

C.S.

SLIPWAY.

1920.

SHI/JET/1 # 4

No. 886/20.

Col: Secretary.

SUBJECT.

192⁰

16th Dec:

Previous Paper.
310/19

Proposed slipway to be constructed at Stanley.

758/10 340/19 211/21

MINUTES.

Telegram from the Crown Agents of the 2nd Dec: 1920
filed at Government House. *Encl 1a*

Reply to telegram of the 2nd Dec: 16/12/20. *Encl 1*

H.C.
In accordance with instructions from your Excellency, the attached telegram has been sent to the C. Agents. The original telegram from C.A. is on C.O. files.

*W.M. 17/12/20
for C.S.
objection*

Thank you.

*W.M.
17.12.20*

Letter from Crown Agents of the 24th November 1920

Subsequent Paper.

Report from Harbour Master of the 1st January 1920

7/19/25

W.M.

H.C.S.

(6.)

The proposal to erect a slipway has been referred by Sqs to Crown Agents who have been requested to advise generally on the proposal & particularly on

(a) the staff & salaries which would be required

(b) the probable receipts & expenditure of the slipway on ordinary repairs to sixteen catches

It is added that this number will probably be increased to thirty in near future

2. The London agent of the Norwegian Whaling Association is of opinion that consultation by Crown Agents.

3. I saw Colonel Carmichael on 23rd November 1920 with reference to the proposal. The letters of 22nd & 24th November 1920 from Messrs Hanney & Co, which are in other papers, had only just been received in C.A.'s office. Colonel Carmichael had not got into the project in detail but stated that probably estimates to be made in respect of estimates prepared in Norway. The information available was insufficient to enable C.A. to advise on project & further particulars required are stated in Crown Agents Telegram of 2nd Dec. 1920.

4. Will you please ask Colonial Engineer & Harbour Master to prepare a joint report on

(1) Possible sites for a slipway having regard to terms of reference to Crown Agents by Sqs

Su

4. (Contd)

(2) Particulars required in Case Report
Memorandum of 21st December 1920 (S.O. 117
7/20)
a copy of which should be included
in this paper.

Done.
GRB/2

GRB
14 January 1921.

(17)
Colonial Engineer.

Please prepare report
in co-operation with Harbour.
as desired by His Excellency.

GRB/2
for C.S.
14 January 1921.

The Hon: Col: Secretary.

Should the weather be suitable
and circumstances will allow the work of obtain-
ing the necessary data will be commenced next
week. I shall be glad to know under what vote
any expenditure in connection with this matter
is to be paid. I would suggest the amount
of £50 as required in the first case, the cost
will be according to the extent of boring
required re foundations.

GRB/2
C.E.
3/2/21.

H.S.
Submitted
GRB/2
for C.S.
9 February 1921

H.C.S.

Of Col. Symon, after having considered information required by Caden agents, is of opinion the expenditure of £50 is necessary in order the information asked for may be ~~obtained~~ furnished a special warrant for the same may be submitted but evidence seems to be scarce.

P.W. Extramary.

2. Much valuable time is being lost.

RM.
12 May 1921.

Colonel Symon.

To your

RM.
for C.S.
14th February 1921

Hon Col Recy.

Special Warrant for £50 herewith.

The work is in progress.

RM.
6.2.
22/2/21

RM. for signature of S.W. for £50 attached hereto. WMA.

RM.
22 May 1921.

Hon Treasurer

To withdraw S.W. No 5/21

RM.
for C.S.
23 Feb 1921

Hon. Col. Sec.

Will draw accordingly.

H. W. Thompson
Treasurer
23. 2. 21

Colonial Engineer

You have asked for this file

Col. Sec.
for C.S.
24 Feb 1921

The Hon. Col. Secretary.

Joint report herewith. also
tracing of soundings etc. &

R.A.B.
C.E.
3/3/21.

H.E. The Governor

Submitted

H. W. Thompson
A.C.A. 5/3/21

H.C.S.

Will you please have last telegram as in
draft attached put into code & will you
let me see it before you.

H.W.

8 March 1921.

H.E. The Governor

Draft submitted

H.W. Thompson
A.C.A. 10/3/21
10 March 1921.

