C. S. O.

0175	0 1 7 5
29/32	

(Formerly)

SHI/VES/9 # 8

0175

SUBJECT :

GOVERNMENT LAUNCH "PENGUIN"

CONNECTED FILES.

NUMBER AND YEAR.	
29 of 1932	Same Title
0268	Purchase of ketch "Penelope"

Extracted from 135/43 (Col. Development and Welfare Act, 1940 - Fisheries Research). 12

H. C. S.

34 ..... may telegram as draft 34 be sent please. It is an enquiry as to cost of 88 h.p. KELVIN engines and spares etc.

Intld. J. E. H.
G.N.

9.4.47

Office.

Issue telegram pl. G.T.C. but make it clear that the code words in the draft are NOT G.T.C.

Intld. A. B. M.

10.4.47

G. N.

43 To note 43 pl.

Intld. J. B.
for C.S.
18. 4.47

H. C. S.

Noted thank you.

Intld. J. E. H.
G.N.
18.4.47

G. N.

5 5 is for you. I think it is for "Penguin"? If so, the delay is out of the question. What about "diesels".

Intld. A. B. M.
7.5.47

H. S. S.

These are Diesels. These people were making engines throughout the war, surely a dash of priority could be injected.

There are other firms.

Yes. Penguin. Cost is up say 75% on 1941.

Intld. J. E. H.
G.N.
8.5.47

Broom London

Following for-THE BERGIUS COMPANY,DOBBIE'S LOAN,GLASGOW

Please telegraph individual prices packed for export of following items from 1941 catalogue (following group en clair) KDEDF with pulleys for auxiliaries, AIRPE,CERTE,FEEDE,FILTR,SERVI,UGCYI,OMNYD,AMIZV, ACPEW,ACPAS,AENQUI with brass helm parts, and KDKDL

(remainder en clair)

See E 4

G.T.C.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : April 12th *19* 47 *Time :* 10.00

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

Following for The Bergius Company, Dobbie's Loan, Glasgow. Please telegraph prices packed for export of following items from 1941 catalogue KDEDF with pulleys for auxiliaries AIRPE CERTE FEEDE FILTR SERVI UGCYI OMNYD AMIZV ACPEW ACPAS AENQUI with brass helm parts and KDKDL.

COLONIAL SECRETARY.

Reply at 5

G.T.C.

see 3, 15

LJH.

x shd. be KDEDF.
H. 15.iv.47

x Senc as KDEDF
LJH.

29/32

4

H.M.S. SHEFFIELD,
at Monte Video.

1st March, 1947.

Dear Sir,

EXAMINATION OF GOVERNMENT TUG "PENGUIN".

94 in 29/32 (same file)

In accordance with your request 1144/21/2/47 an examination of the hull and engines of the Government Tug "Penguin" was carried out by my staff on 24th February, 1947.

The hull is in sound condition and with a few minor repairs will be well worth the expense of re-engining. The copper sheething requires renewal in places and the possibility of fitting rubbing strakes round the bilges is worth consideration.

The boiler is very extensively corroded both internally and externally and is beyond repair.

The compound reciprocating engine and its auxiliaries have been inefficiently preserved and although capable of repair the expense involved would be very considerable. Experienced engineers and well fitted machine shops would be required. Replacement would almost certainly be cheaper and more satisfactory.

The shafting is very badly corroded and needs renewal.

It is recommended that the present propelling machinery be removed and replaced by a slow running diesel engine of approximately one hundred horsepower complete with new shafting and propellor. In view of the locality in which this vessel will operate a generous outfit of engine spares should be provided.

Yours faithfully,

Captain, Royal Navy.

The Harbour Master,
Port Stanley,
Falkland Islands.

pp. 26.4

Honorable Colonial Secretary

This has just arrived by this mail & is forwarded pl.

25.4.47.

Pack 102/18.

CONVERSION OF THE PENGUIN TO AUXILIARY SAIL.

THIS can quite well be done: if you require proof, circumspice - the Paloma and the Porvenir are both conversions on very similar hulls and the former has no engine.

IT should be done. Any motor vessel that is to go for any distance in these parts, if it has not two independent engines, should have auxiliary sail for safety's sake.

Requirements.

The Penguin will have a large Diesel engine; the sail plan is subsidiary and so must not interfere with this.

It must be capable of getting her to windward ~~s~~ if slowly - in a medium breeze.

It must be simple - to be made locally.

It must be easily handled by a small crew.

It must be strong and reliable.

Owing to the hull form, it must be kept low.

Proposals.

A GAFF SCHOONER rig seems the best suited to these demands. The two-masted gaff rig gives the maximum sail area with the least height. It is strong, reliable easy to construct and easy to handle with a small crew. It is for these reasons precisely that it is so common here and on the coast.

The gaff sail has the advantage over the Bermudian, though not so efficient or close-winded, because

a. It has less height for a given area.

b. It has a better drive in a swell

c. The gear is simpler and more reliable.

A Sprit-sail rig is unsuited to the big seas and it also offers a big windage under power. The gear is simple but it requires some skill in handling. No one here knows it and fishermen are quite as bigoted conservatives as farmers.

Lateen and lug rigs whilst highly efficient were not evolved for windward work and also they need a large crew to handle them. They further entail the use of large heavy spars.

A square-sail is a most excellent sail, but it also has a cumbersome spar and the gear is complicated. As it cannot be left standing on the mast, it would be a nuisance.

Of the various two-sticker rigs, the schooner is to be

preferred as giving the greatest sail area with the smallest spars and the least height. It is also more easily stayed.

The yawl may be regarded as a modified cutter and like it, necessitates big spars and big sails and so the large crew to handle them.

The ketch rig needs more consideration. Its only disadvantages are slightly larger spars and the difficulty of staying the mizzen. The choice between the two will largely be determined by the size and hence the position of the engine. A large heavy engine will have to be central and may occupy the space where the schooner's mainmast would come - when a ketch rig will have to be adopted.

Design.

