

C.S.

CROWN AGENTS

(Indents)

1924.

SHI/JET/1 # 12

No.

797/24

h.s.g.

Col. Engineer

SUBJECT.

1924

Indent for materials for repair of
Dockyard Jetty.

22nd December

Previous Paper.

MINUTES.

Minutes from Col Engineer of 22nd December 1924 — Encl (1)

Y.S.

Submitted

*Detailed plans and specifications
for the repair work should be forth
furnished?*

23 Dec. 24

[Signature]

H.C.S.

*Yrs please: detailed plans + specifications
together with estimate of cost of materials*

✓ Advise.

[Signature]

28 Dec 1924.

Subsequent Paper.

7.C. 7th Dec 25
PA 20/12/25
PA 20/12/25

C.S.
Referred back accordingly

H.H.H. 29 Dec. 24

The Hon. Col. Secy.,

I beg to submit herewith Drawing No. 61 and specification.

2. The estimated cost of the work proposed is:-

Material..... £895
Labour..... £115. £1000.

return of price of materials

3. Draft indents for materials required from Punta Arenas and from the United Kingdom herewith. Indent for timber has been added to.

4. Please return drawing to enable a tracing to be taken.

R. Rossiter.

Colonial Engineer.

31/1/25.

*Y.R.
Submitted*

The specification and plans might go to the U.K. before for examination in Mr. C's office?

H.H.H. 2 Feb. 25.

H.C.S.

I am afraid it would be difficult for anyone to advise on these plans without having inspected existing structure & in that case authority may be given for materials required from England or abroad.

2. Tenders should be called for materials required

from Punta Arenas price was quoted
for delivery ^{at} ~~alongside~~ jetty.

M.

2 February 1925.

P.S. I have discussed this matter with
Colonial Engineer who considers Messrs Moore
Shelton's proposals for preservation of timber the
points out that wood of ~~the~~ ^{the} ~~ship~~ ^{ship} are badly
worm eaten after having been laid for 12 years

M.

6 Feb 1925.

The Hon. Col. Secy.,

Noted. Indent, in quadruplicate for material
required from England, also copy of letter addressed
to Messrs The Falkland Islands Co and Estate Louis
Williams and to Mr Ray Hardy herewith.

2. A Financial Requisition in the sum of £500
has been prepared to cover the cost of the indent and
is being sent forward through the Treasury for approval

R. S. - asst. eng.

Colonial Engineer.

9/2/25.

H.C.S.

In answer should be sent to Crown agents

Public

2. Tenders should be called for timber

tenders to be submitted not later than

4th March. I understand from Col. Engineer

that the material is especially well if it

can be reduced so much the better

M.

11 Feb 1925

Indent No 334
M.P. I 8/25.

Early please
M.

Colonial Engineer,
Preferred.

W.L. 13
for C.S.
12 Febry 1925

The Hon. Col. Secy.,

Noted.

2. Notice for publication was forwarded to you in duplicate this morning.

Chromo date
of tenders at Mr. Hobbs
9th. 13
(5)

R. R. Gardner
Colonial Engineer.

13/2/25.

Letter from Est L. Williams 10 Febry 1925

(4)
(3)

~~XXXXXXXXXX~~

C.S.
No action has been taken to obtain tenders from Santa Grande? Mr. Hobbs who is the G.W. agent in Punta Arenas has not been informed of the proposal?

W.L. 18 Feb. 25

The Hon; Col; Secretary.

At an interview with Mr Rowe in connection with this matter he asked me if the Government would be calling for tenders from Mr Hobbs to which I replied that it was quite possible.

2. I do not think Mr Hobbs has been informed. A list of timber was submitted on the 22/12/24 herein (I) but was not sent per the "Ortega".

R. R. Gardner
Col; Engineer.

20/2/25.

Y.S.
 Mr. Hobbs will I think have
 a claim for percentage commission
 on any contract for the supply of
 timber from Punta Arenas although I
 am by no means sure ~~that~~ of the
 law of agency on the point.

I regret that I did not anticipate
 that tenders might be called at once.
 It appears too late now to invite tenders
 from Gentle Brands.

~~Y.S.~~ 20 Feb. 25

H.P.S.

It is most unfortunate that Mr. Hobbs
 was not given a chance of tendering. I am
 afraid I overlooked just that he was agent
 of the Govt.

2. ~~Transmission of telegram~~

Emma is said to be returning to work
 in French with a view to Stanley - on foot
 a letter of enquiry a letter could be
 sent by her to Mr. Hobbs asking for quotation
 by telegram:

M.

21 May 1925.

Letter to Mr. E. W. Hobbs. 3/3/25.

(5)

Telegram to Mr. E. W. Hobbs 30 Mar 1925 (6)

(over)

Minute from Colonial Engineer, 2nd April 1925 (7)
Letter from Estate L. Williams 30 Mar 1925 (7a)
Letter from Est L. Williams 1st April 1925 (7b)
Telegram from Mr E. W. Hobbs 1st April 1925 (8)

Y.S.
submitted

The Colonial Engineer is unfortunately absent from Stanley but as the quotation is nearly £100 below the other tenders it should I think be accepted at once. The C.E. has very little confidence in Mr. Hobbs from a business point of view but the F.I.C. have found him very satisfactory.

2. If Y.S. concurs I propose to cable in reply "Your tender of £360 for timber, ^{as specified,} delivered at Jetty Stanley accepted shipment by first opportunity necessary."

~~TTTTT~~

3 April 25

H.P.S.

Para 2 approved.

H.P.S.

3 April 1925.

Telegram to Mr E W Hobbs
4 April 1925 (9)

O.C.
For information
TTTTT 6 April 25

The Hon; Col; Secretary.

Thank you, noted.

2. Providing the timber received is in accordance with the specification and in good order then, in my opinion, the quotation is most satisfactory.

R. B. Barclay
Col; Engineer.

21/4/25.

Extract from letter from Mr. E. W. Hobbs
3rd April, 1925. Encl. (10)

Extract from letter from Mr. E. W. Hobbs
29 May 1925 (Encl 3 in M.P. 407/25) (11)

Colonial Engineer,

For note,
C.M. 13
cc/Sec
7 June 1925.

The O.C.C./C.S.O.

Thank you, noted and returned.

R. B. Barclay
Col; Engineer.

13/6/25.

Minute from Col Engineer of 3rd July 1925 - Encl (12)

E.G.
Submitted for your Excellency's
authority to pay Mr Hobbs' commission
on contract price of timber.

2. With regard to the two small
items of insurance, I am afraid
it would be difficult to say
whether or not the amounts have
been transferred without reference
to Mr Hobbs, which would incur
a good deal of delay in settlement
of the accounts.

G.P.H.
D.C.S.
7 July 1923.

O.S.C./C.S.O.

Commission claimed may be paid.

2. It seems a simple matter to ascertain
insurance
as the cost of both houses
& one is known.

J.H.
8 July 1923

Colonial Engineer.

For order.
G.P.H.
D.C.S.
8 July 1923

The Hon. Col. Secy.,

Noted.

2. Payment has been effected accordingly.

3. Copy of letter to F.I.Co. herewith.

Assy
Col. Engineer.
11th July, 1925.

Minute from Colonial Engineer 7 July 1925 (14)
Letter to Mrs E. W. Hobbs 14 July 1925 (15)

Colonial Engineer

For order

W. H. V. G.
O. I. C. S. O.

15 July 1925

O. I. C. S. O.

Thank you, noted and returned.

W. H. V. G.

Col; Engineer.

28/7/25.

Telegram from Mrs E. W. Hobbs, of
20th August 1925 - End (16)

Colonial Engineer

For order

W. H. V. G.
O. I. C. S. O.

20 Aug 1925

The Hon. Lt. Secy

Noted + returned

W. H. V. G.

Colonial Engineer

24 Aug 1925

Minute from Col. Engineers of 21/9/25 incl. (17)

E. B.

Submitted for approval.

W. H. V. G.
O. I. C. S. O.

22 Sept 1925

O.I.C./C.S.O.

all can be given by telegram.

It is not necessary to include Bladwin
Invents. Dr Bentley has been good
enough to obtain a small supply from
Newell + I am most grateful
for the trouble he has taken in the matter.

Dr.

22 Sept 1925.

Telegram to Messrs. E. Cooper + Son
23rd Sept. 1925.

(18)

Colonial Engineer

For info.

Dr. Bentley

22 Sept 1925.

O.I.C./C.S.O.

Thank you. Wited

W. Royce

In Lt. Inyuan

24/9/25

Telegram from Messrs. E. Cooper
+ Son, 24 Sept. 1925.

(19)

Colonial Engineer

For info.

Dr. Bentley

Dr. Bentley

25 Sept 1925.

Inside Minute Paper.

O.I.C./C.S.O.

Noted.

2. I would suggest that a telegram be sent requesting shipment as soon as possible.

3. In view of the uncertainty of shipment from Punta Arenas in the near future I would suggest that the ironwork ordered from Punta Arenas (vide M/P 179/25),

viz.-

- 86 bolts, galvd iron, 14"x 3/4") All bolts to be
- 56 " " " 13"x 3/4") fitted with nuts
- 56 " " " 7"x 3/4") and washers.
- 48 " " " 17"x 3/4")
- 500 washers " " 3/4" hole
- 2 cwt " " spikes, 6', chisel point.

be added to the order already placed with Messrs Cooper & Son.

4. It is hoped, if ironwork arrives in November, to be able to construct a portion of the new jetty at Anson sufficient to enable materials to be landed.

5. The bolts already on order from Punta Arenas will be very useful, it is thought, to carry as stock.

*Copied 1/2
M.P. 179/25*

R. S. S. S. S.

Colonial Engineer.

28th September, 1925.

*Y.C. Submitted with M.P. 179/25 in which above minutes have been copied.
W.L.S.
W.L.S.
29 Sept 1925*

*Telegram to Messrs Cooper & Co. Montevideo.
30 Sept 1925*

(20)

Letter from Mr. G. to Hobbs

27 August 1925

(21)

Colonial Engineer.

Will you please arrange settlement of accounts.

*W.L.S.
W.L.S.
2 Oct 1925*

O.I.C./C.S.O.

Payment has been effected accordingly.

2. Copy of voucher.

Copy of letter to Falkland Islands Co.

22
23

R. B. Barclay

Colonial Engineer.

13th October, 1925.

Letter from Messrs E. Cooper, 6th Oct, 1925. (24)

Receipt for goods received on board "Pythia", 17/9/25. (24a)

Copy of telegram from Messrs E. Cooper, 1/10/25. (24b)

" " " " " 24/9/25. (24c)

" " Voucher for £61. 1. 11. (24d)

Colonial Engineer,

Referred

*W. H. 17
O.C./Sec*

14 Oct 1925

O.I.C./C.S.O.

Noted.

2. Request has been made for a Draft in the sum of £61. 1. 11 to be issued in settlement of Messrs Cooper & Son's account.

Copy of minute to Hon. Col. Treasurer herewith.

(25)

R. B. Barclay

Colonial Engineer.

15th October, 1925.

Minute from Col Engineer of 10th November 1925 - Encl (26)

Letter to Messrs E. Cooper & Son. 4 Nov^r 1925 (27)

Colonial Engineer

For note

*W. H. 17
for C.O.
4 Nov 1925*

Wm W. Reay

Thank you. Noted

W. H. 17

Wm W. Reay
4/11/25

side Minute Paper.

28-32 Minute from Col Engineer of 22nd December 1925.

[Signature] Submitted. *[Signature]*
22. XII. 25

H.T.S.
Financial requirement approved.

2. There is no doubt that weather conditions have made work difficult + moreover it has been necessary to withdraw carpenters on several occasions to carry out other work.

3. A week will be necessary ^{at Col: Engineer's estimate} ~~to~~ finish average weather I hope it may be possible to complete work by end of January.

[Signature]
26 Dec 1925

Colonial Engineer
1. To note.

2. R. 41/25 for 150 hours with 100 usual action in conjunction with Mr. [Name].

[Signature]
26/XII/25

Paper recalled.
25/1/26

33 Letter from Messrs Ed. Cooper & Son 17 Nov 1925 (33)

34 Minute from Colonial Engineer 19 March 1926.

Submitted for approval of the
Submission by the Colonial Engineer of a
Special Warrant for £110.

