for immediate attention on dietetic and economic grounds.

In the Final Act of the International Conference at Hot Springs, U.S.A. this year, importance is attached to research in and development of local resources now. It is therefore suggested that this makes it all the more necessary that Government should retain the Penguin in order that she may assist in both agricultural and fisheries work.

There is no reason why fisheries work should not go hand in hand with tussacing. The relations between us have always been most amicable. Since tussacing would produce the major part of the Revenue responsibility for the care and safety of the vessel should rest with the Director of Agriculture.

5. It is our opinion that this valuable vessel should be retained by Government and that when she is brought into use it should be in the public service and not in private hands.

6. There will inevitably be delay in obtaining an engine for the Penguin if the fisheries scheme is approved. The need for tussac is immediate and we consider that, if possible the vessel should be put into commission without delay.

7. The D. O. A. is not at all satisfied that the condemnation of the Penguin's boiler was justified. In his presence a cold water test was applied by the Base Engineer in May, 1942. A pressure of 239 lbs. was held for several minutes, and what loss there was was probably due to a small visible leak at the water-gauge glass. The Admiralty cold water test for this boiler is

230 lbs. and Lloyd's 210 lbs. Cold water pressure is the equivalent of steam pressure and the boiler is scheduled to work at 140 lbs. to give maximum speed, but it could be run with greater economy and almost as efficiently, at 100 lbs. pressure.

Permission is therefore requested for the making of another test of her boiler, and her engines, as soon as possible: the test to be carried out by the D. O. A. in conjunction with the (certificated) engineers of the San Casto. The test could be started on Monday, November ~~20th~~ 21st.

8. If the test should prove satisfactory, it is proposed that the Penguin should be operated by the Agricultural and Naturalist's Department, in co-operation, for carrying tussac and for fishing.

9. The Costs and Revenue are estimated as follows :

Costs.	£
Fishing (including wages of fisherman)	242
as provided in 1941 estimates.	
Bonus on fish.	65
Coxswain (H. Ratcliffe)	210
Engineer (G. Kelway)	220
Deckhand and Fisherman R. Hirtle, (included in 'Fishing' above.)	---
Cost of living bonuses.	48
Tussac cutters, 2 (V. Flowers and another)	
@ 1/2 per hr. and C. O. L. B.	306
Coal 15 tons @ 29.	135
(ex Navy. Outside estimate)	
Maintenance of Penguin	100
Bonuses to tussac cutters at 3d per bundle for any number over 375 per man per week.	100
	<u>1,426</u>

Revenue.	
Sale of Tussac 41,600 bundles @ 6d.	1,040
" " Fish 400 lbs. per week @ 3d.	260
	<u>1,300</u>

In these estimates the wages of Ratcliffe, Kelway and Hirtle, as well as the other costs of the fishing are being paid already. They amount in all to £672.

The additional expenditure contemplated is therefore £754, this is the equivalent of 29,160 bundles per annum or 561 per week, at 6d.

The estimated revenue is based on a sale of 800 bundles per week, as well as fish, and amounts to £1,300 which is very much greater than the contemplated additional expenditure. The difference would of course be set off against the £672 already provided for.

10. The Harbour Master has not, as yet, been consulted but we feel assured that he can be relied on to co-operate by releasing the Penguin and by lending the services of Ratcliffe and Kelway.

11. It is considered that the preceding paragraphs show that if the Penguin can be made to go her operation by Government as a public service will be well worth while.

J. L. B.
Director of Agriculture.

J. P. W. M.
Government Naturalist.

29.11.3.

62



No.

MINUTE.

11th February, 1944.

From
Director of Agriculture.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

To The Honourable,

The Colonial Secretary,

STANLEY.

Report on Government launch "Penguin".

With the advice and guidance of the chief engineer of the "San Casto", my foremen mechanic and I surveyed the boiler of the "Penguin".

The boiler was placed under a pressure of 240 lbs to the square inch. i.e. 40 lbs in excess of the naval test pressure for a boiler of this size. A slight leak was apparent in the seam at the ~~back~~ back end of the combustion chamber. The boiler was tested with a chipping hammer. The projecting ends of 4 or 5 smoke tubes on the lower right hand side of the boiler, which had been embedded in soot for a long time, were found to be soft. Internally, the seating of the dogs upon the combustion chamber was very corroded, and the back wall on which they bore, was deeply corroded. Several rivets on this seam were also badly corroded. There was a small amount of pitting in the boiler and some ringing of the smoke tubes (through corrosion at the point where the smoke tubes enter the combustion chamber). Chiefly because of the corrosion at the back end of the combustion chamber, it is not considered safe to run this boiler in the "Penguin", though I think it would be perfectly safe at, say, 20 or 25 lbs pressure for heating or other similar purposes on land.

I recommend that the boiler be removed from the "Penguin", dried and stored. It could eventually be used for central heating, heating glass houses or for dehydrating vegetables.

E. G. H.
Director of Agriculture.

7th March,

44.

Sir,

With reference to your letter dated the 7th February, 1940 I have the honour to acquire your present quotation for the 50/65 H.P. Thornycroft Marine engine (a) delivered and (b) fitted, price to include necessary repairs and any purchase to be subject to a 24 hour bench test. It will be understood that this enquiry is purely tentative.

I have the honour to be,

Sir,

Your obedient servant.

K. G. BRADLEY

Colonial Secretary.

Manager,
Falkland Islands Company,
STANLEY.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

8th March, 1944.

Sir,

I have the honour to acknowledge receipt of your letter dated 7th instant, and in reply thereto have to state that fractures in the water jacket have developed. It is possible that they could be welded, but we have not an expert welder for this kind of work.