This consists in getting as near to what you want as you can with what you have - as just illustrated. If the engine won't allow a schooner, then you must be content with a ketch.

Nothing can be done in the way of actual drawing of sail plans until the engine and it's position are settled. The actual dimensions of the rig will depend on those of the engine which will limit the position of the masts. The rig will also depend on the size of the spars available. With a long keel boat exact balance is not so important and it can moreover be adjusted by alterations later to the headsails. This has in fact recently been done in the Porvenir.

With the installing of a Diesel, alterations to the interior accomodation will be needed anyhow, so they can be designed to fit in with the sail plan. The present enclosed steering position, if not to be abolished, should at any rate be sunk and preferably moved to a position further aft.

Whatever sail plan be decided upon, its efficiency will be very greatly enhanced if a false keel is fitted - even if it is not more than 6 ins deep. This is not very difficult and cand be done here. It would be well worth the trouble and expense.

on ½ to 1 ton fine bar ballast well

32

in 135/43

30.4.47

DECODE.

TELEGRAM.

No. 3.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched :	May	5th	*19* 47	*Time :*	11.15
Received :	May	6th	*19* 47	*Time :*	10.00

4 Your telegram 12th April. Reference Kelvin Engines approximate cost f.o.b. 88 H.P. direct drive petrol starting engine with propeller stern gear and accessories £1300. Same engine with 2 to 1 reduction gear £1690. Cost of steering and helm parts not included. Air starting not available. Delivery period 2 years. Letter follows.

See 15

CROWN AGENTS.

G.T.C.

L.H.

No.

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

MINUTE.

6

19

To

From

Stanley, Falkland Islands.

Original filed at 4 in 0162
(P.W.D. Weekly Works Programmes)

Honourable Colonial Secretary.

~~With reference to the first paragraph of His Excellency's immediately preceeding minute. The present Harbour Staff are quite able to run the MFV but would need additional crew. I have every confidence in the Gorwain to act as skipper as he has had long experience around the Colony coast and is so completely reliable. If, as I understand, the vessel will not be in continuous use, but only as emergency arises, then I would suggest that the crew should, having been trained, be employed ashore by Government and thereby avoid the cost of maintaining a full crew in idleness. A total of eight all told should be quite ample for normal working. There should be no difficulty in finding five men from PWD who have had sea experience.~~

2. Mr. Merton did discuss with me in a very general way the use by BAKC of the Penguin. Mr. Jones howver is repeatedly asking what is being done and what is proposed to be done as he feels that she is most suitable for their work. If the work as suggested by the 'Sheffield' experts is carried out I estimate the cost at about £1500. If BAKC could be persuaded to take her over on a minimum three year bare charter, the cost of her conversion would be a profitable venture. I am not in a position to say accurately what they would be prepared to offer per diem, but based on the rate of full charter for the Pourvenir which was I understand £8 per diem, then I think one could with reason expect £3 per day for bare charter for the Penguin for a three years term. This would produce revenue on a three years hire of £3285. If on the other hand the Bake are not willing to accept a long lense then the question arises as to whether we should not do better to sell them the Penguin as it stands and let them do the conversion, for if she was handed back to us after say one year the Government would, as His Excellency says have no use for her in addition to the Alert and the MFV as far as can be seen at this stage.

See 7

9

Comments by H.E. on 6 shd. be attached to this file & then put up again.

13/5

EXTRACT FROM H.E. THE GOVERNOR'S MINUTE OF THE 12th of MAY, 1947.

.....

6. Z. In the altered circumstances the only thing to be done is either to sell as it stands (provided the M.F.V. materialises) or to paint the hull as originally proposed and put on the stocks against contingent hire by B.A.K.C. (if they materialise).

(sgd) M.C.

12/V

VD.

G.N.

I'm asked to see this file.

14.5

Sails for Penguin
Cmdr. Marshall ones

10

EXTRACTED FROM HIS EXCELLENCY THE GOVERNOR'S MINUTE OF THE 23rd of MAY, 1947.

(Original filed in 0000/A - Development Policy - VIII Communications and Transport. (4) Sea (including Port and Harbour facilities). Purchase of Motor Fishing Vessel.)

.....

I think we should send now a telegram enquiry if a Kelvin Diesel Ø for "Penguin" can be secured through Navy Disposal Board for immediate delivery i.e. to come out in M.F.V.

Ø or equivalent of appropriate h.p.

(intld) M.C.

23/v

COPY. Page 28

Original filed in 0040/A/"Development Policy" - Purchase of Motor Fishing Vessel.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: June 19th *19* 47 *Time:* 15.35.

Received: ..... *19* 47 *Time:* .....

Grateful you ascertain whether and at what figure obtainable through Admiralty disposals or otherwise two Kelvin Diesel marine Engines 88 h.p. model: and whether if obtainable they could be shipped in Lafonia in September.

COLONIAL SECRETARY.

See 12

Reply at 13

G.T.C.

LJH.

COPY. Page 32 12

Original filed in 0040/A "Development Policy - Purchase of Motor Fishing Vessel"

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : July 4th *19* 47 *Time :* 16.30.

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

// My telegram 19th June Kelvin Engines. Grateful very early reply.

COLONIAL SECRETARY.

G.T.C.

LJH.

at Page 35

COPY.

Original filed in 0040/A "Development Policy - Purchase of Motor Fishing Vessel"

DECODE.

No. S7.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: July 11th *19* 47 *Time:* 15.55.

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

// Your telegram 19th June. Regret that no Kelvin Diesel Marine Engines are available.

CROWN AGENTS.

G.T.C.

LJH.

14.

EXTRACT FROM 36 OF 0040/A (Development Policy - VIII Communications & Transport)

.....

Yes.

M.C.

2. "Penguin" remains on our hands: but we might get an engine before B.A.K.C. start (if they do).

(Intld) A.B.M.
12/7/47.

W.H.

By
9.

15

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

CROWN AGENTS FOR THE COLONIES

4, MILLBANK,

LONDON, S.W.1.