M. 23/III/26
24 March 1926.

Colonial Engineer. For action
24/III/26

The Hon; Colonial Secretary.

Thank you noted.

2. Special Warrant has been submitted accordingly.

R. S. Ashley.
Col; Engineer.
24/4/26.

Minute from Colonial Treasurer of 20th April, 1926. 35.

Special warrant N^o 7/26. 36-37.

Special Warrant no 7/26 in the
Sum of £110 Submitted for favour of
signature

M. 26. 4. 26
27 April 1926.

Hon Treasurer }
Colonial Engineer }

Sum N^o 7/26 herewith for
usual action

M. 4 May 1926

Hon. Col. Sec.

S. W 7/26 withdrawn.
M. Bougie Hackett
5. 4. 26 by Treas

The Colonial Engineer.

Passed to you accordingly.

MCH
5.5.26

Hon. Col. Secretary

Thank you.

M.P. returned.

E. H. Bound.
Clerk 1/2 P.W.D.

13/7/26.

clerk in chg. P.W.D.

Will you please record hereon the repairs necessary to complete this work.

E.H.B.
for C.S.
9/11/26

The Hon. Col Secretary.

I have been in communication with Mr Lees on the Phone, and he informs me that the Landing at Dockyard Jetty is still to be boarded round, and metal on various parts of Jetty. also Davits erected for Boats. Braces on various parts. which work we hope to complete when Carpenters return from Anson.

E. H. Bound.

Clerk-in-Charge P.W.D.

14th October, 1926.

Clerk-in-Charge P.W.D.

By 31. 12. 26. please ?

[Signature]

15. 10. 26.

J. Col. Sec.

The Hon. Col. Secretary.

The work referred to, is
expected to be finished by 31st December 1926.

E. H. Bound.

Clerk-in-Charge P.W.D.

16th October, 1926.

*Yr. Schtmt for information. Estimates
for 1927 have been framed on this
assumption as regards this particular item.*

JMB
16 Oct. 1926
16. 10. 26.

Col. Rynier.

*What is the position
in regard to this matter at the
present time please?*

JMB

By Col. Sec

The Hon. Col. Secy.,

1. 12. 26.

It will not, I fear, be possible
to complete this work this year as the carpenters
will be fully employed at Anson to the 31st December.

2. There is a balance of £54.13.10 on S/W No.
7/26 and I would suggest that this amount be taken as
a revote in 1927.

R. B. Basely.

Col. Engineer. 2/12/26.

Yr Schittel. I suppose that there is
no alternative but to allow completion of
his work to stand over until the computers
are available next year.

J.M.

2.12.26.

McL. Most disappointing, but there would appear
to be no alternative.

J.B.
2 Dec. 1926.

Col. Pymon

Please see.

W. H. L. L.

G. W. L.

3.12.26.

The Hon. Col. Secy.,

Noted and returned.

R. P. S. Archer.

Colonial Engineer.

3rd December, 1926.

Harbor Park.

To see please.

J. Miller

of Col. Sec.

6. 12. 26.

9/12/26.

Seen & returned.

W. Miller.

W. Macdon.

To Colonial Sec.
P. Stanley.

~~4~~ 9. 2. 27

~~he~~ 9. 12. 26.

~~4~~ 9. 4. 27.

~~he~~ 9. 2. 27.

Col. Pyman

You will bear this wool is mixed,
please, for execution as and the presence of other
wool permits to the return of the computers
for them?

J. Miller

of Col. Sec.

11. 4. 27.

Col. Pyman

H.C.S.
Is a further
sub-approval
from P.S. on this
matter with
meantime?
P.S.

This work will not be

overlooked, please, during 1927?

J. Miller
Ct. Col. Sec

The Hon. Col. Secy.,

1. 7. 27.

Noted.

2. The carpenters will be fully occupied until the end of September. Possibly, two carpenters will be required to accompany me to the Arroyo Malo bridge for the erection of timber staging.

R. S. Ascher
Colonial Engineer.

2nd July 1927

Stephen Parker

To see . It would be
well if you will consider whether
you cannot arrange to have this
work carried out departmentally.

J. Miller
Ct. Col. Sec

4. 7. 27

11. 7. 27.

Submitted, etc.

I have seen Mr. S. Roberts reference to this visit of "Penguin" & it may be possible after that to carry out this work

W. Roberts

H. Maslin.

~~L. H. Sec?~~

~~4. 27. 7. 27~~

~~6. 17. 7. 27.~~

~~4. 17. 8. 27~~

~~6. 27. 7. 27.~~

26. 8. 27. Submitted. There are no carpenter's at present available

W. Roberts

H. Maslin.

~~L. H. Sec?~~

~~4. 17. 9. 27~~

~~Bf. 15. 10. 27.~~

~~6. 29. 8. 27~~

~~9. 22. 9. 27.~~

~~W.~~

~~4. 10. 11. 27~~

~~6. 17. 10. 27~~

Col. Py.

Please arrange to have this
work done as early as possible
at all any rate before the end
of the current year.

J. P. [Signature]
—y.

11. 11. 27

The Hon. Col. Secy.,

Noted.

2. The work is in hand and, as far as is known, will be completed this year.

3. The estimated cost is £50 and I shall be glad to receive authority to prepare a S.W. for this amount under Head Appendix I, item 5, Repair of Dockyard Jetty (vide my minute of 2/12/26 on the reverse side of sheet 8 herein).

J. P. [Signature]

Colonial Engineer.

3rd December, 1927.

Col. Py.

Please submit S.O. records.

J. P. [Signature]
—y.

6. 12. 27.

The Hon. Col. Secy.,

A Special Warrant is submitted herewith accordingly.

C. Roberts.
Colonial Engineer.

7th December, 1927.

38-39 Special Warrant No 61 of 7. 12. 27.

Y/E.

Special Warrant submitted for favour of Your Excellency's signature.

C. J. J.
C. J. J.
9/12/27

Hon C.S

Hermit.

(10/27)
"

A.H.

Hon. Treasurer.

Will you please withdraw special warrant and pass to Col. Engineer & Local Auditor to note.

A. J. J.
A. J. J.
10/12/27

Agal Engineer,

SW. No 61 withdrawn & passed

to you

A. Chey
for treasurer
12/12/27

Local Auditor,

Noted and passed to you.

Dr. Roberts.
By W. Lugin
12th Dec 1927

Hon. Col. Lee,

Wm.

J. M. P.

12. 12. 27



No.

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

MINUTE.

22nd December.....19 24. (1)

From The Colonial Engineer.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

The Hon. Col. Secy.,

I beg to submit herewith a list of timber required for the repairs and alterations to the Dockyard Jetty (M/P 38/23), and draft indent for metal bolts, sheathing, etc.

2. Should it be decided to undertake this work in 1925, I should be glad if the above indents might go forward by the "Ortega"; this ~~will-ent-~~ might enable the Punta Arenas timber to be shipped per the "Belien" in January.

R. Ross

Colonial Engineer.

22/12/24.

List of Punta Arenas timber required for repair of
Government Dockyard Jetty.

		£.	s.	d.
16	planks 3"x 9"x 20' @ 15/-	12	0	0
8	" 3"x 9"x 26' @ 22/6	9	0	0
6	" 3"x 9"x 10' @ 5/-	1	10	0
4	" 3"x 9"x 13' @ 6/6	1	6	0
4	" 3"x 9"x 18' @ 14/-	2	16	0
20	" 3"x 9"x 11' @ 5/6	5	10	0
12	" 3"x 9"x 19' @ 14/6	8	14	0
6	" 3"x 9"x 14' @ 7/-	2	2	0
488	" 3"x 9"x 12' @ 6/-	146	8	0
2	" 3"x 9"x 9' @ 4/6	9	0	0
4	" 3"x 9"x 21' @ 16/-	3	4	0
66	" 4"x 6"x 19' @ 12/8	41	16	0
40	" 2"x 9"x 12' @ 4/-	8	0	0
6	beams 12"x 12"x 30' @ £12.	72	0	0
24	" 9"x 9"x 30' @ £5.	144	0	0
Estimated total cost.....		£	158	15

Added.
23/1/25.
 4 planks 6"x 9" x 12"
 4 " 6"x 9" x 20".
 see minute 31/1/25.
 N.M.S.
20/2/25

R. R. Massey
 Colonial Engineer.
 20/12/24

DRAFT.

FALKLAND ISLANDS.

[INSIDE SHEET.]

Charge to The Public Works Store A/c.

Page _____

Indent No.*

Date* 20th December, 1924.

* To correspond with No. and date at head of first sheet.

Item No.	Quantity.	Description of Articles.	ESTIMATED COST IN ENGLAND.			Remarks.	
			Rate.	Total. £	s.		d.
1	800	Sheets Muntz Metal, 4"x 14"	4/4	173	6	8	
2	6 cwt	"Rose" sheathing nails	112/-	33	12	0	
3	120 feet	Muntz Metal round rod, $\frac{7}{8}$ dia.	4/6	27	0	0	
4	240	" " nuts (for item 3)	-/6	6	0	0	
5	240	" " washers, $\frac{7}{8}$	-/1 $\frac{1}{2}$	1	10	0	
6	33	Galvd. iron bolts & nuts $\frac{3}{4}$ " x 9"	1/-	1	13	0	
7	66	" " washers, $\frac{3}{4}$ "	-/1		5	6	
8	9 cwt	Spelter nails, gauge $\frac{1}{2}$ " x 5" long	100/-	45	0	0	
9	200 feet	Oak dowel, $\frac{7}{8}$ "	-/3	2	10	0	
				£290	17	2	
		Estimated Freight etc.....		0	2	10	
				£300	0	0	

P. Mansfield

Colonial Engineer.

Carried forward

No.

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

MINUTE.

2

3rd February.....1925.

From...The Colonial Engineer.

To

THE COLONIAL SECRETARY,

(M/P 797/24)

Stanley, Falkland Islands.

The Hon. Col. Secy.,

In accordance with instructions received by telephone a list of timber which will probably be required by Government in connexion with repair of Dockyard Jetty has been sent to Messrs The Falkland Islands Co., Messrs Louis Williams Estate and Mr Ray Hardy.

2. A copy of list and of covering letter is attached.

R. N. Mackay

Colonial Engineer.

3/2/25

THE COLONIAL ENGINEER'S OFF.

STANLEY.

3rd February, 1925.

Sir,

I beg to forward herewith a list of
Punta Arenas timber for the supply of which the
Government is likely, at an early date, to
invite tenders.

I am,

Sir,

Your obedient servant,

T. N. Stanley

Colonial Engineer.

(Messrs The Falkland Islands Co.
(Estate Louis Williams).

The Manager,

Mr Ray Hardy.

Colonial Engineer.

List of Punta Arenas timber required- likely to
required by the Colonial Government.

16 planks 3"x 9"x 20'
8 " 3"x 9"x 26'
6 " 3"x 9"x 10'
4 " 3"x 9"x 13'
4 " 3"x 9"x 18'
20 " 3"x 9"x 11'
12 " 3"x 9"x 19'
6 " 3"x 9"x 14'
488 " 3"x 9"x 12'
2 " 3"x 9"x 9'
4 " 3"x 3"x 9"x 21'
66 " 4"x 6"x 19'
40 " 2"x 9"x 12'
4 " 6"x 9"x 12'
4 " 6"x 9"x 20'
6 beams 12"x 12"x 30'
24 " 9"x 9"x 30'

R. N. Basley.

Colonial Engineer.

3/2/25.

THE COLONIAL ENGINEER'S OFFICE,

9th February, 1925.

Sir,

I beg to request that you will be so good as to quote for timber as per subjoined list; the quotation to cover timber landed on the Government Dockward Jetty.

2. An early reply will greatly oblige.

I am,

Sir,

Your obedient servant,

R. W. S.
Colonial Engineer.

List of Santa Ana's Timber.