It would be preferable if you obtained independent advice on this matter before going any further.

We are of the opinion that you could do better by purchasing a new engine, Diesel or semi-diesel. The engine under discussion is out of date, and you might now find it difficult to obtain spare parts.

I am,

Sir,

Your obedient servant,

Amr Burch

Manager.

The Honourable,
The Colonial Secretary,

Stanley.

Stanley,
25th March, 1944.

My dear Charlie,

This is an enquiry about the Penelope.

- 1. ? What is she doing (nothing I believe). Nothing
- 2. Is she in good condition. Yes
- 3. Is the engine in running order and if not could it be got into running order. Could easily
- 4. Are there any spares for the engine. Yes
- 5. Are the sails &c. sound. ~~Yes~~ Presumably
- 6. Do you think J.H. or J.M. would sell and if so any idea of the price. Uncertain, probably

I should be extremely obliged if you would send a reply by wire to the Government Naturalist, it will be G.H.M.S. and please do not refer to the ship as such or her name but reply by referring to the numbers. e.g. No. 1. nothing, No. 2. yes (or no). The reason being that if the answer to 6 is yes I don't want it too widely known as it might raise the ante.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
131	Fox Bay	22	0910	29 Mar.
<i>To</i>				
Govt Naturalist Stanley				

Nr 1 nothing Nr 2 yes 3 could easily 4 yes 5 presumably 6
uncertain probably entirely confidential.

Robertson.

Time



at
3 Jeorwood Drive
Road
Newcastle on Tyne
August 20th 1946

Dear Mathews,

It occurs to me to bother you again with an earnest prayer that the hull "Penguin" may be preserved ^{for Government use} as I have long had an eye on it as a potential fishing vessel and, as will appear, the fisheries proposal will (probably) be based on the use of it. There is record of a survey in which the verdict of soundness is very favourable.

Attempts have been made in the past to buy her and it seems likely that people may have a

try at persuading you part with it. Even if it is not to be a fishing craft I do not see that that can be decided for quite a time yet. She is a real asset at present. She is built of teak and would at present cost a small fortune.

I hope you enjoyed your time in the camp. The hospitality there tends to be almost overwhelming, but very really like having decent people visit them.

Our latest "Squeakers" are gone so we are not very up to date with island news. Letters are a little later but do not say if the Governor has gone. We are sorry the Wobbolds will be away when we return, I hope you liked them.

Our best regards to you all

Yours sincerely
J.E. Hamilton

~~44~~
71

via South Atlantic

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE SENT
BY ORDINARY MAIL



The Honorable

A. D. MATHEWS O.B.E.

2902

Stanley

FALKLAND ISLANDS

SOUTH ATLANTIC

First fold here

Second fold here

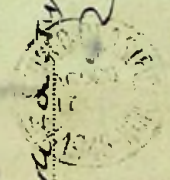
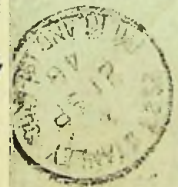
To open cut here

Name and address :-

U.S.A. *London*

3 *Greenwich Lane*

Newcastle-on-Tyne



To open cut here

A.D.C's Office,
Government House,
Port Stanley,
6. 12. 46.

Sir,

In accordance with your verbal instructions I have the honour to report that I have carried out a survey on the Steam Launch "Penguin", the result of which is tabulated below.

(i) Hull. The hull generally is in very sound condition, but is badly in need of careening, after which it should be treated with anti-fouling solution. The rudder and rudder post require to be reshipped after repairs have been effected to lower pintle. The gunwale is partially in need of repair. A new anchor cable is required.

(ii) Internal Compartments. (a) The for'd compartment is perfectly sound and merely requires two scuttles being renewed and boiler inspection plates to be replaced. (b) The after cabin is sound, but the hatch cover needs repairing, and three scuttles to be renewed.

(iii) Engineerom. The engines have been allowed to become extremely corroded and it is doubtful if they could be made to function without complete stripping and cleaning. They are nevertheless quite sound. The circulator has been disconnected but the mechanically driven bilge pump appears efficient. (The upper deck hand pump is in excellent condition.) The boiler is beyond repair and needs replacement as a long term policy.

(iv) Upperdeck Fittings. In the wheelhouse the wheel needs repair and the steering has to be connected up. The E/R telegraphs require repair. Boarding on the starboard after side of the wheelhouse requires replacement. The whistle requires renewing.

(v) Rigging. No rigging exists. The funnel guys are missing, as are the steering connection leads.

2. In general the boat is in quite good condition and only requires cleaning, re-painting and minor repairs, apart from fitting a new boiler to be made thoroughly seaworthy.

3. It is suggested however, that as it will be several months at any rate before a new boiler could be fitted, the engines should be removed at the earliest possible moment to a store shed to be cleaned and preserved from corrosion.

I have the honour to be, Sir,

Your obedient servant,

John S. Shuckle

Lieutenant, D.S.C., R.N.V.R.

His Excellency the Governor,
Government House,
Stanley,
FALKLAND ISLANDS.

*Yes I am obliged to Mr. Shuckle.
Harbourmaster to see respect at commission.
MC 7/XII*

*pp. C.A.H.
P. 12*

GOVERNMENT TELEGRAPH SERVICE.

102

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
To				3. 3. 47.
BRITISH GOVERNMENT				

Following for Sheffield begins reference inspection of launch Penguin we should be most grateful if report could include recommendations on horsepower and type of suitable Diesel engine and on consequent readjustment of interior accommodation and possible modification of deck ends stop

COLONIAL SECRETARY.

Time