Telegram to C.A. of 10th Mar 1921.
Encl 6

Col:Engineer,

For your information.

B. W. Thompson
A. C. S. 12/3/21.

The Hon. Col. Secretary.

Thank you. Noted & returned.

R.B.B.
C.F.
14/3/21.

Minute from Harbour Master dated 26th March 1921.

H.E. the Governor,

Submitted.

B. W. Thompson
A. C. S. 29/3/21.

H.C.S.

*Will you please send this report to
Col: Engineer for any observations he may
have to offer.*

29 March 1921.

Colonial Engineer,

Report referred to you accordingly
for any observations you may have to offer.

B. W. Thompson
A. C. S. 30/3/21.

The Hon. Col. Secy.,

At the time the building of
a Slipway was first proposed the draught of Whale
Catchers was obtained from a Norwegian Captain and
Captain Smith (Harbour Master) and it was thought
advisable, when considering the depth of water
required on the slipway, to take into account the
maximum rather than the minimum draught.

I think it will be found that the Whale Catchers
are placed in a dry dock when at Monte Video and
that

that it is not of vital importance whether they draw 6', 9', or 12' as there is always sufficient water on the sill to pass the vessel in or out of dock.

In my opinion not less than 9 ft draught should be allowed as occasions may arise when it would not be possible or desirable to lighten a vessel before slipping, and, in case of an accident to the slipway it is a great advantage to be able to further lighten a vessel for re-launching.

With regard to the length of slipway and the depth of water on the sill this is governed not only by the draught of vessel but also by the height of the cradle and state of the tide. To enable the anticipated work to be got through in the short period of time available slipping must be possible at least two hours before and after low water spring tide.

In the cable of the 11th. March 1920 the available depth of water at high water springs was given as 17 feet at 150 yards from high water mark. Deducting 3 feet for cradle and 4'-6" for the drop of tide ^{at} two hours before and after low water spring tide there remains a depth of 9'-6" of water over the cradle.

It would not be wise to provide slipping arrangements which depend on the full height of spring tides.

Owing to the small rise and fall of tide in Stanley any slipway which may be constructed in this connection must have a large portion of it permanently submerged which is most undesirable.

I consider that Messrs Flannery, Baggallay and Johnson Ltd. will have made full enquiries from the Owners, or

ners or builders as to draught etc. for docking purposes, though it might be advisable to inform them that we are told that the vessels can be lightened to a 6' or 7' draught but that we do not advise limiting the depth of water at the slipway end to provide for such draught only.

R.A.S.

C.E.
4/4/21.

H.E. the Governor

Submitted

W. Thompson

A.C.S. 4/4/21

H.P.S.

Will you please telegraph to Minister
Monte Video in following sense

Request you will be good enough to
ascertain what is draft of whale catches
when docked at Monte Video please
telegraph reply. H.P.S.

8 April 1921

Telegram to British Minister
Monte Video 9th April 1921 End 8.

H.E. the Governor,

Submitted .

2. Telegram despatched.

W. Thompson

A. C. S. 9/4/21.

H.P.S.
11 April 1921

Telegram from British Minister Monte Video
recd 12th April 1921 - - - End (1)

H.E. the Governor,

Submitted.

W. Thompson

A. C. S. 12/4/21.

H.P.S.

*vide your letter to Col. Inyica + Harbour
Master re (2) for their further observations.*

W.

12 April 1921.

Colonial Engineer,

For any further observations you
may have to make.

W. Thompson

A. C. S. 13/4/21.

The Hon. Col. Secy.,

Telegram from British

Minister at Monte Video of 12/4/21 noted.

I am of opinion that it would be advisable to
telegraph to Messrs Flannery, Baggallay and Johnson,
Ltd. and request them to ascertain, if they have not
already done so, from either Builders or Owners the
usual draught of Whale Catchers when in ~~condition~~
trim for dry docking or slipping.

R. B. Barclay

C.E.
14/4/21.

H.E. the Governor,

Submitted.

W. Thompson

A. C. S. 15/4/21.

H.P.S.