16	planks	7" x 9" x 20'
8	"	7" x 9" x 26'
6	"	7" x 9" x 14'
4	"	7" x 9" x 13'
6	"	7" x 9" x 18'
20	"	7" x 9" x 11'
12	"	7" x 9" x 15'
6	"	7" x 9" x 14'
488	"	7" x 9" x 12'
2	"	7" x 9" x 9'
4	7" x	7" x 9" x 21'
66	"	4" x 6" x 19'
40	"	2" x 9" x 12'
4	"	5" x 9" x 12'
4	"	6" x 9" x 20'
6	beams	12" x 12" x 30'
24	"	9" x 9" x 30'

The Manager, Messrs The Falkland Islands Company,

" " " Louis Williams Estate

Mr Ray Hardy.

Specification of proposed Dockyard Jetty.

Length of Jetty 125'9"

Width " " 35'5"

Length of west section (top deck) of jetty, being 3'6" above H.W.S.T., 74'.

Length of east section (lower deck) of jetty, being 2'3" above H.W.S.T., 34'9".

Corner piles of 12"x 12" S.P. timber.

Other piles of 9"x 9" " "

Cross bearers of 4"x 6" " "

Inner stringers for corners of 6"x 9" S.P. timber.

Stringers of 3"x 9" S.P. timber.

Inner braces for corners of 6"x 9" S.P. timber.

Outer " " " " 3"x 9" " "

Decking and steps of 3"x 9" S.P. timber.

Covering boards 3"x 6" S.P. timber.

All under water timber to be sheathed to 12" above H.W. and to be metal fastened to top stringers.

Deck to be attached with galvd. spikes and dowelled.

Cross bearers to break joints on centre stringers and to be bolted at lap.

Piles to be driven round outside of, and opposite to, the beams in hulk and to be fastened to same. Section at bow and stern to be square; corners of jetty so formed to be constructed as detailed in drawing.

Top work of fore part of hulk to be removed below line of new stringers.

Tidal landing to be provided at the south-east corner.

Derrick, with 13 ft hoist, capable of lifting 30 cwt, and with radius of 10 ft, to be provided.

Shelter 10'x 6'6" inside measurements, to be placed on top deck; with glass on four sides and with ridge or straight roof as preferred.

Timber to be given two coats of wood preservative.

R. R. Barber
Colonial Engineer.

31/1/25.

List of Punt Arenas timber required for repair of
Government Dockyard Jetty.

		£. s. d
16 planks	3"x 9"x 20' @ 15/-	12. 0. 0
8 "	3"x 9"x 26' @ 22/6	9. 0. 0
6 "	3"x 9"x 10' @ 5/-	1. 10. 0
4 "	3"x 9"x 13' @ 6/6	1. 6. 0
4 "	3"x 9"x 18' @ 14/-	2. 16. 0
20 "	3"x 9"x 11' @ 5/6	5. 10. 0
12 "	3"x 9"x 19' @ 14/6	8. 14. 0
6 "	3"x 9"x 14' @ 7/-	2. 2. 0
488 "	3"x 9"x 12' @ 6/-	146. 8. 0
2 "	3"x 9"x 9' @ 4/6	9. 0
4 "	3"x 9"x 21' @ 16/-	3. 4. 0
66 "	4"x 6"x 19' @ 12/8	41. 16. 0
40 "	2"x 9"x 12' @ 4/-	8. 0. 0
4 "	6"x 9"x 12' @ 12/-	2. 8. 0
4 "	6"x 9"x 20' @ 20/-	4. 0. 0
6 Beams	12"x 12"x 30' @ £12	72. 0. 0
24 "	9"x 9"x 30' @ £6	144. 0. 0
Estimated total cost.....		<u>£165. 3. 0</u>

R. Brasch
Colonial Engineer.

31/1/25.

No.

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

MINUTE.

13th February 1925.



From The Colonial Engineer.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

.....
(M/P 797/24)
.....

The Hon. Col. Secy.,

In accordance with instructions received from His Excellency, by telephone, I beg to submit herewith notice, in duplicate, inviting tenders for supply of Punta Arenas timber required in connexion with repair of Dockyard Jetty, for publication. I also enclose copy of notice for your file.

R. Marshall

Colonial Engineer.

N O T I C E.



Tenders are invited for the supply of the following Puntis Arenas timber.

16	planks	3"x 9"x 20'
8	"	3"x 9"x 26'
6	"	3"x 9"x 10'
4	"	3"x 9"x 13'
4	"	3"x 9"x 18'
20	"	3"x 9"x 11'
12	"	3"x 9"x 19'
6	"	3"x 9"x 14'
488	"	3"x 9"x 13'
2	"	3"x 9"x 9'
4	"	3"x 9"x 21'
66	"	4"x 6"x 19'
40	"	2"x 9"x 12'
4	"	6"x 9"x 12'
4	"	6"x 9"x 20'
6	beams	12"x 12"x 30'
24	"	9"x 9"x 30'

Quotation should be for timber landed on the Government Dockyard Jetty.

Tenders should be addressed to the Chairman of the Tender Board, should be marked "Timber", and should be deposited in the box marked "Government Tenders" at the Colonial Secretary's Office by or before noon on Wednesday the 4th of March, 1925.

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

R. Ross
Colonial Engineer.

17/2/25.



ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. 5TH ED.
A.1.

M/P. 707/24.

10th February 1925

Received on the 16th

The Hon; Col; Secretary.

Submitted

M. Massey.
Col; Engineer.

Sir,

17/2/25.

We beg to own receipt of your kind favours dated 3rd and 9th inst., referring to a quantity of timber for which you need.

We confirm our conversations regarding this timber, to the effect that stocks are not available in Stanley, and also that we doubt whether they are available in Punta Arenas - but we believe that all the measures can be cut at Punta Arenas.

Consequently we are calling for quotations from four mills in Punta Arenas (and one in Valdivia) and this is apart from a quotation from Mr. Hobb's mill (Gente Grande), from which, we understand, you will receive quotation direct.

So soon as we have news we shall immediately communicate further with you.

We thank you for having given us an opportunity for quoting, and remain,

Yours very truly,
p. Estate Louis Williams

The Colonial Engineer

Port Stanley.

797/24.

3rd March,

25

Sir,

I am directed by the Governor to request that you will be so good as to tender for the supply of timber specified on the attached list, your prices to include freight and charges for landing the timber at the Government Jetty, Stanley.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.
for Colonial Secretary.

E. W. Hobbs, Esq.,
Punta Arenas,
Chile.

797/24,

TELEGRAM.

From : The Colonial Secretary.

To : E. W. Hobbs, Esq., Punta Arenas, Chile.

Dispatched : 30th March, 1915. Time 2 pm

Received : 192 Time.

HOBBS

PUNTA ARENAS

JEGKAJYARK ODVADUGVEZ APYAYWUSEL OPKEBUMJYS

SECRETARY.

Meaning:

Referring to my letter of 3rd March please telegraph as soon as possible your quotation for timber.

Colonial Secretary.

FALKLAND ISLANDS.



C.S. No. 797/24.

MINUTE PAPER.

Departmental Number.

From The Colonial Engineer.....

Date 2nd April, 1925.....

To The Hon. Col. Secretary.....

Quotations for timber for Dockyard Jetty.

Reference Numbers.

The Hon. Col. Secy.,

I beg to submit herewith two letters from Messrs Estate Louis Williams re timber for Dockyard Jetty, dated 30th March and 1st of April, respectively.

The letter of 30th March does not include the heavy timber for piles and long stringers, consequently it need not, I think, be further considered.

That of 1st April includes all lengths and sizes as called for but actual cost of timber delivered at Stanley is not definitely stated, consequently the quotation, in its present form, cannot be accepted.

By quotation known cost would be:

	£.	s.	d.
First cost.....	274.	19.	8
Commission, @ 4%.....	11.	0.	0
Freight, Punta Arenas to Stanley, 54 tons @ 52/6.....	141.	15.	0
	427.	14.	8

Approximate additional charges.

Insurance @ 1% on £450.....	4.	10.	0
Cable charges, transfer of funds etc.....	10.	0.	0

Possible extra freight from Puerto Arturo..... 33. 15. 0

Risk of fluctuation in exchange, no estimate given.....	-	-	-
	48.	5.	0
	£475.	19.	8

2. On the 24th February a quotation from Messrs Menendez Behety, per Mr R. Hardy, was submitted, the contract price being.....£466. 0. 0.

3. The original office estimate was. £465. 3. 0

4. I have spoken to Mr Rowe as to the possibility of obtaining a fixed price for the timber landed in Stanley. He informs me that at the moment it is impossible, but assures me that he will supply the timber to Government at the lowest possible cost.

5. Messrs Menendez Behety's quotation for £466 was for early shipment per "Austral". I understand the "Austral" will be returning to Stanley in about 10 days, this I fear will be too early for timber to be prepared for shipment, so that in the event of the order being placed the timber may have to be shipped per the P.S.N.Co. when the extra freight charge ^{probably} would amount to more than the difference between £466 and £474.

6. Suggestions.

(a) That Mr Ray Hardy, agent for Messrs Menendez Behety, be asked if quotation stands; should quotation not stand owing to difficulty of shipment, then

(b) Messrs Estate Louis Williams be requested to undertake to supply timber at the lowest possible cost, the minimum cost being £442 and the maximum cost £476.

In any contract ^{delivery} to be effected on the Dockyard Jetty and the timber to be sound and of good quality.

7. Should the timber be shipped per P.S.N.Co. steamer, then, in my opinion the extra freight charges would ~~the~~ increase the actual cost of the timber considerably.

N. Hardy
Colonial Engineer.

2/4/25.

Pa

ADDRESS ALL CORRESPONDENCE TO THE MANAGER



ESTATE LOUIS WILLIAMS

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS

30th March 1925

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. 5TH ED
A.L.

Sir,

We reference to wood for dockyard jetty, we have today received a quotation from:-

Messrs "Sociedad Industrial y Ganadera de Magallanes"
Punta Arenas.

They state:-

"We are sorry we cannot quote lengths of 26 and 30 feet as we have nothing in stock of these lengths."

Other lengths they quote as follows:-

						Sh.	Sh.
2	3" x 9" x 9 ft.	\$ 5.47 m/cte.	say	2.735		5.47	
2	do. 10 "	6.08 "	"	3.04		16.24	
3	do. 11 "	6.69 "	"	3.345		66.9	
4	do. 12 "	7.29 "	"	3.645	145.8	1612.96	
5	do. 13 "	7.90 "	"	3.95		15.8	
6	do. 14 "	9.45 "	"	4.725		26.35	
7	do. 19 "	13.68 "	"	6.84		82.08	
8	do. 18 "	12.96 "	"	6.48		25.92	
9	do. 20 "	14.85 "	"	7.425		118.80	
10	do. 21 "	15.59 "	"	7.795		31.18	
11	2" x 9" x 18 "	8.91 "	"	4.455		178.2	
12	4" x 6" x 19 "	10.26 "	"	5.13		338.58	
13	6" x 9" x 12 "	11.88 "	"	5.94		23.76	
14	do. 20 "	24.30 "	"	12.15		48.6	
15							
						<u>Sh. 2594.84</u>	

We have shown, in sterling shillings and decimals points thereof, the cost of each length, and the total required, converted at the conventional rate of \$40.- chilian pesos to the £ sterling, which is, in effect, about the current rate of exchange.

The total cost of these lengths would therefore be £129.14.10 placed on any jetty at Punta Arenas.

As lengths of 2" x 9" x 18 ft. have been quoted instead of 2" x 9" x 12 ft.

The total number of superficial feet, as of one inch thick, of the timber listed above, would run to 19.960½ and this converted into timber tons of 500 superficial feet, would represent 49.92 tons, say 50 tons.

The motor schooner "Emma" would be prepared to bring this wood over at the rate of 52/6 per ton, say £131.5.-- placed on jetty at Port Stanley.

The wood would be ready for shipment about 30 days after confirmation of order in Punta Arenas.

Total costs of timber would therefore be	£129.14.10
to which add 145.8 omitted	7. 5.10
Freight to Stanley	131. 5.--
	<u>£268. 5. 8</u>

To which must be added a small amount for export tax, cost of transfer of funds etc. at the outside say an extra

10.---.--
£278. 5. 8



ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

GENERAL MERCHANTS

II

PORT STANLEY
FALKLAND ISLANDS

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. 5TH ED.
A. I.