W/Falkland Is: 5277

ELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
ELEPHONE: ABBEY 7730.

0175.

14th May, 1947.

AIRMAIL

Sir,

We have the honour to refer to your telegram dated 12th April on the subject of marine diesel engines and to our telegram dated 5th May, in which we gave prices for 88 h.p. engines both direct and reduction gear drive.

Your telegram was slightly mutilated in transmission and we now attach a copy of the Bergius Company's letter dated 25th April and of the literature referred to therein.

You will note that all prices shown are advanced by 60% and that delivery of either type of engine is at present 24 months.

No doubt if you decide to forward an indent you will provide as far as possible the information requested by the firm.

We await your further instructions.

We have the honour to be,
Sir,
Your obedient servants,

for the CROWN AGENTS.

The Colonial Secretary,
FALKLAND ISLANDS.

d

MANAGING DIRECTOR
W[illegible] BERGIUS.
SECRETARY.
DAVID W. WILLOCKS.
[illegible] MANAGER.
ALEX. G. CREE
REPAIRS.
ROBT. WOTHERSPOON

The BERGIUS COMPANY LTD

MARINE OIL ENGINE MANUFACTURERS.

Trade Mark "KELVIN"

254 Dobbies Loan,
(NEAR BUCHANAN ST STATION) GLASGOW, C.4

TELEPHONES
DOUGLAS 1266

TELEGRAMS
BERGIUS, GLASGOW

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

25th April, 1947.

The Chief Engineer (Contracts),
Crown Agents for the Colonies,
4, Millbank,
LONDON, S.W.1.

Dear Sir, W/Falkland Islands 5277

We acknowledge your letter of the 24th inst., and have been able to interpret the greater part of the message as follows:-

KDEDF - "KELVIN-DIESEL" Model K4 engine with equipment, page 939 in Catalogue Section 931-956.

SHUFU - Regret cannot interpret - word possibly mutilated

PULLEYS - Probably pulley for pump and dynamo drive.

AIRPE - Air starting in addition to petrol starting.

LLRTE - Lloyds Certificate of test.

F[illegible]DE - Feed Pump

FILTR - Double filters.

S[illegible]VI - Service tools for Model K4A.

[illegible]PCYI - Box of engine spare parts.

OMNND - 300 watt dynamo outfit.

ALIZV - Box of spares for Model K4A.

F.T.O.

CPEW - Kelvin All-Service Pump.

ACPAS - Box of spares for ditto.

RENQUI ? (AENQI) - Kelvin Steering Gear Equipment.

KDEDL - KELVIN-DIESEL Model KR4 engine with equipment page 941 in catalogue section 931-956.

It is not clear as to whether this enquiry refers to two engine equipments - one K4 and one KR4 - with all the various extra items, but, as the present delivery estimate on either model is 24 months and as the enquiry is based on out-of-date catalogues and includes items no longer in production, we suggest that it would be advisable to forward the enclosed current catalogues and literature so that any quotation which we make can be on the basis of up-to-date data.

Although air starting in addition to petrol starting is mentioned in catalogue section 1023-1041, this extra is not now available.

The Kelvin All-Service Pump asked for is not at present in production, and although it might be two years hence, we should not care at this date to commit ourselves to the supply of it.

The catalogue dealing with Kelvin Steering and Control Gear is on different lines from that issued around 1940, and your friends in the Falkland Islands would require to make careful study of it and either specify exactly what they wish us to quote upon or provide us with a drawing of the boat or dimensioned sketch with sufficient detail to enable us to plan the steering and control gear layout and offer the necessary parts.

We should, in any case, wish them to send us either a plan of the boat or full details and sketches on our questionnaire sheet which we send along with the catalogues.

FROM THE BERGIUS COMPANY LTD. 25 / 4 / 47

To The Chief Engineer(Contracts, Crown Agents for the Colonies.

18

At your service.

We are.

Yours faithfully,

THE BERGIUS COMPANY, LTD.

Enclosed:-

Section K 1037-1041
Questionnaire Sheet.
Pages 1117-1171 Steering and Control Gear.
Pages 1085-1091 Electric Equipment.

C.S.O. No.....

Inside Minute Paper. Sheet No.....

A

ME

15 - 22 for infn only. YE has seen 11 - 14 in another file.

B

MC 27/VIII

ABS 27.8

PA. ABS 28.8

C.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
5	London	68	13.40	13.9.47

To Secretary
Stanley

We have been offered subject to prior sale following Dorman type DLM marine diesel engines new ex stock complete with two to one reverse reduction gears but no stern gear fullstop 4 xix cylinder 32/79 HP 600/1400 RPM two available at £964 each FOB fullstop cylinder 48/119 HP 600/1400 RPM nine available at £1240 FOB fullstop please telegraph whether interested.

Crown Agents.

Time

Reply at 27.

62

DORMAN ENGINES FOR PENGUIN.

See 23C. The smaller engine, 4cyl, 32/79 h.p. is the better, as the other would be too large unless the craft is to be used for very heavy towing duties.

It will however require a new propeller to be fitted to the existing shaft, as the present one for a steam engine running at some 200 revs will be far too large for a Diesel running at 700 revs.

I imagine its weight will be about 3,650 lbs.

N.O.I.C.

YE

24 with 23. The whole cost with propeller, freight & work would come to at least £1100. The immediate need for B.A.K.C. has passed. I have not yet shown this to G.N. but £972 is the estimate for the

25

purchase of the 2 engine?

22 hp. Diesel-engined Boat for Fisheries School (34 h) in 135/43 below). It might be very well worth while to have the "Penguin" engined up in shed, with the 32/79 hp. engine at 23 C.

15/x

We have to take into consideration

Consult NOIC.

1. Larger crew
2. Increased running costs
3. Conversion of existing accommodation, removal of steam plant etc, for which an estimate shd. be obtained

MC 16/x

C.S.O. No.....

Inside Minute Paper.

Sheet No. 26

Y.E.