*await return of Harbour Master to Stanley
Mun, + then send papers to him.*

W.

15 April 1921

Harbour Master,

Papers referred to you for your

observations.

B. Thompson

A. C. S. 16/4/21.

Hon. Col. Sec.

I beg to suggest that Messers Hannen, Baggalay & Johnson be communicated.

2. The maximum draft of Catchers upon departure from Stanley has, up to the present, been 11'7" and have accordingly been charged at the rate for 12 feet draft.
3. It would by the information from Montevideo, that Catchers are in no way lightened previous to docking, this may possibly be on account of the Factories not wishing to arrive at home with more coal than is necessary for their own consumption. Therefore possibly they coal their Catchers prior to leaving them at Montevideo.
4. In view of possible increase in draft of vessels which might possibly need docking in Stanley it, therefore, appears advisable to allow for a 12 foot draft for the building of the slipway.

Colin E. Stocall
Harbour Master.
20/4/21

H.E. the Governor,

Submitted.

B. Thompson
5/5/21.



Letter from Crown Agents, dated 30th December, 1920.....Encl..10

H.E. the Governor

Submitted.

2. Encl: (10) would seem to refer to Encl: (1).

B. Thompson
A.C.S. 13/5/21
H. Clegg 14/5/21

Inside Minute Paper.

The following supplementary expenditure approved by Legislative Council at a meeting held on the 23rd Sept 1921

under xxiv P. W. C.

12a Shipway £ 50.

W. B. Brown
Clerk Legislative Council
23rd Sept 1921

~~W. B. Brown~~
~~Secretary~~
~~Legislative Council~~

~~W. B. Brown~~

Hon. Treasurer

for note and to H.M.

Please

W. B. Brown 26/9/21

Hon. Col. Secy

Noted.

W. B. Brown
Treasurer
27-9-21

Hon. Col. Secretary.

Notes & returns herewith.

Colin Eschler
Secretary

Letter from Brown Agents d 7/12/21 27/9/21

Copy of Report from Consulting Naval Architects d/22/11/21 Encl (11)

Encl (11a)

Y.S.

Submitted.

2. The question appears to arise, in view of the proposal of the F.I. Company to proceed with the project of erecting a slipway, as to whether it is not advisable to enter into negotiations with the Company for them to take over the scheme. There is certainly not room for two slipways and an undertaking of this kind can I submit be better worked by a commercial concern.

23/1/22

~~Y.S.~~

H.C.S.

The attached extract from I.I.D. 40/1911 shows that the original proposal was that G.W. should afford facilities for repairs of whalls. It was recognized that the undertaking was a G.W. concern, was not likely to pay.

The incidental benefits which G.W. would derive from such an undertaking are not stated. The information which Sept. 1911 for G.W. is not yet available (See my

9. I am in favour of leaving the undertaking to private enterprise & giving a long lease of a suitable site: if the F.I. Co. are not desirous of providing facilities for repairs of whalls there is always possibility of

Private of the (Manager)

14/4/22
W. Harding

formation of a local Company for the purpose.

3. In addition I have seen Mr. Harding's report in which he is still uncertain whether the I.S. Company contemplates a sale for their own lights & schemes as a large concern which would afford facilities for repairs of whalers.

4. I suggest that he should consider the large scheme & I saw him the plan, which accompanied @, of Joseph's sets at Mary Cove & Redman Point. Mr. Harding will consider Capt. Roberts & discuss matters later.

5. I think it clear that ~~if~~ a sale for a slip ^{purpose} or the market it would have to put up to auction & guarantee would be required that work would be undertaken within a definite period.

6. Mr. Harding suggests that a platform to accommodate 4 or 5 vessels which is sufficient to be used at Point Victoria, Point Anna & Bahia Blanca might form an economic item as a slip. Capt. Roberts knows about the arrangements at Point Victoria where whalers are at present repaired.

16 May 1922

Letter from Hon W.A. Harding, d 16/2/22 - Encl

B.H. 25/2/22 -

C.S.
For note

6/3/22

The Hon. Col. Secretary.

Noted & returned.