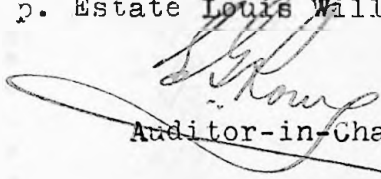
In submitting these figures you will notice that this firm is supplying the actual costs of timber in Punta Arenas, plus bare freight. We would only stand to make 5% commission on the freight.

So far this is the only quotation which we have received. We feel sure that others must be in the mail bag of the s.s. "Magellan", or perhaps being brought over by the s.s. "Austral". In due course we shall submit new figures as received.

As regards the 40 lengths wrongly quoted, the shorter lengths of 12" would represent a reduction of about £6.- sterling. (Cost and freight)

We trust that these figures will be useful to you, and remain,

Yours very truly,
p. Estate Louis Williams


Auditor-in-Charge.

The Colonial Engineer
Port Stanley.



ESTABLISHED 1891

ESTATE LOUIS WILLIAMS

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS

1st April 1925

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. SYSTEM
A.T.

Sir,

We have now received a further quotation from Punta Arenas for timber for the jetty.

This is from the "Merendez" mill, situated at Puerto Arturo, Tierra del Fuego, about 30 miles South of Dawson Island.

Owing to the manner in which their quotation is made, it has been a little difficult to identify the different lengths, so that the list given below may be subject to a slight modification in two or three items - however the monetary difference will be very small.

Their quotation is in Chilean pesos, subject to 10% discount for cash. In our conversion, at the rate of \$40- to the Pound Sterling, we have deducted this discount of 10%, so that the sterling figures represent NETT ON JETTY AT MILL.

				Conversion	Totals
16 lengths	3" x 9" x 20 ft.	\$20.00 ea.		9/-	£ 7. 4.--
8	" 3" x 9" x 26 "	38.-- "		17/2	6.17. 4
6	" 3" x 9" x 10 "	7.20 "		3/3	19. 6
4	" 3" x 9" x 13 "	11.80 "		5/4	1. 1. 4
4	" 3" x 9" x 18 "	15.-- "		6/9	1. 7. -
20	" 3" x 9" x 11 "	8.10 "		3/8	3.13. 4
12	" 3" x 9" x 19 "	17. - "		7/8	4.12. -
6	" 3" x 9" x 14 "	12.40 "		5/7	1.13. 6
488	" 3" x 9" x 12 "	8.80 "		4/-	97.12. -
2	" 3" x 9" x 9 "	6.70 "		3/1	6. 2
4	" 3" x 9" x 21 "	22.-- "		9/11	1.19. 8
66	" 4" x 6" x 19 "	16.80 "		7/7	25. - 6
40	" 2" x 9" x 12 "	5.80 "		2/8	5. 6. 8
4	" 6" x 9" x 12 "	16.50 "		7/6	1.10. -
4	" 6" x 9" x 20 "	38.-- "		17/2	3. 8. 8
6	" 12" x 12" x 30 "	200.-- "		90/-	27.--. -
24	" 9" x 9" x 30 "	158.-- "		71/2	85. 8. -

Nett cost of timber placed on jetty PUerto Arturo. £ 274.19. 8

This timber amounts to 54 timber tons, which at freight rate of 52/6 per ton would amount to 141.15.--

£ 416.14. 8

Insurance, f.p.a. at about 1% on £450 4.10. -

Cable charges, transfers of funds etc. would run to approximately 10.--. -

Total landed cost Port Stanley are £ 431. 4. 8

The foregoing figures submitted on the hypothesis that exchange will not be less favourable than \$40.- per pound sterling, and that the freight from Puerto Arturo will be the same as from Dawson Island. In any event the exchange can be fixed by means of a short cable, and if there is any extra freight charge it cannot amount to more than approximately 12/6 per ton, which on 54 tons would be an £33.15.--, although we must say that we do not anticipate any extra charge.



ESTATE LOUIS WILLIAMS

GENERAL MERCHANTS

II

PORT STANLEY
FALKLAND ISLANDS

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. SYSTEM
A.I.

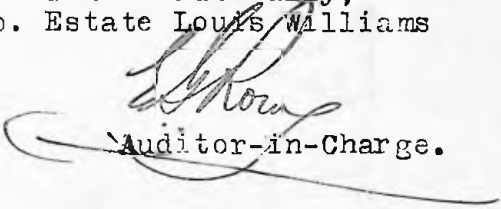
1.4.25

The Mill states that they will need 35 days in which to prepare the timber, and the term in which the wood can be delivered in Stanley will very much depend upon a prompt reply, so that the vessel may make suitable arrangements ahead.

You will notice that we are giving the nett cost figures, without any profit, discount or commission for this firm, and we offer to arrange for shipment of same on the following basis

4% buying commission for us, over and above the actual cost of the timber - freight will be free of commission. The Colonial Government to accept the small risk of fluctuating exchange, extra freight, and perhaps a slight modification in the costs - this latter owing, as stated at the start of this letter, owing to the quotation having come forward in a slightly truncated form.

We are, dear Sir,
Yours faithfully,
p. Estate Louis Williams


Auditor-in-Charge.

The Colonial Engineer
Port Stanley.

TELEGRAM.

From : Mr. E. W. Hobbs, Punta Arenas.

To : The Colonial Secretary.

Dispatched : 1st April..... 192⁵ Time: 10.50.

Received : 3rd April..... 192⁵ Time: 19.00

JICALWOBUR SAFTATIHZE EFLEF

Referring to your letter of 3rd March timber according to specification £360 delivered there.

(98)

TELEGRAM.

From : The Colonial Secretary.

To : Mr. E. W. Hobbs, Punta Arenas.

Dispatched :	4th April.....	192	Time.	
Received :	192	Time.	12 noon

HOBBS

PUNTA ARENAS

UJSAMMOJK TINZEGIFOB UNFYSSAIBO EFJUGITNUK
 STANLEY ACHUKRIVAB GENSANLEFVZ KOWOK
 SECRETARY

Meaning. Your tender of \$360 for timber as specified
 delivered at jetty Stanley accepted Shipment by
 first opportunity necessary

Secretary.

Extract from letter from Mr. E. W. Hobbs, Punta Arenas,
dated 3rd April, 1925, filed in M.P. 11/25.

.

Referring to your letter of the 3rd of March, I
beg to confirm my telegram quoting the price of
£360. (three hundred and sixty pounds) for this
timber, delivered at the Government Jetty.

I am, etc.,

(Sgd.) Ernest W. Hobbs.

H.E. The Governor
Stanley.

TELEGRAFOS DEL ESTADO (Chile)

N.º
 Palabras
 Hora M.
 Via
 Indicaciones

VALOR	
Para el Estado...	\$.....c.....
Otras líneas.....	\$.....c.....
E. M. Hobbs..	\$.....c.....

Trasmitido a
 el..... a las..... h..... m..... M.
 Trasmitió.....
 Recibió.....
 Aparato

SIRVASE ESCRIBIR CON CLARIDAD

Punta Arenas, 1º de Abril de 1925

DIRECCION } Secretary,
 EL MAGALLANES } Stanley

J I C A L W O B U R S A F T A T I H Z E E F L E F

Translation:

Referring to your letter of 3rd. ulto. wood according to Specification 2360.--- delivered there.

OBSERVACIONES. — El Estado no es responsable por pérdidas, daños o perjuicios ocasionados por errores en la trasmisión de los telegramas por demoras ni por malas entregas o faltas de éstas o por otro motivo cualquiera; pero en ciertos casos las tasas percibidas serán reembolsadas en todo o en parte.

SE RECOMIENDA CONSIGNAR EL DOMICILIO DEL REMITENTE

Firma del remitente E. W. Hobbs
 Domicilio del remitente

714

EXTRACT from letter from Mr. E. W. Hobbs dated 29th May, 1925

(Enclosure 3 in M.P. 403/25)

x x x x x x x x x x x x

The m/s "Morven" will be leaving in a few days for Stanley she takes the wood ordered for the new jetty.

x x x x x x x x x x x x



12

MINUTE PAPER

Departmental Number.

From...The Colonial Engineer...

Date...3rd July, 1925.

To...The Hon. Col. Secretary.

Repair of Dockyard Jetty.
Shipment of timber from Punta Arenas.

Reference Numbers.

The Hon. Col. Secy.,

I beg to submit herewith the following papers:

- Letter of 15th June,
- Statement of Account,
- Insurance Account, Cats and Horses,
- Timber Account,
- Bill of Lading

received this day from Mr E.W.Hobbs, Punta Arenas.

2. With regard to payment for timber: The contract price was £300, delivered at the Government Dockyard Jetty. By Statement of Account commission @ 2½%, appears as one item. Of this amount £9 seemingly refers to commission on timber.

Before making payment I should be glad to know if commission on the contract price of £300 (for timber) is payable. I do not think any mention was made in the contract as to contract price being exclusive of Agent's Commission. Mr E. Hobbs is the Goerment Agent in Punta Arenas.

3. In reference to the Insurance charges on oats and horses. I am of the opinion that the charge of £1.5.0 is in respect of horses and of 18/6 in respect of oats, instead of as shewn on Statement.

4. Cargo is now being discharged at the Government Dockyard.

V. J. B. [Signature]
Colonial Engineer.
3/7/25.

Extracted and copies placed in M.P.s 258/05 = 403/25

ERNEST W. HOBBS

TELEG. ADDRESS:

HOBBS PUNTA ARENAS

CODES:

SCOTT'S
BENTLEYS
A. B. C. 5TH, ED.

PUNTA ARENAS, June 15th de 1925
(MAGALLANES)

Sir,

By the Motor Schooner "Morven" I am shipping the timber ordered for mole and hope all will arrive in good order.

I now enclose account for same together with a small item for insurance on Oats and Horses shipped per "Lobos", please pay this sum of £371.4.6. to the credit of my account with the Falkland Islands Company.

I am, Sir,

Your obedient servant,

Ernest W Hobbs

H.E. The Governor

Stanley.

The Falkland Islands Government in a/c with Ernest W. Hobbs

			<u>DEBE</u>	<u>HABER</u>
1925				
June	4	To: Invoice Sociedad Ganadera "Gente Grande" for timber shipped per "Morven"	£ 360. 0. 0	
		" Invoice Soc. "La Polar" insurance charges on 120 sacks of oats £1.5.0	2. 3. 6	
		ditto. 5 horses <u>18.6</u>	9. 1. 0	
		" 2% commission		
		By Balance down		£ 371. 4. 6
			£ 371. 4. 6	£ 371. 4. 6
1925				
June	15	To Balance in my favour.....	£ 371. 4. 6	

E. & O. E.

Punta Arenas, June 15th. 1925

Ernest W. Hobbs

[Handwritten scribbles]

Sociedad Internacional de Seguros Generales "LA POLAR"

CAPITAL: \$ 3.000.000.00

Seguros contra Incendio, Lucro Cesante, Terremoto y Riesgos Marítimos.

Punta Arenas, 29 de Mayo de 1925.

Señores F. ISLANDS GOVERNMENT.

a Sociedad de Seguros "LA POLAR"

Por lo siguiente:

DEBE

Póliza flotante.No.1448

120 sacos avena \$ 5.040.--

5 caballos en pie £132:14:10

flete 33:14: 5

£166: 9: 3 \$ 5.040.--

Prima 3/4% sobre £166:9:3

Horns

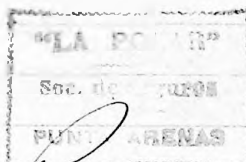
£ 1: 5: -

15-6

Prima 3/4% " \$ 5.040.--

Oak

\$ 37.80



S. E. f o.

Recibo en importe

Punta Arenas Mayo 29 de 1925

[Signature]

*exchange 41 \$
to R*

ASERRADERO
DE LA
ISLA DAWSON
PUERTO HARRIES

Duplicate.

Punta Arenas, Junio 4 de 1925.

Señor es THE FAULKLAND ISLANDS GOVERNMENT, Stanley.

a la Sociedad Ganadera "Gente Grande"

Por lo siguiente embarcado en goleta "Morven"

Imp. Mag. Times 7183

DEBE

May 25th. Seven hundred and fourteen pieces of timber with twenty seven thousand and twenty eight square feet, as per Specification, delivered on mole in Stanley.-

£ 360. 0. 0

Three hundred and sixty pounds Stg.

E.& O.E.

