

C.S.

Harbour

Root slip

No. 189/29

1929
1928.

leso

SUBJECT.

1929

1st May

Previous Paper.

Scale of charges for use
of Root Slipway

MINUTES.

① Scale of charges.

C.C.

Please publish. 1. v. 29

2.

Gazette notice of 1st May 1929.

C.C. I presume notice has been passed to

Genl. Secy

13. v. 29

P.H.

14/5/29

Subsequent Paper. 3

Minutes from Harbour Master, 19/1/32.

G. S. Schickel for approval.

JWS

22-11-32.

Hou. C. S.

Approved

JWS

22-11-32

Harbour Master

Please note : on

return I will have printed,

published in the reports at

printed on the boards.

JWS

22. 11. 32.

H.C.S.

Noted. S. H. Harbour Master.

22. 11. 32.

L.C. Accounts, pro.

JWS 23/11

Notice passed to Printer, 25/11/32.

~~ll. 10/12/32~~
~~ll. 25/11/32~~
C.S.O.

~~ll. 20/12/32~~
~~ll. 11/12/32~~
C.S.O.

ll. 31/12/32.
ll. 19/12/32.
C.S.O.

5. Scale of charges for use of slipway, 22/11/32.
Labour master,

Please withdraw 6 copies of
Scale of Charges;

C.S.O.
J.C.S.
2/1/33.

W.C.S.
with drawn.
3/1/33

P.A.
4/1/33.

Letter from Mr. J. S. Barnes of 18/1/35. (6)
Ag. Harbour Master,

For your observations please.

C. J. S.
1075
21/1/35

Notes.

I would submit that Rule 3 needs no revision. During 1934 the sum of 15/- only was collected from Mr. Barnes under the Rule in question.

2. The slipway fees in general are very reasonable & if additional facilities are wanted those taking advantage of them must consider it profitable to do so. During the 2 years the rules have been in force Mr. Barnes would appear to be the only person who has complained.

3. As the Tugmaster has to supervise the launching & slipping of vessels & work beyond the usual hours to give effect to Rule 3 I would submit for His Excellency's consideration that the additional fees be paid to him.

Ag.
Ag. Harbour Master
22-1
35

Note

Mr. Barnes was the only person requiring a vessel to be launched and/or slipped outside hours during 1934.

Ag.

JW.

Submitted

I inform Mr. Barnes that his letter has been considered but there does not appear to be sufficient grounds for any amendment to the scale of charges for the use of the Shipway.

I see no reason why the fee charged for slipping or launching a vessel outside the usual working hours should be paid to the Surgeonmaster. The occasions on which he has been called upon to supervise such work must be very few.

C. J. J. for C.S.
23/1/35.

Hon. Col. Sec.

I consider the charges most reasonable.

Please acknowledge letter on the subject of the charges and rules for the use of the Govt. Shipway and state, with reference to Mr. Barnes's representation that it is considered ^{that} the charges mentioned are not unreasonable having regard to the nature of the services involved, and in the circumstances there does not appear to be sufficient grounds to justify any modification of the charges and rules referred to.

MCH.

Letter to Mr. J. S. Barnes, 24/1/35. 7.

Hon. Col. Sec.

I am unable to agree to the recommendation of the Harb. Master that the additional fees be paid to the Tugmaster. The salary of that officer was raised two or three years ago on the basis of cutting out overtime and other fees.

MCH

24. 1. 35

Ag. Harbour Master.

no note.

A. J. Jones
20/1/35

Hon. Col. Sec.

Noted, thank you.

A. J. Jones
26
1-35

P. H.
28/1/35

Letter from Mr. J. S. Barnes of 31/1/35.

8-9.

Ag. Harbour Master,

For your observations please on Reas 8-9.

A. J. Jones
1/2/35

Hon. Col. See

The time taken preparing for and slipping a vessel is approximately 1 hour in calm weather & ½ an hour for launching. The charge for the additional facilities offered is, in my opinion, reasonable & justifiable.

2. I have been given to understand by the Tugmaster that by mutual arrangement between himself & J. Barnes, Master of the Cutter, the latter launched his vessel on one occasion after the launching preparations had been made.