I have spoken to N.O.I.C. & the Solicitor. They agree that if we used the 'Penguin' we shd. need a larger crew (3 instead of 2) & the running costs would of course be higher. Moreover, the conversion of the "Penguin" would involve renewal of all skein-casing: bulkheads, round the stern: & a new engine-bed: & re-plating (with copper at a high price): copper nails: probably filling in the stern for a new engine shaft & re-boring: new propeller: all of which might put the whole cost up to £2000.

2. As I HRS Pt. verbally, I feel it proper to refer to the Fisheries scheme but my estimate of £1100 was for the engine & propeller alone, & freight charges etc.

3. Moreover, the 'Penguin' draws 5 ft. & with ballast (probably required if Diesel engine fitted) might draw 6 ft. This wd. make her less suitable for inshore work.

4. Wd. shd. I refuse 23 C?

C.B.
16.x

I think we must refuse, Later, if investigations indicate that our fisheries are capable of commercial development we might re-consider; but [illegible] at present.

DECODE.

27

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: 18th October, *19* 47. *Time:* 12. 15.

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

23c. Your telegram 13th October Diesel Engines regret not repeat not now interested.

COLONIAL SECRETARY.

G.T.C.

VP.

28

JE.

26

is inclined to reconsider ~~v~~ put the 'Penguin' in order for work with F.I.D.S.

2. Has JE particular instructions before he addresses C.A.A. about an engine?

CBL
25.2

ST to S of S, informing him that as the result of experience and on of the opinion that we should have a large and dependable sea-going launch based on Deception for F.I.D.S. use; that we have an excellent teak-hull (giving dimensions) which can be transferred upon an equal valuation and that we could furnish certain unavailable steam equipment belonging to us, with full engine of cost plus normal charges if they will obtain hull Kelvin Diesel and W.G.

C.S.O. No.....

le Minute Paper.

Sheet No. 29

A.

HM.

28 with p. 1029 & 19 herein. Pl. consider a complete draft SIT Regs. Is it sufficiently detailed – cf. 26 S1, p. 7?

C.B.
26.2

B

H.C.S.

I regret that owing to 15 & 17 & 20 in this file these details will require some time as there is no drawing or plan of the Penguin. I presume the same firm will design the steering and control gear lay-out please in which case the drawing of the Penguin must be prepared

E.F. Bunting
3 March 48.

C

HM.

Pl. ask Mr Marshall of Salvesen if they are likely to be interested in this for Albemarle (e.g. for towing tank-barges).

C.B.
8.3

D

H.C.S.

The Marshall consulted early and said without the vessel being slipped and an authoritative up to date report produced he was unable to say. He considered however that a Bolinder engine would be the most suitable

E.F. Bunting
9. Mar. 48

30

A

YE.

29 with 28.

2. Does YE. wish to go into detail or merely
x | to suggest the idea to the S/S? If the
latter, we can amend the draft S/T.
If the former, we must get details from
Hydro. (29 B) which may take some little
time.

3. Incidentally, 29 C was a Colleen
d'essai as an alternative.

C.B.
11.3

B

As at x.

What is a Bolivian penguin? I have never
heard of it.

MC. 12/iii

SPT.

C

Re. reply to 1 YE.'s question.
Furnish dimensions of 'Penguin' for
S 2 of the draft S/T.

C.B.
12/3

D

R. Let Mr. Cabell see model K2 in catalogue
and advise upon its suitability for FIDS lifeboat now
standing at Govt. Jetty.

MC. 17/iii

H.S.

E

[illegible] considers model K2 suitable

C.S.O. No.....

side Minute Paper. Sheet No. 31

A

H.M.

What is a Bolinder engine (29 D)?

2. As at 30 C st. – early.

A.B.
27.3

B

H.C.S.

1. Bolinder is the type of engine used by the Salvesen Coy down South. I have no personal knowledge of it but the Marshall was very keen.

2. Penguin dimensions.

o/a length	47'-0"
beam	10'-6"
draft.	5'-0" aft.
	3'-6" forward

E.J.B.

30. 3. 48.

32

Record.

Recalled from P. W. D. on 5. 4. 48 in accordance with H.S.S's instruction contained in circular memo. of 19.3.48 (filed in 119/36).

W.H.
5.4.48.

Wh. it has taken nearly 6 weeks to extract !!

Y.E.

This file was sent back to E.E. after 31 B for further info.

2. Now include 31 B § 2 at x of the draft at back? Then 'f.e.'?

3. 31 B § 1 replies to 30 B.

20.4

...O TELEGRAM.

...m: The Officer Administering the Government of the Falkland Islands.

The Secretary of State for the Colonies.

...te: April 27th, 1938.

55. SAVING.

As result of experience and in light of future requirements I am of opinion that it is necessary to have powerful, robust sea-going launch based on Deception to assist Falkland Islands Dependencies Survey activities. It would be transferred from Base to Base as required to assist hydrographic and other survey work returning to Deception for the winter.

2. The Colonial Government possess an excellent metal-sheathed teak hull (an old steam launch which has long lain idle) upon which a satisfactory report has been received after inspection by Naval Officers who describe it as "well worth the expense of re-engining". The dimensions are as follows:-

Length,	overall	47' 0"
"	o.w.l.	45' 0"
Beam		10' 6"
Draught		5' 0" aft
		3' 6" forward.

Other specifications as in attached form.

3. I am prepared to transfer this hull to the Dependencies on an agreed valuation when the existing unserviceable steam installation can be removed, and the hull reconverted for Diesel propulsion. The actual conversion of the hull is expected to cost approximately £750.

4. For this purpose I shall require a Kelvin Diesel engine, model K 4 complete with stern and steering gear etc. and suggest that this be sought from Admiralty surplus stores. It should be shipped out at the earliest opportunity so that the boat can be towed south on the first trip of the "Discoe".

5. Certain navigational instruments will also be required which could also be obtained through Admiralty sources and Butler will be instructed to secure and despatch these.