Bajo las condiciones que se establecen al dorso de este Conocimiento han sido cargadas en aparente buen estado por la ~~SAMS~~ **SOC. GAN.**

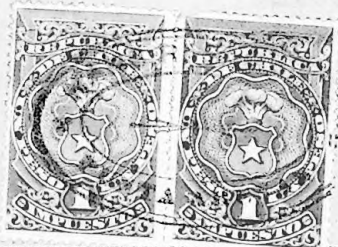
"GENTE GRANDE" a bordo del buque-motor "MORVEN"
Viaje N.º 1, Capitán Sr. Otto Fugellie, con destino al puerto de Port Stanley o tan cerca como pueda llegar el buque, para ser entregadas, una vez efectuado felizmente el viaje, al Sr. The Falkland Islands Government.



ESCUELA TIPOGRAFICA - CALLE SARMIENTO.

MARCAS	NÚMEROS	CANTIDAD (en número)	CANTIDAD (EN LETRAS) ENVASE Y CONTENIDO	PESO BRUTO KILOS	VALOR
s/m.	s/n.	2	Dois piezas madera de 3x9x9"	60	
"	"	6	Seis " " " 3x9x10"	202	
"	"	20	Veinte " " " 3x9x11	742	
"	"	488	Cuatrocientos ocenta y ocho piezas madera de 3x9x12.	19.764	
"	"	4	Cuatro piezas madera de 3x9x13"	175	
"	"	6	Seis " " " 3x9x14"	283	
"	"	4	Cuatro " " " 3x9x18"	243	
"	"	12	Doce " " " 3x9x19"	769	
"	"	16	Dieciseis " " " 3x9x20"	1.080	
"	"	4	Cuatro " " " 3x9x21"	283	
"	"	8	Ocho " " " 3x9x26"	702	
"	"	40	Cuarenta " " " 2x9x12"	1.080	
"	"	66	Sesenta y seis " " " 4x6x19"	3.762	
"	"	4	Cuatro " " " 6x9x12"	324	
"	"	4	Cuatro " " " 6x9x20"	570	
"	"	6	Seis " " " 12x12x30"	3.240	
"	"	24	Veinticuatro " " " 9x9x30"	7.290	
		714		40.569	

XXXXXXXXXX



XXXXXXXXXX

LIQUIDACIÓN

Toneladas	a \$	
27.028 p.c. a 105/-		\$ 141-17-11
Metros cúbicos		
Embarque		
Desembarque		
Gastos Consulares		
Total \$		\$ 141-17-11

AVISO IMPORTANTE

Los consignatarios deberán recibir las mercaderías en la playa a medida que sean descargadas, no siendo responsable la Compañía ni el Agente de las fallas o faltas que se cometen en la ribera.—La carga será entregada en la playa, arriba de la alta marea y no concurriendo el consignatario a recibirla no se admitirá reclamo por falta o averías.—Después de estar terminada la descarga, los consignatarios deberán presentar los reclamos a que tuvieren derecho, en el plazo de tres horas, pasadas las cuales se considerarán como recibidos de la mercadería aunque no hubiesen firmado el recibo.

PESO Y CONTENIDO IGNORADOS: NO SE RESPONDE POR ROTURA, DERRAME Y ESPICHE.

HECHO en Punta Arenas, el 9 de JUNIO de 1925

EL CARGADOR
Sociedad Ganadera S.A.
[Signature]

EL CAPITAN
[Signature]

18

THE COLONIAL ENGINEER'S OFFICE,
STANLEY.

10th July, 1925.

Sirs,

I beg to advise you that a voucher in your favour (A/c Ernest W. Hobbs) in the sum of £369. 18. 11, has this day been passed to the Treasury in payment of account, including Commission, for 714 pieces of timber shipped per M/S "Morven" (£369), and insurance charges on 120 sacks of oats shipped per M/S "Iobos" (18/11).

2. Mr Hobbs' account shews £371. 4. 6. of this amount £1. 5. 7 is in respect of insurance charges on 5 horses shipped per "Iobos" and is chargeable to the Hon. Col. Secretary's Department.

I am,

Sirs,

Your obedient Servant,

Colonial Engineer.

Messrs THE FAIRLAND ISLANDS COMPANY,

Shipping Agents,

Stanley.



Departmental Number.

From...The Colonial Engineer....

Date...7th July, 1925.....

To...The Hon. Col. Secretary....

Repair of Dockyard Jetty.

Suggesting that an order be placed with Mr E.W. Hobbs, Punta Arenas, for iron shoes for piles.

Reference Numbers.

797/24.

C.I.C./ C.S.O.

By the M/S "MORVEN", shoes for piles arrived for Mr J. Felton, Teal Inlet. The shoes have wrought iron straps with cast iron points, and I understand cost only about 12/- or 14/- each.

2. Shoes will be required for the piles of the new Dockyard Jetty, and I would suggest that Mr E.W.Hobbs be requested to supply the following; the order to be executed only if the shoes can be delivered in Stanley by the second week in August: It is thought that the "Morven" will shortly be making another trip to Stanley.

Shoes required:-

- 6 to fit piles 12"x 12"; straps to be 10" long.
- 34 to fit piles 9"x 9"; straps to be 10" long.

Note:

Straps of 5" or 6" long will not be suitable.

3. The timber received per the "Morven" for the Dockyard Jetty is as per specification and its general quality and condition is good. Several of the 9"x 9"x 30' piles, however, are not square on all sides having been cut too near the bark of the tree. They can be used, but a further 6 have been placed on an indent for timber under the Unallocated Stores A/c. Should they not be eventually required for the Jetty they will be useful for other Jetty work.

R. P. Masley
Col. Engineer.

(135)

797/24.

14th July,

25

Sir,

With reference to your letter of the 15th June, I am directed by the Governor to inform you that vouchers have been passed in favour of the Falkland Islands Company, Limited, as your agents for the sum of £369. 18. 11 in payment of the timber received by the motor schooner 'Morven' and the insurance charges on 120 sacks of oats received by the s.s. 'Lobos'. The insurance charges on the 5 horses purchased will be adjusted separately.

2. I am to inform you that shoes are required for the piles of the new Dockyard Jetty, and that shoes of the same type as those which arrived by the 'Morven' for Mr. G. J. Felton, Teal Inlet would be suitable. These shoes have wrought iron straps with cast iron points, and it is understood that they cost about 12/- or 14/- each.

3. The shoes required are:

6 shoes to fit piles 12" x 12" : straps to be 10" long.

31 shoes to fit piles 9" x 9" : straps to be 10" long
(Straps of any other length will not be suitable)

4. If the above order can be executed by delivery in Stanley not later than the second week in August, I am to request that it may be proceeded

E. W. Hobbs, Esq.,
Punta Arenas.

with./

with, but ^{to say} that the shoes will not be required if they cannot be delivered within that time. It is believed that the 'Morven' will shortly be making another trip to Stanley and that this would be a good opportunity for shipment.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.
for Colonial Secretary.

TELEGRAM.

16

From : Mr. E. W. Hobbs, Punta Arenas.

To : The Colonial Secretary.

Dispatched :	20th August,	192 5.	Time. 5.30 pm
Received :	21st August,	192 5.	Time. 10.40 am.

SECRETARY

PORTSTANLEY.

ODFYSOFACT EHTGAVYNUG

Meaning:

Pile points will be despatched next week.

FALKLAND ISLANDS.



C.S. No.....

17

Departmental Number.

From The Colonial Engineer.....

Date..21st September, 1925.

To The Hon. Col. Secretary.....

Materials for repair of Dockyard Jetty.

Reference Numbers.

M/P 797/24

O.I.C./C.S.O.

With regard to the repair of the Dockyard Jetty:
On further consideration I think it would be advisable to use galvanized instead of plain iron bolts for the top work. approval could be given for I should therefore be glad if the following cable to be sent to Messrs Edward Cooper & Son, Monte Video.

Please ship without fail per "Boreto"
132 galvanized bolts, 16"x $\frac{3}{4}$ " with nuts and washers
84 ditto, 10"x $\frac{3}{4}$ "
1 cwt galvanized spikes, 9".

2. If approved the following might be added to the above telegram:

24 Aladdin mantles, model eleven.

R. W. Barclay
Colonial Engineer.

21st September, 1925.

797/24.

18

TELEGRAM.

From : The Colonial Secretary
To : Messrs E. Cooper & Son, Monte Video.

Dispatched : 23rd September, 192 5. Time. 11.45 am.
Received : 192 Time.

COOPER
MONTEVIDEO

ODVADRILER FUWOJOBTUR LORETO LIJAHGUGMO BACJOLEOVS
IFFMEBISOK IFFUHWISAZ MUNVOALAVK WASHERS
LIBZAGUGMO BACJOIFKAH BISOKIFFUH LAYNEDYJRA
GUGMO SPIKES IFJULPYJNO

Meaning:

Please ship without fail per Loreto 132 galvanized bolts 16 inches by $\frac{3}{4}$ " with nuts and washers 84 galvanized bolts 10" by $\frac{3}{4}$ " 1 cwt galvanized spikes 9"

Secretary.

797/24.

19

TELEGRAM.

From : Messrs E. Cooper & Son, Monte Video.

To : The Colonial Secretary.

Dispatched : 24th September, 1925. Time. 11.10 am.
Received : 25th September, 1925. Time. 10.50 am.

COLONIAL SECRETARY

PORTSTANLEY ISLAS MALVINAS

UZAJPRILER LORETO PUDIBKIVEB RIORSNIGCY

COOPER

Meaning:

Unable to ship Loreto sailing this morning shall we ship by first opportunity

Cooper.

TELEGRAM.

20

From : The Colonial Secretary*To* : Messrs Edward Cooper & Son, Monte Video.*Dispatched* : 30th September, 1925. Time. 3 PM*Received* : 192 Time.

COOPER

MONTEVIDEO

UGMO SODVAD RILERNIGCY JYOH DNEO ZN NIBJEALAVK
 AFANBGJGMO BACJOLICBA LENUMIFFME LEYITLENJE
 IFFMELEYIT IFJAGLEVSO LEPAJIFFME ANZYKHSOK
 IFFUHANZYK BACJOLDVUD BAMYVNODOO UMPUXGEKIO
 MUNVOALAVK WASHERS LULUZ WASHERS IFFUHOVS
 HUHAG SPIKES IHYL CHISEL OFACFPYJNO

Meaning:

With reference to your telegram of 24th please ship
 by first opportunity materials on order and in addition
 galvanized bolts 86 14" 56 13" 56 7" 48 17" all by $\frac{3}{4}$ "
 all bolts in both orders to be fitted with nuts and
 washers 500 washers $\frac{3}{4}$ " hole 2 Cwt spikes 6" chisel
 point

SECRETARY.

ERNEST W. HOBBS

TELEG. ADDRESS:

HOBBS PUNTA ARENAS

CODES:

SCOTT'S
BENTLEYS
A. B. C. 5TH. ED.

PUNTA ARENAS,
(MAGALLANES)

August 27th. de 1925

21

Sir,

I beg to acknowledge receipt of your letter of the 14th. of July, (Ref.No.797/24) I am sorry the motor schooner "Morven" has been delayed such a long time, she was advertised here to sale early in the month, so I had the shoes for the piles made in accordance with your instructions, I hope the delay will cause no serious inconvenience.

The "Morven" is now loading for Stanley and I hope she will sale in a few days time.

I am, Sir,

Your obedient servant,

Ernest W. Hobbs

H.E. the Governor,
Falkland Islands,
STANLEY.

TELEGRAFOS DEL ESTADO (Chile)

N.º
 Palabras
 Hora M.
 Via
 Indicaciones

Duplicado

VALOR	
Para el Estado...	\$ c.....
Otras líneas.....	\$ c.....
Total....	\$ c.....

Trasmitido a
 el a las h m M.
 Trasmitió
 Recibió
 Aparato

SIRVASE ESCRIBIR CON CLARIDAD

Punta Arenas, 20 de Agosto de 1925

DIRECCION

SECRETARY

Stanley.

EL MAGALLANES

O D F Y S O F A C F

E H T G A V Y N U G

Translation:

Pile points will be despatched next week.