3. The private boat stored in the Government boat shed is the property of a Mr. Steen. I am given to understand that Mr. G. L. Brown granted this concession, & as far as I am aware, made no charge.

4. Mr. Ratchliff's boat was in the boat shed some time during June last year. At that time I was engaged in the Colonial Treasury & all slipway fees were collected & paid in by the Tugmaster. The Tugmaster by way of explanation for not tendering the fee for hauling his vessel over the slipway into the boat shed states that his boat has, on at least 4 occasions, been used for Government service when the G.L. "Penguin" has been under repairs and to obviate inconvenience which would have been caused by the delay necessarily involved by raising steam. His journeys have included passages to the Harbour lights & 6th gun site.

5. Under Clause 11 of the Harbour Regulations dated the 24th April, 1909, permission may be granted for vessels to be hauled up on the beach without charge. No person has been


9th Sept. 1921 ?
C.S.

allowed the 'run' of the Government Dockyard and property, & as far as Mr. Steel is concerned I personally informed him some time ago that we was not allowed in the Dockyard unless on business.

6. It will be readily understood that the Inquaster has of necessity unrestricted access to the Boat Shed. If anyone accompanies him it is on his responsibility if any article is found to be missing. Private persons are not allowed the use of the boatshed.

7. In general, I am sure to understand by the Inquaster that certain differences between himself & Mr. J. S. Barnes occurred in October 1932 which eventually resulted in Rules 3 & 4 coming into being. Since that time their relationship has not, it would appear, been too cordial & the present correspondence is the outcome. It is possible that you may have correspondence filed in your department in this connection.

2.


Ag. Harbour Master
4-11
38.

JFB

Submitted.

Mr. Steel is not in Stanley at present and it might be as well if he were asked to remove his boat from the Boat Shed when he is next in Stanley.

The correspondence referred to by the Ag. Harbour Master is contained in P/109 attached.

I put up a draft letter in reply to
Mr. Barnes.

C. J. J.
for CS.
7/2/30.

Hon. Col. Sec.
Yes, Mr. Stern must
remove his bow.

Reply to Mr. Barnes
may issue. met
8.2.35

10-11

cf. Harbour master,

to note for necessary
action in due course.

C. J. J.
for CS.
8/2/35.

Hon. Col. Sec.

Noted, thank you.

Harbour master
11-2
38.

P. A.
11/2/35

(17) Letter from Mr. J. Barnes 25/3/35.

Harbours Master

Referred to you for report.

MCH
C.L.
27. 5. 35

Hon Col Secretary.

I have spoken to Mr B. Ratcliffe
(Ingrmaster) who asks that he may be
granted an interview with the Hon Col Secretary
in order to explain the origin of enc: 12.

Aut D
for the Master
28. 3. 35

C.C.

I will see Mr Ratcliffe.

MCH
29. 5. 35

Harbours Master

Will you please ask Mr.
Ratcliffe to call at this office
tomorrow morning.

C.L.
for the Master
29/3/35

Hon Col Secretary.

Mr Ratcliffe instructed
accordingly.

Aut D
for the Master
29. 3. 35

(13) Letter to Mr. J. S. Barnes 2/4/35.
Harbour Master

To note.

McH
C.S.

3. 4. 35

Hon Col Secretary

Noted

Aut B/L
for Harbour Master

3. 4. 35

P. A.
L.H.C. / 35

(14) Letter from Mr. G. A. Bennett of 28/9/37.

~~Harbour~~
Harbour Master.

In your recommendations

Ref
28/9/37

Hon Col Sec.

Permission may be given for the Sea Rover boat to be placed in the section of the Dockyard set apart for the storing of boats in winter time. This would not interfere with the Jetty or Slipway & allows access for overhaul at any time.

The usual fee is 20/- for the season, but for so short a period & as an encouragement to them back in their training, I think charges might be waived.

J. H. M.

27/9/37

Y.E

Under (13) recommendation to the Harbour
Master submitted.

I think approval for the free use of the space
required temporarily might be granted.

J. E. S.
1/10/37

Hon. C.S.

I agree.

to CH
1. 8. 37

to Harbour Master

To note approval.

J. E. S.
1/10/37

Hon. Sec.

Lotia

J. E. S.
4/10/37

Letter to Mr. G. A. Bennett of 7. 10. 37.