GOVERNOR.

See 36, 41

x Was it this?

? There is an other 5th note for the fate a 'Canal of 40 S.G.'?

H.E.S.

x was a printed form with diagrams giving measurements of boat. DHM

34

Copy of H.E's minute of 25th April, 1948.
(Original in D/4/48 "Purchase of a motor boat for S.G."

C.S.

We can cancel motor boat ordered for S.G. (Fleuret was to lock?).

I shall transfer to them the American customs launch abandoned at Marguerite Bay. Their present boat can go to one of the F.I.D.S. bases.

I propose to transfer Penguin hull and a dinghy and a rowing boat which we don't use to F.I.D.S. on an agreed valuation.

M.C. 25. iv.

SKM.

PA 6/3.

35

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

26th May, 1948.

Sir,

"PENGUIN".

With reference to the conversion of the steam launch "Penguin", this craft was hauled up on this Company's slipway with the object of measuring the propellor aperture and length of deadwood, which would be required by the makers of the new engine.

Upon examination of the hull externally it was found that the vessel has received some underwater damage. The rudder is missing, the keel is badly chafed in part and the skag piece aft which carries the pintle and supports the rudder is broken off. The metal sheathing has been stripped or chafed off in places, and it is feared that the vessel would require to be completely re-sheathed.

The following dimensions should be telegraphed to the United Kingdom for the information of the engine makers :

Propellor Aperture	20" from center line of shaft, to top of Keel.
" "	20" from after side of stern post, to fore side of rudder post
Length of deadwood	4' 6⅜"
Inside diameter of present sterntube	3¾"
Length of tail shaft	6' 9½" including taper at after end and coupling at fore end.
Length of intermediate shaft	say 10' 0" Fore end should be supplied plain without fitted coupling. Coupling and key should be supplied seperately for fitting here.

I am,
Sir,
your obedient servant,

Manager.

The Honourable,
The Colonial Secretary.

Ack. w. thanks 27.5.

36

DECODE.

TELEGRAM SENT.

From GOVERNOR *to* SECRETARY OF STATE.

Despatched : 31. 5. 48 *Time :* 09.15 *Received :* ..... *Time :* .....

33

No. 247. By telegram No. 95 Saving of 27th April. F.I.B.S. Launch.

Paragraph 4. Please inform makers following dimensions:-

Propellor Aperture 20" from center line of shaft to top of Keel.

" " 20" from after side of stern post to fore side of rudder p

Length of deadwood 4' 6½"

Inside diameter of present sterntube 3½"

Length of tail shaft 6'9½" including taper at after end and coupling at fore

Length of intermediate shaft say 16' 0" Fore end should be supplied plain wi
fitted coupling. Coupling and key s
be supplied seperately for fitting h

P/L.

GOVERNOR'S DEPUTY.

LTH

Rec. 31.7.L

DECODE.

37

TELEGRAM.

From Fuchs , Base E.

To His Excellency the Governor

Despatched : May 17th, *19* 48 *Time :* 1530

Received : May 18th, *19* 48 *Time :* 1100

3223 (0222 vol III [illegible])

Reference your provision of launch next year. I have received application from Huckle to serve in crew for which he is prepared to continue engagement with F.I.D.S. for period adn terms you amy require. His request made in belief launch is to operate independently of ship and not purely as motor boat. I would recommend him to command.

2. Am strongly of opinion that any such boat should be able to sail in emergency.

FUCHS
171530

P.L.
HS

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
164	Base E	89	12.00	23.6.48

To Clifford
Stanley

Very sorry hear Mrs Clifford again unwell and hope she soon makes speedy recovery stop Trust you will enjoy visit home stop We had very good midwinter party her and made base look quite festive with decorations etc stop Looking forward to seeing you both next year stop Would be very grateful for your personal advise concerning my possible employment with proposed launch bearing in mindthat after two years ~~asso~~ I am again anxious to return to life on the rolling deep stop Kindest regards.

John

Fuchs

Following for Buckle [illegible] Your telegram 23rd [illegible] ~~[illegible]~~ do not think you should endanger further service in Antarctic and should start thinking about your future career. Best regards from us both. Ends. Governor.

Time

Reply at 39

39

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				6.7.48

To FUCHS BASE E A/C ADVANCED FIDS

38

Following for Huckle begins stop Your telegram 23rd. I do not thin k you should ~~mak~~ contemplate further service in Antarctic and should stabb thinking about y our future career stop Best regards from us both stop ends

GOVERNOR

061530

Time

DECODE.

40

TELEGRAM SENT.

From GOVERNOR *to* SECRETARY OF STATE.

Despatched : 7.7.48 *Time :* 1530 *Received :* *Time :*

33

No.2. F.I.D.E.P. My Saving telegram 27th. April. (Commissioning of Penguin for inshore Survey). Huckle has applied and is qualified for post of captain this vessel. He will however have completed 2 years service in Antarctic and you may consider that it is not in his interest to defer taking up his appointment in Colonial Administrative Service (Gold Coast).

GOVERNOR

G.T.C.
MMcA.

See 32, 38, 39

88027/8/48

H1

Saving.

0175

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 29th May, 1948.

No. 49 Saving.

33

Your savingram No. 55 of the 27th April.

Launch for F.I.D.S.

Crown Agents have been requested to purchase Kelvin Diesel Engine and to comment on the other points raised.

SECER.

13.8

137

See 42

0175.

42

DECODE.

No. 76.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: July 23rd *19* 48 *Time:* 17.00.

Received: July 24th *19* 48 *Time:* 09130.

Have received for launch Penguin 90 H.P. Ruston Hornsby engine complete with all accessories and spares including auxiliary diesel compressor for £1850. Ordering separately battery and control panel. Hope to ship early August but stern tube requires modification to suit your requirements and will have to follow. Shall we send tube by air. Survey equipment also ordered principally from Admiralty and should be shipped in August. Butler requests you instruct F.I.C. go ahead with conversion of launch as details given by him to Roberts. Drawings of engine and stern gear will be forwarded earliest.