P. J. Baxley.
Colonial Engineer
20/4/22.

Y.S. Submitted
By agreement to Y.S. Tuesday
next at 12 it can be arranged for
the meeting. I have spoken to Mr.
Harding and Captain Roberts and
himself can attend then

22 April 1922
24 April 1922

H.P.S.
I am anxious to offer F.P. Co some
opportunity of proceeding with project
of slipway if they will undertake it.
They can make use of their existing workshops
in connection with it.

2. It is possible that Whaling Companies
might combine in constructing a slipway
and use same available.

3. You suggest that price should be
given option of purchase at end of
lease: this would be a satisfactory arrangement

for life + a shorter term than 21 years would do.

H. Matters are hardly sufficiently advanced to make any definite proposals to be made to S.G.S.

On

27 April 1922

Minutes of meeting d 25th April 1922 — Encl (13)

Letter from Hon W. A. Harding d 28th April 1922 Encl (14)

Minute by the Governor d 30th April 1922 — Encl (14a)

Letter from Hon W. A. Harding d 1st May 1922

Minute by the Governor d 2 May 1922 — Encl (15)

Letter from Hon. W. A. Harding of 17th July 1922 — Encl (16)

Y.S.
Submitted.

It is now left to the Government to proceed with the project and that cannot be done until the available revenue is determined?

To act. letter?

ttttt 19/7/22

R.H.
27 July 1922

Minute by H.E. the Governor of 19th March 1923 — Encl (17)

Y.S.
Submitted

ttttt 20/3/23

Despatch as in draft attached
to you in *SM*
18 April 1923

Despatch to S. of S. No. 52
of the 18th April, 1923. Encl. (19)

Y.S.
Submitted
GR. 17
O. J. P. S.
24 April 1923

The sketch plans showing settlements should
be filled in with numbers to which they
refer. *SM*
24 April 1923

Y.S.
To include Des 52/23 in Schedule
of unanswered despatches?

GR. 17
O. J. P. S.
5 Dec 1923

~~11111~~ 5 Dec. 23

Vide Governor's Desps 157/23 M. P. 139/23

H.C.S.

On 13th November 1925 I told Captain Ruess Director of Compania Argentina de Pesca + Mr. Jacobson the Manager of the Company that the LOR was anxious that a slip + a well equipped ship repairing yard should be established at Stanley + was willing to grant a site + also to give some financial assistance towards capital cost.

2. They were given a chart of harbour + the plan (1900 plan) showing soundings at Redman's Point which they visited.

3. Mr. Jacobson said that appreciation of Norwegian whalers might be interested in the scheme + he promised to print it.

4. Capt Ruess + Mr. Jacobson did not discuss the project with me further after their visit to Redman's Point which does not indicate that they were very keen on the scheme although they proposed an interview when I spoke to them on 13th November 27 Nov: 1925.

20-24 Despatch from S of S. No. 8 of 19/1/27.

Hr. Dear Sir

Yours truly Please see

J. Miller

9. 3. 27.

A. G. L.

Hon. Col. Sec.

It is noted that fees amounting to £78-15-0 is to be charged to Dependence's Fund. vide ved 20.

M. George Harkness
Treas.
9.3.27.

Local Auditors

Passed to you.

M. C. H.
9.3.27.

Hon. Col. Sec.

Noted, thank you.

to Barlas
Ag. Local Auditors
10.3.27.

Hon. Treasurer.

Will you please advise P.M. as to heading under which above charge should be brought to account. 11.3.27

G.H. 13
for C.S.
31 Aug 1927

Hon. Col. Sec.

The charge of £78-15-0 appeared in the C.A.'s ac's for January 1927, and was charged to Dependence's Extraordinary Expenditure new item 1. Slipway at Stanley.

2. I reported on the 22nd July last that no Special Warrant had been taken out.

M. George Harkness
Treas.
1.9.27

Was also reported in return of unusual charges for March Quarter.

(19)

TELEGRAM:

From: The Crown Agents.
re: The Colonial Secretary.

Dispatched: 2nd December, 1920.

Received: 4th December, 1920.