(15)

P.A.
7/10/37

Government Slip

M.

1. 5. 19.

The following scale of charges for

the use of the Government Slip

in the Dockyard, Stanley, has been

approved by His Excellency the Governor:-

For small boats.

Per day 5/-

Per week £ 1.

Per month £ 2

For other crafts.

Per day £ 1

Per week £ 3

Per month £ 5.

J. Schmittal

Chief Clerk

at His Majesty's Dockyard.

Stanley,

1st May, 1919.

GOVERNMENT SLIP.

The following scale of charges for the use of the Government Slip in the Dockyard, Stanley, has been approved by His Excellency the Governor :-

For small boats.

Per day	5/s.
Per week	£1.
Per month	£2.

For other craft.

Per day	£1.
Per week	£3.
Per month	£5.

J. M. Ellis.

Colonial Secretary and
Acting Harbour Master.

Stanley,

1st May, 1929.

(H)

MINUTE.

19th November, 1932.

To

THE COLONIAL SECRETARY,


Stanley, Falkland Islands.

From

The Harbour Master,

Stanley.

I have the honour to submit for approval revised scale of charges and rules for use of the Government slipway.


Harbour Master.

FALKLAND ISLANDS.

NOTICE.

The following scale of charges and rules for the use of the Government Slipway in the Dockyard, Stanley, have been approved by His Excellency the Governor :

SCALE OF CHARGES :

For boats under 10 tons.

Per day	...	...	...	5/-.
Per week	...	...	...	£1.
Per month	...	...	...	£2.

For other craft.

Per day	...	...	...	£1.
Per week	...	...	...	£3.
Per month	...	...	...	£5.

(The days on which the slipway is occupied and vacated shall be reckoned as full days.)

Rules.

1. Applications for the use of the slipway shall be made to the Harbour Master.
2. The slipway shall be allotted at and for such times as are convenient to the Harbour Department and, as far as possible, according to the order in which applications are received.
3. Work on craft, including slipping and launching, shall be carried out between the hours of 7.30 a.m. and 4.30 p.m. on weekdays and between the hours of 7.30 a.m. and noon on Saturdays. Work beyond these hours may be allowed at the discretion of the Harbour Master. An additional charge of 5/- an hour or part of an hour will be made for slipping or launching outside the usual working hours.
4. Three clear hours notice must be given of intended launching.
5. The Government will not hold itself responsible for loss or damage to craft or for injury to persons using the slipway.

The Scale of Charges for use of the Slipway published on page 76 of the Official Gazette of the 1st of May, 1929, is hereby cancelled.

G. R. L. BROWN,
Harbour Master.

22nd November, 1932.

Port Stanley ⑥

January 15 1935

Sir

In reference to Rule 3 of the slipway charges, I beg to ask if this rule could receive some consideration and be omitted for instance :- In the event of my boat being received at 7 a.m. and discharged at 5 P.m. on the same day I would have to pay the sum of 15/- which only includes 5/- for the actual use of the slipway and 10/- for 1 hour for the services of the Government-pilot.

I consider this sum to much for the owner of a small cutter to pay should things turn out that way, so so I have taken the privilege of drawing your attention to this fact -

Yours respectfully

J. S. Barnes

The

Hon. Secy

Stanley

7

139/29.

24th January,

35.

Sir,

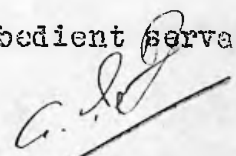
I am directed by the Acting Governor to acknowledge the receipt of your letter of the 18th of January, 1935, on the subject of the charges and rules for the use of the Government Slipway and to state with reference to your representations, that it is considered that the charges mentioned are not unreasonable having regard to the nature of the services involved.

2. In the circumstances there does not appear to be sufficient grounds to justify any modification of the charges and rules referred to.

I am,

Sir,

Your obedient servant,



For Colonial Secretary.

MR. J. S. BARNES,
STANLEY.

31st January, 1935,
Stanley

Sir

In reply to your letter dated 24th January, 1935, the charges mentioned are unreasonable for services involved in my opinion.

All the services required from the Government pilot, and comply ^{with} the slip regulation, is to unlock the door of the boat-house, on receiving the boat, and do the same on discharging her.