P/L. pp (Intld) A.B.M. CROWN AGENTS.

LJH.

Reply at 44

43

H.M.

32 – 42

You last saw at 31. Now the draft reply to 42 having regard to the necessity for 'Penguin' to be ready to be towed South in Dec 1948 or first trip of 'Biscoe' if required.

C.B.

H.C.S. The answer to this is in the hands of the F.I.C. 26.7. ~~Cross~~ If the engine etc are shipped early August then such can be fitted easily before December. But how long will the stern tube be before it is ready? – The cost to transport by air will be very high and the F.I.C may be able to fit in a few days in which case the Biscoe herself could bring the tube. But submit for consideration pl.

1. I have no knowledge of instructions given by Maj Butler to F.I.C.
2. Has the work mentioned in para 2 of Capt Roberts letter (35) been put in hand. – If not the matter should be referred to Maj. Butler as should the transport of the tube by air since it is F.I.C 'more' & not this Government's. CBB 26/7/48.

Copy sent to Manager F.I.C.

44

DECODE.

TELEGRAM.

From COLONIAL SECRETARY

To SECRETARY OF STATE FOR THE COLONIES

Despatched : 29th. July *19*48 *Time :* 1000

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

Please show your telegram 23rd. July (42) and this telegram to Butler for Governor. Impossible proceed conversion without drawings. Not understood why Ruston Hornsby substituted for Kelvin on which conversion based plans available, and could proceed immediately.

2. Please give firm date when stern tube ready for shipment.

3. Meanwhile damage repairs to hull put in hand.

COLONIAL SECRETARY

(Above details i.e.e. Capt Roberts).

G.T.C.
MMcA.

45

P.S.

Pl send copy of 44 to
Manager F.I.C. under C/slip.

25.7

HCS

Copy sent to Capt. Roberts secy. A.

28/4

P.S.
Pl. do not
(Pencilled)
6.8

B.V. 519
30.7

A

46

3. We should dispose of Penguin;

Mr. Tolbery might be interested?

? Mr. Davis.

Mrs. 3/IX

B

YE

Judicious procrastination here as ever!

Christie's fisheries like?

13.9

C

Yes.

MC 14/IX

D

YE.

As YE surmises, Mr. Davis is interested. But I doubt if his interest is up to £1000.

2. However, in view of "support to local industries" & the fact that he lost his sole ship, the "Penguin" as she stands is for £1000?

15.9

Yes; that is [illegible] proposed to [illegible] FIDC

AR

47

A.

H.C.S.

I have spoken to Mr J. Davis who states that at a figure of £1,000 he is not interested in acquiring the "Penguin"

DJ
J.A.C.S.
17.9.48.

B

Mr.

I believe that you are conducting simultaneous negotiations with Mr Davies? Perhaps I shd. have referred 46 to you first.

21.9

H.C.S.

Yes Sir and I have forwarded a minute on the results of an interview with Mr Davies

48/49

CJB 22.9.48.

No. 0175

MEMORANDUM.

48

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

21st September, 1948.

From: The Harbour Master,

Stanley, Falkland Islands.

To: The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :- Disposal of launch 'Penguin'.

I have the honour to refer to His Excellency's audience with me on the morning of the 20th September, 1948.

2. Regarding the proposed disposal of the Government launch "Penguin". His Excellency instructed me to ask Mr.J.J.Davis to quote a price which the latter was prepared to pay.

3. Accordingly I interviewed Mr.J.J.Davis today 21st September, and his top figure for the "Penguin" is £400 (his letter quoting this figure attached herewith).

E. S. Bunting
Harbour Master.

2/19

49

STANLEY,

21st September, 1948.

The Harbour Master,
STANLEY.

Sir,

With reference to our interview today 21st September, the top price which I am prepared to pay for the launch 'Penguin' is £400 (Four Hundred Pounds).

Yours faithfully,

J J Dawson

Reply on 67

50

EXTRACTED FROM H.E's MEMO. OF 27.9.48 FILED IN 0497 (Sealing enquiries by Couper Friend & Co.)

.....

Pl. draft telegram to Tilbury .....

2. Tell him that we can sell "Penguin" (dimensions?) - teak hull, metal sheathed and that if he wants it he should (a) close quickly (b) bring out new Diesel engine.

(Intld) M. C.
27.9.48.

WH.

Copy filed in 0497 "Sealing enquiries by Couper ~~XXXXXX~~ Friend" 51

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				29. 9. 48

To

TILBURY CARE OF COUPMILL BILGATE LONDON

63 in 0497

Your telegram 24th September thanks for report which I have noted with interest stop I have informed Colonial Development Corporation I am prepared offer sealing licence for initial maximum 10,000 sealions repeat sealions stop Not repeat not sea elephants stop para 2 Government t launch quote Penguin unquote for sale dimensions length 47 feet overall beam 10 feet 6 inches draft 5 feet aft 3 feet 6 inches forward teak hull metal sheathed price one thousand pounds or near offer stop If you wish purchase you should bracket a unbracket close quickly as there are other interested parties bracket b unbracket bring out new engine enquiring details Crown agents for the Colonies from whom 88 h.p. Ruston Hornsby had been ordered for her stop para 3 Duggent Company be registered in Falkland Islands thus saving taxation.

Reply at 53

GOVERNOR.

Time

LJH

A.

0175

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

COLONIAL SECRETARY'S OFFICE
28 SEP 1948
FALKLAND ISLANDS

MEMORANDUM.

52

28th September, 1948.

From The Harbour Master,

Stanley, Falkland Islands.

To The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :- Sale of "Penguin".

I have the honour to refer to the question of sale of the "Penguin" and to enquire whether it is necessary for me to make out "applications for tender" for display to the public.

B. E. F. Bunting
Harbour Master.

Yes, please. Usual stipulation that Govt. is not bound to accept highest or any tender.
C.
29/9

P.H.L.
29/9

H.C.S. Noted Gy. & will be submitted sooner possible
GFB, Dec 48.