OBSERVACIONES. — El Estado no es responsable por pérdidas, daños o perjuicios ocasionados por errores en la transmisión de los telegramas por demoras ni por malas entregas o faltas de éstas o por otro motivo cualquiera; pero en ciertos casos las tasas percibidas serán reembolsadas en todo o en parte.

SE RECOMIENDA CONSIGNAR EL DOMICILIO DEL REMITENTE

Firma del remitente

Sociedad Ganadera "Gente Grande"

Domicilio del remitente

Sociedad Internacional de Seguros Generales "LA POLAR"

CAPITAL: \$ 3.000.000.00

Seguros contra Incendio, Lucro Cesante, Terremoto y Riesgos Marítimos.

Punta Arenas, 31 de Agosto de 1925

Señor ES F. ISLANDS GOVERNMENT

a Sociedad de Seguros "LA POLAR"

Por lo siguientes:

DEBE

POLEZA FLUTANTE No. 1522

Maderas	<i>wood</i>	\$ 3.747.22
Hierro	<i>iron</i>	" 1.147.20
Flete	<i>freight</i>	£164.4:5
		£164.4.5 \$4.894.42

Prima 14% sobre £164:4:5	<i>freight</i>	£ 2: 6: 0
" 14% " \$4.894.42 son \$68.52 a 6d	<i>on wood</i>	£ 1:14: 3

RECIBI SU IMPORTE
 Punta Arenas, 1 de *Septiembre* de 1925
 por "La Polar"
Aguiar

\$ 4: 0: 5

 S. E. ú O.

TALLE MECÁNICO

FUNDICIÓN
DE FIERRO Y BRONCE
FABRICA DE MAQUINAS



Imp. Mag. Times 6588

Punta Arenas, 20 de Agosto 1925. de 192

Señores Sociedad Ganadera de Gente Grande.

á C. A. MILWARD

MILWARD & ILNICKI

DEBE

To 54 cast iron points for Files with straps of soft iron 10" long as specified delivered on Mole 486 kilos a \$1.60 (9")	\$ 780.80
- 6 id. id. much large 229 kilos a \$1.60 (12")	366.40
	<hr/>

\$ 1147.20

E & C. E.

SAMSING & CIA
PUNTA ARENAS
 AGENTES

Bajo las condiciones que se establecen al dorso de este Copocimiento han sido cargadas en aparente buen estado por La Señal **NO GAN.**

"GENTE GRANDE" a bordo del **goleta "MORVEN"**

Viaje N.º _____, Capitán Sr. **Otto Fugellie** con destino al puerto de **Port Stanley** o tan cerca como pueda llegar el buque, para ser entregadas, una vez efectuado felizmente el viaje, al Sr. **The Falkland Islands Government.**



MARCAS	NÚMEROS	CANTIDAD (en número)	CANTIDAD (EN LETRAS) ENVASE Y CONTENIDO	PESO BRUTO KILOS	VALOR
S/n.	S/n.	40	Cuarenta puntas de hierro.	217.	
		XXXXXX		XXXXXXXX	



LIQUIDACIÓN

Toneladas	0.717	a \$60/-	2-3-0
Metros cúbicos			
Embarque			
Desembarque			
Gastos Consulares			
Total		\$	2-3-0

AVISO IMPORTANTE

Los consignatarios deberán recibir las mercaderías en la playa a medida que sean descargadas, no siendo responsable la Compañía ni el Agente de las fallas o faltas que se cometen en la ribera.—La carga será entregada en la playa, arriba de la alta marea y no concurriendo el consignatario a recibirla no se admitirá reclamo por falta o averías.—Después de estar terminada la descarga, los consignatarios deberán presentar los reclamos a que tuvieren derecho, en el plazo de tres horas, pasadas las cuales se considerarán como recibidos de la mercadería aunque no hubiesen firmado el recibo.

PESO Y CONTENIDO IGNORADOS: NO SE RESPONDE POR ROTURA, DERRAME Y ESPICHE.

HECHO en Punta Arenas el 29 de AGOSTO de 1925

EL CARGADOR
 General Mandarín Gente Grande

EL CAPITAN

MARCAS	NÚMEROS	CANTIDAD (en número)	CANTIDAD (EN LETRAS)	ENVASE Y CONTENIDO	PESO BRUTO KILOS	VALOR

- 1.—El Capitán tiene el derecho:
de hacer escala en cualquier puerto, sea o no del itinerario fijado, para efectuar operaciones de embarque o desembarque de mercaderías o pasajeros, o para otros fines;
de navegar, entrar y salir de cualquier puerto, rada o río con o sin práctico;
de prestar auxilio a otros buques y remolcarlos a cualquier punto;
de efectuar el trasbordo, antes de empezar su viaje o durante el mismo, de mercaderías ya aceptadas, a riesgo de las mismas y por cuenta del capitán;
de empezar la descarga inmediatamente en cuanto llegue al puerto de destino y trabajar de día y de noche, poniendo la carga en lanchas o depósitos por cuenta y riesgo de la mercadería.
de no hacer escalas en ciertos puertos del itinerario, cuando a causa de mal tiempo o de conveniencia, lo juzgue así oportuno, debiendo en tales casos tocar esos mismos puertos a su vuelta, a menos que casos de fuerza mayor no lo impidan. Si por mal tiempo o cualquiera otra causa el buque no pudiera hacer operaciones de descarga, es facultad del buque seguir viaje a los otros puertos y entregar la carga a su regreso sin responsabilidad alguna. Los bultos que por inadvertencia no se hayan desembarcado en el puerto de destino, serán conducidos a otros puertos, desde donde serán mandados a su destino, por otra ocasión, o serán entregados al regreso del buque, por cuenta de los armadores, pero a riesgo de los recibidores.
- 2.—Efectuado el trasbordo, sea en los casos anteriormente indicados, sea para hacer seguir la carga para puertos mas allá del destino del buque cesa la responsabilidad del mismo, y el Propietario queda sujeto a las condiciones establecidas por la Empresa de Transportes Marítimos, fluviales o terrestres que se encargue de la conducción a destino de la mercadería.
- 3.—La carga se recibe y se entrega sobre la cubierta del buque.
- 4.—Los armadores no responderán de los peligros de los mares de cualquiera clase que sean, ni de la mala navegación, ni de las consecuencias de los daños y averías del buque y de la máquina ocasionados en el viaje, ni de los actos de enemigos, ni de robos o desvalijos, ni de la haratería, fuego o malos tiempos, ni tampoco de cualquier perjuicio resultante de la naturaleza de las mercaderías; o de sus envases defectuosos o de las marcas o designaciones imperfectas de los bultos; ni de los daños causados por los ratones o por el moho, aunque se atribuya la culpa en cualquier caso a alguna persona de la tripulación. No responderán tampoco, de las roturas, derrames, perforación de barriles, ni de los daños y pérdidas causados por estas causas, a no ser que se pruebe la culpabilidad de alguna persona de la tripulación. Tampoco responderán de las averías o pérdidas de las mercaderías cargadas sobre cubierta. Los armadores no responderán asimismo de las roturas de los objetos de vidrios o de loza, de cualquiera clase; ni de las fallas resultantes en cajas no reforzadas con flejes de hierro, ni tampoco en las fallas en el azúcar, arroz u otros artículos embarcados en bolsas sencillas, ni por condición, muerte o estropeamiento de los animales cualquiera que sean las causas que los produzcan, aceptando los cargadores todo el riesgo consiguiente y que dando el vapor exento de toda clase de responsabilidades.
El pasto para la mantención será libre de flete, pero toda cantidad que exceda de una tonelada en el acto de la descarga pagará flete según tarifa.
- 5.—El flete será pagado en el puerto de embarque, de acuerdo con la tarifa y bases vigentes. No se firmará conocimientos por menos de cinco pesos de flete.
Tratándose de flete por peso, se calculará sobre la cantidad declarada por el cargador, pero resultando esta mayor, el Capitán tendrá el derecho de cobrar flete doble sobre toda la partida según el peso constatado, quedando los gastos de comprobación a cargo de la mercadería.
- 6.—Toda reclamación alegándose entrega deficiente o falta de entregas o estar los efectos dañados o disminuidos deberá hacerse en el momento de la descarga a los Agentes en el puerto de destino, en defecto de éstos al Capitán del buque.
En caso de extravío de bultos el Capitán tendrá seis meses de tiempo para hacer las averiguaciones del caso y si después de este plazo no fueran entregados los bultos la Compañía no responderá por mayor cantidad de cien pesos moneda nacional por cada bulto de carga y diez por cada bulto de encomienda.
Los Armadores desearán toda reclamación cuya responsabilidad a cargo del buque no haya sido reconocida por el Capitán o los Agentes en el puerto de destino.
La liquidación de las reclamaciones así reconocidas se hará en Punta Arenas por los Armadores, mediante entrega del certificado que los Agentes en los puertos de destino o el Capitán deberán otorgar al recibidor comprobando la falta de entrega o el daño o disminución de efectos, sin perjuicios de las cláusulas y condiciones, de los conocimientos.
En caso de que se reconocieran las fallas o faltas se pagarán según el valor real e intrínseco de la mercadería, pero en ningún caso más del valor declarado en el conocimiento.
En todo caso y sea cual fuere el fundamento de la reclamación, si se hace judicialmente, deberá ser ante la justicia en Punta Arenas, que se declara domicilio especial constituido exclusivamente por las partes para todos los juicios a que dieren lugar dichas reclamaciones.
- 7.—La Compañía no responde por las faltas de las mercaderías que se embarque en envases viejos o insuficientes.
- 8.—La mercadería garantiza materialmente el flete y todos los gastos a cargo de la misma. En los casos de que los consignatarios recibieran la carga, ellos con ese acto contraen los compromisos de la misma.
- 9.—En caso de avería común esta se arreglará según las reglas de Nueva York y Amberes.
- 10.—Cualquier gasto o multa originado por incorrección o insuficiencia de las marcas o señas, por insuficiente, equivocada por falsa declaración del contenido como también por falta de documentos necesarios, quedan a cargo de la mercadería.
- 11.—Cualquier gasto o multa originado por datos incompletos con referencia a las exigencias de las autoridades en el puerto de embarque y de destino queda a cargo de la mercadería.
- 12.—Los gastos de cuarentena que corresponden a la mercadería son por cuenta de los recibidores.
Cuando por medidas sanitarias no se permitiera la descarga en algunos puertos, el Capitán tendrá la facultad de depositar las mercaderías en depósitos cuarentenarios o en lanchas o depósitos flotantes, por cuenta y riesgo de la mercadería.
El buque no es responsable por daño o deterioro de la carga causado por la fumigación o desinfección ordenada por autoridades sanitarias.
En caso que en el puerto de destino el buque no fuera admitido, o el Capitán considerara conveniente no hacer operaciones en dicho puerto en vista de las medidas sanitarias existentes, el buque tiene el derecho de descargar en el puerto inmediato y seguro las mercaderías, por cuenta y riesgo de la misma, o de retenerla a bordo hasta la vuelta del buque.
- 13.—En caso de que por bloqueo o accidentes de guerra, de hielo o de otra cualquiera causa el puerto de destino no fuera accesible con seguridad, el Capitán tiene el derecho de conducir al puerto inmediato y seguro la mercadería y descargarla allí en lanchas o en tierra entregando a su Agente o a alguna casa comercial o a las autoridades, quedando el buque libre de toda responsabilidad y con flete ganado.
- 14.—Los recibidores tienen la obligación de encontrarse en el puerto a la llegada del buque para retirar sus cargas, caso contrario la Compañía declina toda responsabilidad.
- 15.—Sin convenio especial es prohibido embarcar ácidos, inflamables o cualquiera sustancia que por su naturaleza pueda dañar a la demas carga o a la nave.
En caso de que a pesar de esta prohibición se descubriera a bordo alguna de esas mercaderías, el Capitán tiene derecho de hecharlas al agua quedando el Cargador responsable de cualquier dano causado por ellas.
- 16.—Dinero, metales preciosos y objetos de valor, deben ir en cajones debidamente lacrados y con valor declarado; caso contrario cesa toda responsabilidad por parte del buque.
- 17.—Queda absolutamente prohibido cambiar el punto de destino de la carga que haya embarcado, aun cuando se pretenda pagar diferencia de flete debiéndose en todos los casos desembarcar la totalidad de la carga en el punto indicado en el conocimiento.
No se admite carga con opción a ser descargadas en dos o más puntos.
- 18.—El Capitán ignora peso, marcas, señas, contenido y valor de los bultos.
- 19.—Es convenido espresamente que si las mercaderías embaladas se perdiesen ya sea en naufragio o varamiento del buque, por robo de piratas o violentamente tomadas por enemigos, la Compañía no queda obligada a la devolución de ninguna parte del flete anticipado, y es igualmente convenido que en los casos en que el flete será pagadero en el puerto de destino, dicho flete será pagadero por los consignatarios sin descuento ni rebaja aunque el buque no pueda entregar la carga por las causas expresadas. Los armadores de este buque tendrán el derecho de retener la carga especificada en este conocimiento por todo flete y gasto que adeuden los mismos embarcadores o consignatarios sobre otra carga.
- 20.—El Capitán tiene derecho a completar el cargamento del buque, después de haber llenado las bodegas, hasta llevar el peso total que le es permitido según tonelaje, poniendo en cubierta carga como madera, fierro, maquinaria, baño para ovejas, aceites y pinturas, infanables, barriles de cueros, sebo y vino u otros líquidos, fardos de lana, sebo, cueros, etc, debiendo tapar los bultos con lonas y poner madera debajo, para protegerlos contra el agua. La carga en cubierta paga igual flete y va bajo las mismas condiciones que la carga en bodega, viajando por cuenta y riesgo de los dueños sin responsabilidad para el buque de los daños y pérdidas producidos por la navegación.
- 21.—En los puertos y caletas del Territorio y Costa Argentina, se recibirá la carga al pie del muelle del Embarcador o en la playa, inmediatamente mas arriba de la línea de la más alta marea y en el lugar más adecuado y seguro para efectuar el embarque que se hará con los elementos del buque, pero por cuenta y riesgo del embarcador. Si no hubiere algún representante del embarcador para hacer entrega de la carga, el Capitán dejará un ejemplar del conocimiento correspondiente a lo que se ha embarcado, con las anotaciones que le hayan merecido los bultos, contra las cuales el embarcador no tendrá derecho a reclamo.
- 22.—Condiciones especiales para los productos del Territorio: Los Armadores no responderán:
por desaparición de marcas, números o señas en los bultos, por avería o descomposición de los productos, producidos por humedad o cualquiera otra causa, por manchas en, o mojadura de, los envases de fardos u otros bultos producidos al cargarlos en la playa a las chatas o durante el embarque, por faltas o roturas de sunchos de fardos o barriles, por marca, condición ni tamaño de cueros sueltos o en atados, por descompostura del envase debido a la fragilidad del mismo o al peso excesivo del contenido.
- 23.—Al aceptar el presente conocimiento, el Cargador aprueba todas las condiciones estipuladas en él.
El presente conocimiento es hecho en dos originales del mismo tenor y válidos por uno solo.