I take the opportunity of stating here that my boat has been launched without the presence of the pilot, previous to rule 3 being made, and just again recently.

It is impossible to go on the slip in the hours laid down, namely, 7.30 to 4.30, I have no control over the tides.

Take the short-day in consideration when it is dusk at 4.30, and no chance of working on a boat, still I would be asked

to pay 5/- for the part of a day, and another 5/- for the pilot being present.

I should like to ask if the Government are receiving any fees for the private boat that has been in the Government boat-house for a considerable period? Mr Aitchison pay slip fees for his private boat last year.

May I ask if Mr Aitchison paid any fees for beaching his boat for cleaning purposes in the dock yard or, did he beach her to avoid slip fees and still have the run of the government dock yard and property.

I should like to know if Mr Aitchison and Mr Aitchison had permission to use the boat house after working hours the same week, and I was refused.

Your respectfully
J S Barnes

the
Hon bot Secretary
Stanley

3th February,

35.

Sir,

With reference to your letter of the 31st of January, 1955, I am directed by the Acting Governor to inform you that His Excellency does not consider that the further representations put forward by you justify any modification of the charges and rules for the use of the Government Slipway.

2. I am to state that permission was obtained for the private boat to which you refer to be stored in the Government Boat Shed and no fees have been charged for this concession.

3. With regard to your enquiry regarding the beaching of Mr. Steel's boat, I am to draw your attention to section 11 of the Harbour Regulations made on the 9th of September, 1921, which states that Masters of vessels who may desire to haul up on the beaches of the Harbour any boat or craft shall apply to the Harbour Master who will direct where such boat or craft shall be placed and no fees are chargeable in this connection. I am to point out that Mr. Steel is not allowed to use the Government Dockyard and property, and that private persons are not allowed to use the Boat Shed.

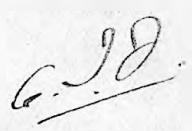
4. I am to add that Mr. Ratcliffe was not required to pay slipway fees for his private boat last

year for the reason that on occasions it is used on
Government service.

I am,

Sir,

Your obedient servant.

A handwritten signature in cursive script, appearing to be 'G. J. D.', written in dark ink.

for Colonial Secretary.

Port Stanley
March 25th 1936

Sir

A member of the public recently had left his boat moored to the Government jetty - by Mr. H. B. Batcliff informed him that he would have to remove it immediately and made reference to my correspondence that (that) it was Jack Barnes' fault that it could not remain there. I beg His Majesty's Government to inform Mr. Batcliff in the event of this happening again would be draw such persons attention to the harbour regulations and kindly omit my name in the course of executing his duties

Ple
Hon. Col. Secretary
Port Stanley

Yours Respectfully
J. S. Barnes

189/29.

2nd April,

35.

Sir,

I am directed to acknowledge the receipt of your letter dated the 25th March, 1935, regarding the mooring of boats at the Government Dockyard Jetty, and to inform you that in future persons will be informed that the mooring of boats is not allowed on instructions from this office.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

Mr. J.S. Barnes.
STANLEY.

Stanley (14.)
Falkland Islands
September 23rd
1937.

The Honourable
the Colonial Secretary.

Dear Sir.

On behalf of the 1st Stanley Sea
Rowers and Sea Scouts I seek permission
to have our boat "Sea Wolf" up in the
Government Dockyard for refit. over
a period of ten to fourteen days.

Being in the unfortunate position
of not being able to pay the usual
slip and haulage charges I do hereby
ask that these be overruled.

Thanking you in anticipation.

I am Yours very respectfully.

G. H. Bennett A.R.S.

1st Stanley Rowers & Sea Scouts

189/29.

7th October,

37.

Sir,

Red 14

With reference to your letter of the 23rd of September, 1937, on the subject of the overhaul of the "Sea Wolf", I am directed to inform you that a place has been set aside by the Harbour Department for the purpose of the overhaul referred to. In this connection I am to request that you make the necessary arrangements, for hauling up the boat, with the Harbour Master.

2. I am to add that no charge will be made for the use of the site.

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

Mr. G. A. Bennett,
1st Stanley Rover & Sea Scouts,
STANLEY.