DECODE.

Original in 0497 "Sealing - concession to Cooper Friend"

TELEGRAM.

6

From Tilbury, London.

To His Excellency the Governor.

Despatched :	October	2nd	*19* 48	*Time :*	17.49.
Received :	October	3rd	*19* 48	*Time :*	09.30.

51 Grateful your offer. Regret Penguin unsuitable my purpose and inability purchase equipment prior issue satisfactory licence in accordance Colonial Development Corporation cable.

. . . . . .

P/L. TILBURY.

5/10/48

0175

A.

54

SALE OF GOVERNMENT LAUNCH PENGUIN

(1) Tenders are invited for the purchase of the Government Launch Penguin.

(2) The launch is of Teak Hull construction and is moored close to the Government Jetty.

(3) Prospective purchasers may inspect the launch if application is made to the Harbour Master.

(4) The price quoted should be for the launch as she lies and must be exclusive of moorings which are not for sale.

(5) The Government does not bind itself to accept any or the highest tender.

(6) Applications should reach the Honourable the Colonial Secretary Office not later than noon on Saturday 16th October 1948.

B.

H.C.S. I have the honour to submit the above which if approved will be broadcast and displayed

C

D.

Hon. Informed B. 6.x.48.

5/10/48.

55

A

A.M.

C on 54 - in confirmation of our telephonic conversation yesterday, pl

B.

7.x.48

H.S.

Noted and displayed broadcast daily

B.

7.10.48.

a.l.

49 appears to be only Tender

B.O.

16/+

B.

18/+

B.

18/+

[illegible]

YE

53 - 55

Now wait a see if Christy's Fisheries are interested?

L
19.x

Mr. MC 19
7.

BH 8/11/48

19/x/48

U.S. 49 'Regret' pl. L
21/11

Pl. show Mrs
Comm. L
19.x

Copy to Harbour Master for information.

57

0175.

4th November, 48.

Sir,

49 I am directed by the Governor to refer to your letter of the 21st of September, 1948, addressed to the Harbour Master, and to say that it is regretted that your tender (£400) for the purchase of the launch "Penguin" is not acceptable.

I am,
Sir,
Your obedient servant,

(Sgd.) A. B. MATHEWS

Colonial Secretary.

J. J. Davis,
STANLEY.

CS

Mr. Davis is still interested in Penguin I think but if £2000 represents a fair figure for Penelope's hull (and I think that it does) then £1000 would not be too grasping for Penelope's. There is rather a tendency to depreciate the value of anything if the Government happens to be the seller; rather than let it go for a song it might pay us to put a new engine into her and sell her "in commission." What does HH think?

MC 9/XI/

A.

Sec.

(58) f. y. o. p.

for C.O.
9.11.

B

H.C.S.

1. I think £400 is too low a figure especially in view of the price paid for the Penelope.

2. However as His Excellency says the tendency is for the price to go down when Government is the seller. I think the reason for this is the limited market ie lack of buyers in any case but lack of urgent buyers in particular. Since purchase is rarely desired immediately a buyer can be patient with the certain knowledge that unless Government has a use for a certain thing the price asked will inevitably fall. Ultimately Government is forced to sell owing to depreciation 'catching up' on value. If Government does sell even at this point then she will have to face the criticism of having refused revenue

3. Thus because of my opinion expressed in B2 above I can recommend further expenditure as it may happen that even in a new engine lack of buyers will force the price down and Government may be worse off than ever.

4. Added to this there are crewing difficulties - ~~who~~ Wing Philond in full commission, the need for the Alert and other possibilities which H.E. discussed with me it may be impossible to crew the Penguin

I was not proposing to do so; merely to fit her out with new engine.

C

12 November

I send this under confidential cover

12 November 1948.

D

Y.E.

No further outlay at present. See if Christys or the Military (or Rescue (D.V.) Corps like?

R. 1 of 53

Pc
68

Kieran.

In his informed but not intimate opn

K.H.
31/1

EXTRACT FROM "DISCUSSIONS AT THE COLONIAL OFFICE".

Original filed in 0762.

30/1/49
BU 31/1/49
24/2/49
1/2
30/9

XX. "Penguin" launch. 0175 ------

To see C.E.... re Thornycroft's re plans.

BU 30/11/49

B.U. 15/12/49.

B.U 30/12/49

Y.E.

No/1 I understand, I think, in conversation that you considered selling the Penguin to S. Georgia eventually. It seems she is "de-gutted" and we have told C.D.C. (freeze) that they can have the use of her as a scow for off loading at Port Stanley. If they show any interest we might be prepared to sell her to them. You indicated earlier that £1,000 might be a reasonable figure for the hull.

Yes. (2)

31/12/49.

(1) My intention if we put under the Penelope hulk is to transfer her engine to Penguin (getting the drawings of the engine lay-out – which, incidentally, should be here) and for P&D to do this in their own time. I should like to know if (2) is practicable unless

E.E.

X of H.E's minute f.61. Pl advise.

8/1/50.

H.C.S.

pwd could carry out the work of refitting the engines into Penguin but advice would be required as to the layout in the vessel - probably Thornycroft's would be willing to undertake such advice

EHS 11 Jan 1950.

18/2/50

E.E. No, the question is still leading here to C.D.C. for use as a scow involve risk to the hull?

16/1/50.

H.C.S. 1. Yes there is a risk of damage especially since she is not a scow & therefore not 'flat bottomed' EHS 17 Jan 1950

0175

EE.

Cdr. Kirkwood

Seeing Crown Agents about "Penguin"? Have we communicated with them on the subject?

Did Barnes sell his Kelvin "Handy Billy"?

MCK

7.E. ~~H.E.~~

1. I spoke to Cdr Kirkwood re this and promised to send drawings to London (addressed to Kirkwood c/o Crown Agents.)
2. Have now obtained the necessary dimensions (to do which it was necessary to slip the vessel) - only possible at high tides) & the drawing will be sent next Air Mail
3. Cdr Kirkwood however was not very clear as to what exactly he was meant to do with the vessel
4. ~~H.E.~~ 2 above - I regret I do not know

EJB
7.7.50.