ASERRADERO
DE LA
ISLA DAWSON
PUERTO HARRIES

Punta Arenas, A G O S T O 29 de 1925.

Señor es THE FALKLAND ISLANDS GOVERNMENT, -Port Stanley.

a la Sociedad Ganadera "Gente Grande"

Por lo siguiente embarcado en goleta "MORVEN"

Imp. Mag. Times 7183

DEBE

Flete sobre 40 puntas de hierro con 717 kilos

£ 60/.0/12d.43,02.

2-3-0

S.E.ú 0.- ~~XXXXXXXXXX~~

Son: DOS LIBRAS ESTERLINA 3 sh Y 00 d.-



WHALEBONE STORES ACCOUNT

Public Works Department.

17th October

5

Messrs The Falkland Islands Co. Ltd. (A/c R.W. Hobbs)

The hundred & ninety-two pounds fourteen shillings & one penny

amount of account as below:-

To costs, files, scantlings etc.....	294. 7. 6
" iron points for piles.....	99. 17. 11
" Freight.....	164. 4. 5
" Insurance.....	4. 0. 3
	<u>591. 10. 4</u>
" Shipment of Gate.....	1. 3. 9
	<u>592. 14. 1</u>
Total....	<u>592. 14. 1</u>

ADVANCE WARRANT NO. 1/95.

292. 14. 1.

Colonial Engineer.

THE COLONIAL ENGINEER'S OFFICE,

PORT STANLEY.

15th October, 1925.

Sirs,

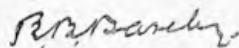
I beg to advise you that a voucher in your favour (A/c Ernest W. Hobbs) in the sum of \$292. 14. 1 has been issued to the Treasury in payment of an account for timber, pile points, etc.

2. Mr Hobbs' account shows \$293. 15. 3. Of this amount \$1. 1. 2. is in respect of shipment of 5 horses and is chargeable to the Hon. Colonial Secretary's Department.

I am,

Sirs,

Your obedient servant,



Colonial Engineer.

Messrs THE HALLAND ISLANDS COMPANY,

Port Stanley.

EDWARD COOPER & SON.

TELEGRAMS,
COOPER, MONTEVIDEO.
A.B.C. & A.I. CODES USED.

Per "PYTHIA"

(24)

Montevideo, 6th October, 1925.

The Colonial Secretary:

Stanley,

Falkland Islands.



Dear Sir,

We confirm radiograms exchanged and herewith enclose copies of our messages of the 24th ult: and 1st instant, all relating to your order for bolts and spikes which we were unable to ship per "LORETO" as your message of the 23rd ulto: only reached us at 9 a.m. on the following day which was a feast day here, besides which the "LORETO" sailed on that date before noon.

Galvanized iron bolts are not imported in the River Plate either here or in Buenos Aires and we consequently had to purchase black iron bolts and get them galvanized. This process is carried out in Buenos Aires better and more economically than in Montevideo and we therefore got them down from Buenos Aires. Spikes and washers galvanized we were able to purchase here.

We now enclose Invoice for the goods which are packed in 11 bags and 3 kegs, amounting to £61:1:11. As indicated in our radiogram of the 1st inst: these 14 packages are being shipped per bearer as ship's stores, as the "Pythia" only bunkers here and does not open her loading register. We enclose receipt signed by the Master and would point out that as we have not contracted or paid any freight you will doubtless arrange to pay the Master an adequate gratuity.

Trusting the shipment will arrive in good order,

We remain, Dear Sir,
Yours faithfully,

Edw Cooper

** under separate cover.*

24a

797/24

FLYTENDE KOKERI
S/S „PYTHIA”
SANDEFJORD



Montevideo 17/9 - 25.

R E C E I P T .

Received today, 11 bags of bolts; and 3 kegs of
spikes. To be delivered in, Port Stanley, Falkland Island.

Leifur Þórunn
17th Mate.

Referring to your telegram of 30th hope to ship per steamer
"PYTHIA" 5th October as ship's stores subject to steamer
not being under obligation open discharge register Stanley.
Telegraph if in order.

1/10/25 2.45 p.m.

COLONIAL SECRETARY

FORTSTANLEY

(Isles Malvinas).

UGUVDHOVUT RISCO PYTHIA MYHAPUMK TUJONTBMO SCOWRNYJD
MUTIBNEEL BEVIROWULD STANLEY UGWEBNISKE.

COOPER.

Calle Gerrito 31



MINISTERIO DE GUERRA Y MARINA
DIRECCIÓN DE TELEGRAFÍA SIN HILOS
CALLE 25 DE MAYO. 273

RADIOTELEGRAMA — *Trasmitido a* _____ *Hora* _____ *Emp.* _____

N.º	PALABRAS	HORA	OBSERVACIONES	FECHA	IMPORTE	EMPLEADO
				24/9/28 11.a.m.		

Dirección _____ COLONIAL SECRETARY _____
_____ PORTSTANLEY (Islas Malvinas) _____

UZA JPRILEK LORETO PUDIRZIVEB RIOKSNICCY. -----
JOOPEL.

Sírvase escribir claro

Unable to ship by Loreto. Shall we ship by first opportunity?

Sírvase transmitir este radiotelegrama de conformidad con las condiciones especificadas al dorso.

Firma del remitente _____

Domicilio _____

No.

MINUTE.

25

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

13th October 1925

From The Colonial Engineer.

To

TREASURER .
THE COLONIAL SECRETARY,

(COPY)

STANLEY, FALKLAND ISLANDS.

The Hon. Col. Treasurer ,

I beg to request that a Draft on the Crown Agents in the sum of £61. 1.11 may be issued in favour of Messrs Edward Cooper & Son, Montevideo , in payment of their account for bolts and washers , etc. as per signed voucher forwarded in duplicate herewith.

W. B. Basely

Colonial Engineer.

13th October , 1925 .

No.

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

MINUTE.



4th November 1925.

26

From The Colonial Engineer.

To

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

(M/P 797/24)

The Hon. Col. Secy.,

I beg to submit herewith a Draft (No. 249) in the sum of £61. 1. 11, in favour of Messrs Edward Cooper & Son, Monte Video, in settlement of their account for galvanized bolts and washers, etc.

2. I should be glad if the Draft could be forwarded to Messrs Cooper & Son by this mail.

W. Hoyle

for Colonial Engineer.

4th November, 1925.

27

797/24.

4th November,

25.

Gentlemen,

Bill No. 249 of the
4th Nov. 1925.

With reference to your letter of the 6th of October, I am directed by the Governor of the Falkland Islands to attach herewith a bill on the Crown Agents for the Colonies for £61 1/11 in payment of your account for the bolts &c. supplied by the s.s. "Pythia."

2. I am to request that you will be so good as to acknowledge the receipt of this draft in due course.

I am,

Gentlemen,

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary.

Messrs. Edward Cooper & Son,
Monte Video.



32

MINUTE PAPER.

Departmental Number.

From The Colonial Engineer.

Date 22nd December, 1925.

To The Hon. Col. Secretary.

Report on work of reconstructing Dockyard Jetty.

Reference Numbers.

The Hon. Col. Secy.,

I beg to submit the following report in connexion with the reconstruction of the Dockyard Jetty.

2. Since the 9th of September the following work has been done:

All piles shod, coppered and driven.

Top stringers and bearers on East section completed.

Decking of East section nearly completed.

Hulk cut away for tidal landing.

Shelter framed ready for erection

Four lower stringers on East end, also inner lower stringer for tidal landing, fixed.

West end of hulk cleared of rubbish to allow centre piles to be driven

Stern, rudder post and stem-head cut away.

Old decking removed from East section of hulk.

3. Work to be done.

Decking of East section to be completed.

Top stringers and bearers to be fixed and decking laid on West section.

Lower stringers and braces on the East section to be completed and all on the West section to be fitted.

Tidal landing to be completed.

Shelter to be erected.

Bollards, hand-rails, davits, mast and winch to be fitted.

4. When/

4. When considering the estimates for 1926 it was anticipated that this work would be completed by the 31st of December, but this has not been found possible. As will be seen from the Foreman Carpenter's report (copy herewith), exceptionally rough weather was experienced practically throughout September and October and the work was greatly hindered in consequence, especially in connexion with the placing and keeping of piles in position during driving. With regard to the fixing of the lower stringers and braces: This work can only be done during low spring tides, and in the usual way there should be at least eight low day tides every fortnight. The October and November tides were very poor and did not expose the work done during the last tide in September. The lower stringers on the East end were fixed during the present tides - Dec. 16th to 19th. The next suitable tides will not occur until the 1st of January, at earliest. The tides in Stanley are most uncertain and it sometimes occurs that there is very little difference in the rise and fall of a spring and neap tide. Further, owing to this work having to be done from a raft, the weather must be reasonably calm. During the past three months, even had the tides been suitable, it is most doubtful whether the stringers could have been fixed owing to the heavy wind and rough sea.

5. The timber from Punta Arenas, as a whole, has been satisfactory. Some of the piles and deck planks were very green and have split owing to shrinkage. The split piles have been replaced. Additional decking will be required as the estimate of quantity required was too low and also some of the planks in hand are unserviceable owing to warping and splitting.

6. I beg to submit herewith a Financial Requisition in the sum of £150, to enable the further materials that are required for the work to be purchased this year.

7. Should the weather and tides be favourable, it will take the carpenters until the first week in February, 1926, to complete the work.

R. W. S. S. S.
Colonial Engineer.

22nd December, 1925.

DOCKYARD JETTY.