10 JUL 1950

63

E.E.

M.E's minute at foot of previous page. Perhaps you would advise Cdr. Hickwood of this effect when sending him the drawing.

13/7/50.

H.P.S

Noted thy. I will do so

EHB 14.7.50.

0175

C/S

Have you provided Mr Venlen about the Penguin hull? If not please do so next time he comes in.

MC 12/6

His idea is £200 – I met my idea.

H. 12/6/51.

A.C.S.

H/07 put in a minute on this subject last week, recommending putting it up for sale publicly.

18/6

Ar 64 PR.

19/6

17/7/50

No.

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

MEMORANDUM.

64

14th June 1951

The Honourable the Colonial Secretary.

The Harbour Master.

Stanley, Falkland Islands.

SUBJECT :- DISPOSAL OF THE "PENGUIN" ETC.

With Ajax Bay having just sunk their only means of getting sand in large quantities (the Landing Craft belonging to Albermarle) this appears to be an ideal opportunity to re-advertise the "Penguin"! This hull is useless to the Government unless the Coast Air Service were to be put into operation, and even then I consider that we should find it uneconomical to refit her. Mr J.Davies has already stated that he would offer £350. for the "Penguin" and I shall take the first opportunity to inform him that Ajax Bay are also likley to go into the market in the hopes that he will increase this offer. From the good of the Colony point of view I would prefer to see Mr Davies get the hull as he would at least make good use of it I'm sure, whereas Ajax Bay would most likely allow it to join their list of wrecks. I think £500 would be a fair price.

H.E. has asked that I remove the large ships boat at the back of the t Town Hall: ~~I have already removed the plate from inside and this will be presented to the museum.~~* The remainder would make good fire-wood and I suggest should be offered for sale as such.

* when I went down to do so I found someone else had been there first!!!

P.T.O.

The "John Biscoe's" scow is another unsightly object, which is no longer required by the Government so far as I can see. Strictly speaking this is F.I.D.S. property, but if F.I.D.S. agree to this course being taken, I will undertake the sale for them and credit the money to their account at the Treasury. (Less our usual percentage as the Company would say!).

John S Hunt

66

HARBOUR DEPARTMENT,

STANLEY, FALKLAND ISLANDS.

15th June 1951

HARBOUR DEPARTMENT NOTICE.

Tenders are invited for the purcahse of the hull of the Launch "Penguin" now lying in Stanley harbour. The Governemnt does not bind itself to accept the highest or any tender.

Tenders addressed, Chairman, Tenders Board, Secretariat, and endorsed "Penguin", should reach the Secretariat not later than noon, Friday, June 29th.

Tenders are invited for the purcahse of the scow now lying at the Government jetty in Port Stanley. The Government does not bind itself to accept the highest or any tender.

Tenders addressed, Chairman, Tenders Board, Secretariat, and endorsed "Scow" should reach the Secretariat not later than noon, Friday, June 29th.

Tenders are invited for the purchase as firewood of the ships boat lying at the back of the Town Hall. The purchaser must undertake to remove all the wood within one month of purchase.

Tenders addressed, Chairman, Tenders Board, Secretariat, and endorsed "Firewood" should reach the Secretariat not later than noon, Friday, June 29th.

1715/27 MM
1715/28 MM

Y.E. (via S/F). /64

Reference attched from Harbour Master. Y.E. mentioned to me that we should prod Mr. Venters about the "Penguin". I think to advertise it for tender would be the best way, especially as there appears to be more than one potential purchaser in the market.

Geo.

I understand from A/E that he could make use of the Scow? Certainly not

No. Sir

2. Para 3. If the scow is no longer required it would be as well to dispose of it. The H/M must not charge a commission, however. That is all part of the £10,000 p.a. which Dependencies pays to Colony for services rendered.

15.6.51.

3) We might fix a reserved price on the Penguin. ? £500.

We gave £2000 for the hull of the "Penelope" — we do not bind ourselves to accept any tender. Let us see what is offered — I should have thought she was worth every penny of £800 on the Penelope basis.

Who does that old wreck belong to and of the Air Port? Could it not be blown up? When we got OC 82 there as well the place will look like a ship's graveyard.

A/M

P. 66. O.K. Pl proceed accordingly.

27/6/5

HCS. Attached public notice has been issued. AE. does not require the scow. Since the issue of the public notice I discover that the ship's boat was not ours to sell - it belongs to the museum - have accordingly asked Town Council to approve sale & money will be credited to the museum.

28.6.5.

C.S.

As only one tender was received for the purchase of the "Penguin" (see below) I have closed the deal with Mr Davis in accordance with our telephone conversation of 3.6.51, and on the receipt of his cheque for the amount offered (£350) I turned the hull over to him. Although this sum is not so large as H.E. hoped or expected, I nevertheless feel that we have taken the best course, otherwise the "Penguin" would one day become a total loss when she drags her anchor in a gale - this has already happened twice during the last six months!

May this file now be closed please?

4.7.51.

Stanley.

28th June, 1951.

Reference: Broadcast notice 27th / 6/1951.

Sir,

With reference to the above mentioned notice, I beg to quote the figure of £350. (Three Hundred & Fifty Pounds), for the [illegible] of the Launch "Penguin".

I am,

Sir,

Yours respectfully,

J. J. Davis

The Chairman,

Tender Board,

Secretariat.

[illegible] 2 pl. [illegible] for C.S. [illegible]/7/51

B.O. for H.E.'s information on his return, please.

J.C.

Page 69 fr. We only got £350 for "Penguin" but I agree with H/S that it is best to have got rid of it.

Mr. Davis has got it cheap but the boat will be put into commission which is all to the good of the Colony.

MC. 10/viii

10/8/01

11/8/01

10/8/01