Commenced 10th Sep 1925. .

WEEKLY REPORT.

No of men employed.	Trade.	Weather conditions.	Remarks.
2	Carpenters.	Heavy squalls.	Week ending 12th Sep. Two carpenters at other pressing work for 7-20 and 8-20 hrs respectively. Handy-man off for 7-20 min. Labourer employed on Jetty for 2 hrs only.
1	Handy-man.		
1	Labourer.		
2	Carpenters.	One day fine, remainder of week, heavy snow squalls.	Week ending 19th sep. No labourers available from 11th to 16th. Hampered by S.I.S. landing and loading pipes. First pile commenced 17th Sep.
1	Handy-man.		
6 Labo	Labourers.		
2	Carpenters.	Mon, Tues, Wed, fair. remainder of week, high winds & snow squalls.	Week ending 26th sep Hampered by S.I.S. loading pipes. Carpenter taken off for 17-40 hrs. Handy-man taken off for 15-10 hrs. Labourers taken off from time to time.
1	Handy-man.		
6	Labourers.		
2	Carpenters.	Strong winds throughout except Friday. Heavy rain, Saturday.	Week ending 3rd Oct. Carpenter off for 12-50 hrs. Handy-man off for 9-20 hrs Only 2 labourers available.
1	Handy-man.		
2	Labourers.		
2	Carpenters.	Mon, Wed, Thur, Fri, heavy winds and rain Tues & Sat fine.	Week ending 10th Oct No work on jetty on 8th owing to severe weather.
1	Handy-man.		
4	Labourers.		
2	Carpenters.	Mon. fair. remainder of week strong winds and rain turning to snow towards end of week	Week ending 17th Oct. 1 carpenter only 3-20 hrs employed at jetty work. 1 carpenter off for 4-10 hrs. Handy-man off for 4-20 Labourers off for 5-20 hrs
1	Handy-man.		
4	Labourers.		

No of men employed.	Trade.	Weather conditions.	Remarks.
2 1 4	Carpenters. Handy-man. Labourers.	Stormy on Mon, Fri, & Sat, remainder of week fair.	Week ending 24th Oct. Carpenter off for 13-10 hrs. Handy-man off for 12-10. 2 Labourers off approx 6 hrs.
2 1 4	Carpenters. Handy-man. Labourers.	High winds, squalls and heavy rains throughout the week.	Week ending 31st Oct. Carpenter off for 4 hrs. Handy-man off for 26-30 hrs.
2 1 4	Carpenters. Handy-man. Labourers.	Fairly good with strong winds.	Week ending 7th Nov. Carpenter off for 9-50 hrs leave. Carpenter off for 7 hrs. Handy-man off for 12-40 hrs. 2 Labourers taken for mail boat.
2 1 4	Carpenters. Handy-man. Labourers.	Stormy and heavy squalls except Fri fair.	Week ending 14th Nov. Carpenter & Handy-man off for 6 hrs. All Hands off for Armistice 11th 11th for 3-20 hrs. Labourers off approx 10 hrs.
2 1 3	Carpenters. Handy-man. Labourers.	Mon, Sat fine, remainder of week high winds and squalls.	Carpenter off 17-40 hrs Handy-man off 29-30 hrs 1 Labourer away all week Week ending 21st Nov.
2 1 4	Carpenters. Handy-man. Labourers.	Stormy throughout the week. except Friday fair.	Week ending 28th Nov. Carpenter off 1-30 hrs Handy-man off 4 hrs. 1 Labourer injured on job consequently lost 15-10 hrs. 2 Labourers available for 9-50 hrs only.
2 1 4	Carpenters. Handy-man. Labourers.	Mon, Tues, Fri Sat fine in morning, windy in afternoon, Wed & Thur strong winds all day.	Week ending 5th Dec. Handy-man off 9-20 hrs. 1 Labourer off 5-20 hrs.

No of men employed.	Trade.	Weather conditions.	Remarks.
2	Carpenters.	Mon. Wed fine in the mornings, strong winds in the afternoon,	Week ending 12th Dec. I Carpenter & Handy-man off for 3-30 hrs.
1	Handy-man.	Sat, fair, Thur violent winds all day.	I Labourer off sick for 34-50 hrs.
4	Labourers.		All hands off on 8th Dec. Public holiday.
2	Carpenters.	Mon, Tues damp & strong winds, remainder of week fine.	Week ending 19th Dec. To date 18th Dec 1925
1	Handy-man.		I Labourer off 5-30 hrs.
4	Labourers.		Last pile driven 17th

P. W. S. Aschley,
Act. Engineer.
22/12/25.

EDWARD COOPER & SON.

TELEGRAMS.

COOPER, MONTEVIDEO.

A.B.C. & A1 CODES USED

(33)

Montevideo. 17th November 19 25

797/24



The Colonial Secretary.

Stanley F.I.

Dear Sir,

We beg to acknowledge receipt of your favour of the 4th inst: covering draft to our order, on the Crown Agents for the Colonies, at 3 d/s, for £ 61: 1:11 sterling, being in settlement of our Invoice for bolts, etc, ex "Pythia", for which we are obliged.

We are, Sir,

Your obedient servants.

A large, stylized handwritten signature in dark ink, appearing to read "Edward Cooper & Son". The signature is written over the typed text "Your obedient servants." and extends downwards and to the right.

34



FALKLAND ISLANDS.

C.S. No. 797/24.

MINUTE PAPER.

Departmental Number.

From...The Colonial Engineer...

Letter "J"

Date...19th March 1926...

To...The Hon. Colonial Secretary.

Re. Dockyard Jetty.

Reference Numbers.

I beg to report that the top works of Jetty have been completed. Owing to poor tides the underwater work has not yet been finished, also it is proposed to timber round the hulk at the tidal landing this was not provided for in the original estimate.

2. The following is a statement showing balances on the P.Rs authorised in 1925.

No. P.R.	amount. £	Amount on estimates Balance 31/12/25.	£1000- 0- 0
12.	300.	9-11.	
26.	380.	4- 6.	
32.	160.	4- 4-10.	
41.	150.	13- 7.	
	990.	less. 5-12-10.	984- 7- 2
	Balance 31/12/25.		15-12-10

3. The total estimated expenditure to date is £ 105-12-10. being £ 90 over the original estimated cost of work. The extra expenditure has been in connection with ;--

a. Purchase of timber due to splitting and casting of Punta Arenas timber ~~purchase~~ supplied in the first case.

b. Extra centre piles (complete) with additional cross bearers required owing to poor condition of main cross beams on hulk. The condition of beams could not have been foreseen, as they were buried under decking.

c. Adverse

- c. Adverse weather conditions especially during the months when pile driving , and placing of piles, was in progress. Also lack of suitable low tides required for underwater work.
- d. Repair of damage done to new work by vessels . On three occasions sections of underwater work have had to be renewed , one being the renewal of the main tie stringer.
- e. Sufficient was not allowed on original estimate for unforeseen. The actual amount was £19- 9- 0 otherwise 2% on whole work.
4. As before stated the estimated expenditure to date is £ 105- 12- 10, and there is a credit balance on work of £15-12-10 ? leaving a deficit of £90- 0- 0. If the deficit were to be considered as unforeseen then the percentage on whole work would be 10.9 % (£ 90- 0- 0 plus £ 19- 9- 0 equals £109- 0- 0 or 10.9 %)
5. I would request that permission be granted for a S. W. , in the sum of £110 , to be prepared under Appendix I. 6 Dockyard Jetty (new item 1926) £15-12-10 as a revote from 1925 and £94- 7- 2, further amount required for completion of work.

R. R. R. R. R.
Colonial Engineer.

19/3/26.

35

No. 797/24

MINUTE.

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

20th April, 1926 19

From The Colonial Treasurer

To

Stanley

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

Special Warrant for £110 under Appendix I Subhead 6. Dockyard Jetty appended hereto for approval, Please.

H. Thompson
Colonial Treasurer.

FALKLAND ISLANDS.

19 26

No. 7

SPECIAL WARRANT.

(Sd) J Middleton

Governor.

Date 27th April 19 26.

TO THE HONOURABLE
THE TREASURER.

Whereas it has become necessary, in the interests of the Public service, to incur certain expenditure, not sufficiently^a provided for in the Estimates, as set forth in the subjoined Schedule,^b in anticipation^c of a vote of the Legislature^d and of the approval of the Secretary of State:—

a. to remain only in case of an excess on a vote.

b to be struck out if complete authority has been obtained c or d if either partial authority has been obtained.

You are hereby, on my personal responsibility, authorized and required to pay from the Treasury the sum of One hundred and Ten Pounds
..... Shillings and Pence and to charge it to the Heads and Sub-heads of the Expenditure specified in the Schedule.

And for so doing, this, together with the proper Accounts, Certificates and Acquittances, shall be your sufficient warrant and discharge.

Schedule.

Particulars of Service.	To be charged to		£	s.	d.
	Head.	Sub-Head.			
To cover cost of Material and Labour to complete work on Dockyard Jetty. M.P. 797/24.	Appendix 1	6 Dockyard Jetty.	110	0	0

Signature of the Officer submitting the Schedule for Warrant.

R. Barclay
Colonial Engineer.

Date 12th April 1926.

(Special warrants are to be prepared in triplicate. One copy to be filed in the Office of the Colonial Secretary, one in the Treasury, and one to be furnished to the Audit).

Public Works Department.



Date: 12th April 1926....

To

THE HONOURABLE COLONIAL SECRETARY.

I have the honour to apply for a Special Warrant for £ 110.....
on Head Appendix 1... Subhead 6: Dockyard Jetty.
The present state of the Vote is as follows :-

	£
Amount provided in Estimates	
Special Warrant already issued No.	
" " " " " "	
Actual Expenditure to date	
Outstanding Liabilities incurred.....	
Balance remaining on vote	
Estimated Expenditure to 31st December ...	£110

.....
Head of Department.
Colonial Engineer.

Comments of }
Treasurer. }

EXPLANATIONS.

(If general authority has been given for the Expenditure the number of the Minute Paper and the Secretary of State's despatch, if any, should be quoted). M.P. 797/24.

The extra expenditure has been in connection with purchase of Timber due to splitting and casting of Punta Arenas Timber. Extra centre piles with additional cross beams in hulk which could not have been foreseen as they were buried under decking. Adverse weather conditions when Pile Driving was in progress. Repairs of damage done to new underwater work by vessels on three occasions. Timber round the hulk at the tidal landing (this was not provided for in the original estimate).

Revote from 1925	£15.12.10
And further Amount	94. 7. 2
	£110. 0. 0

.....
Colonial Engineer.
12th. April 1926.

To

THE HONOURABLE TREASURER,

Special Warrant No. 7 attached herewith for necessary action.

27th April 1926

.....
Colonial Secretary.

FALKLAND ISLANDS.

1927.

No. 6/1927.

SPECIAL WARRANT.

M
Governor.

Date *December* ~~November~~ 1927.

M.
TO THE HONOURABLE
THE TREASURER.

Whereas it has become necessary, in the interests of the Public service, to incur certain Expenditure, not sufficiently^a provided for in the Estimates, as set forth in the subjoined Schedule,^b in anticipation^c of a vote of the Legislature^d and of the approval of the Secretary of State:—

^a to remain only in case of an excess on a vote.

^b to be struck out if complete authority has been obtained ^c or ^d if either partial authority has been obtained.

You are hereby, on my personal responsibility, authorized and required to pay from the Treasury the sum of FIFTY Pounds Shillings and — Pence and to charge it to the Heads and Sub-heads of the Expenditure specified in the Schedule.

And for so doing, this, together with the proper Accounts, Certificates and Acquittances, shall be your sufficient warrant and discharge.

Schedule.

Particulars of Service.	To be charged to		£	s.	d.
	Head.	Sub-Head.			
Labour and materials for completion of Dockyard Jetty. (N.P. 797/24)	APPENDIX I.	5, Repair of Dockyard Jetty.	50	0	0

Signature of the Officer
submitting the Schedule
for Warrant.

C. Roberts.

Colonial Engineer.

Date *December* ~~7th November~~ 1927.

(Special warrants are to be prepared in triplicate. One copy to be filed in the Office of the Colonial Secretary, one in the Treasury, and one to be furnished to the Audit).