December 2nd: With reference to your telegram of the 18th June to the Secretary of State for the Colonies, following particulars required:- Depth of water high tide available for entrance of ships. Average rise and fall of tide. Angle of slopes of beach at proposed site. Whether foundation sand, clay, rock, and extent piling required, Whether workshop buildings constructed locally bricks or steel, purchased in this country. What existing machine tools belonging Government, telegraph information as far as possible and report by first mail. See letter of 24th November

Crown Agents for the Colonies.

835/20.
No.

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

THE OFFICE OF THE COLONIAL

STANLEY, FALKLAND ISLANDS

15th December, 1920.

The Colonial Secretary of the Falkland Islands has the honour to inform the Crown Agents for the Colonies that he is this day sending to them the following telegram:—

UNWREATH INERTNESS SNOBBISH SEWINGMIRD MAYBRICK
TONGUING AND IDENTISM EDOMANTIA WORK CIAMPICARA
BUT TRAINASTY BANDERFUL. SECRETARY.

With reference to your telegram of 2nd December information asked for will be supplied as soon possible. Meantime owing to bad weather and illness of Colonial Engineer work cannot be commenced but will be commenced at earliest possible date.

THE CROWN AGENTS FOR THE COLONIES,

4 MILL BANK,

LONDON, S.W.

113 W.



Falkland Is. 1447

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

TELEGRAMS, "CROWN, LONDON."
TELEPHONE, 7790 VICTORIA

4, MILLBANK,

WESTMINSTER.

LONDON, S.W. 1.

24th November, 1920.

Falkland Is. Reqn. No.1447.

Sir,

With reference to your despatch dated 18th June, to the Secretary of State for the Colonies on the subject of the proposed installation of a slipway and work shop at Port Stanley, I have the honour to enclose for your information copies of two letters received from our Consulting Naval Architects, Messrs Flannery Baggallay & Johnson, from which you will note that a specification is being prepared in order that provisional estimates can be obtained.

24. 11. 20.

22. 11. 20.

2. Before however final estimates can be arrived at, it will be necessary for the Colonial Government to furnish answers to the queries embodied in the enclosed letters. Before this letter is received you will also have received a telegram asking for the particulars required.

I have the honour to be,

Sir,

Your obedient servant,

The Hon:

for Crown Agents.

The Colonial Secretary,

Falkland Islands.

Messrs Flannery, Baggallay & Johnson Ltd.

9 Fenchur

London

24th November 1920.

Gentlemen,

FALKLAND ISLANDS 1447

Confirming our letter of 22nd inst, and as we understand that it is necessary for you to catch the mail tomorrow with any further intermediate information or queries we beg leave to confirm the Conference held today between your Mr Horsburgh and the Norwegian Whalers Association Agency in London and ourselves.

2. The information before us from the Colony is as already stated insufficient to enable us to check in detail the estimates of £3000 for the Slipway and £5000 for the Workshops and Plant and with the further information which you are obtaining both on the spot from the London Agency of the Norwegian Whalers Association and from Norway itself through that Agency we hope in a few days to be in a position to prepare an outline Specification of what is required and an estimate of the total cost.

3. We must point out that much depends upon the suitability of the foreshore for erecting a Slipway economically but we will assume a first class site with a firm bed as a foundation and we will provide in the Specification for the necessary rails and cradles to lift ships out of the water of the maximum size of the Norwegian Whalers Fleet.

4. The question of tools and of power for driving them in the Workshop is also of the first importance and we will include in our list in the first instance only the minimum required for ordinary repairs, to Hull and machinery of ships of the sizes above named.

5. With reference to paragraph 3 of the Colonial Office letter

2

letter of 17th September last we would observe that Mr R.B. Baggalley the Colonial Engineer having the high qualifications named should in our opinion be fully qualified to efficiently supervise repairs to Hulls as well as machinery and to have full charge of the Slipway and Plant.

6. We will have the pleasure of reporting further in a few days with Specification and estimate and in the meantime you might kindly obtain by cabling information upon the following points:-

- (a) Depth of water at high tide available for entrance of ships.
- (b) Average rise and fall of tide.
- (c) Angle of slope of beach at site proposed.
- (d) Whether foundation is sand, clay or rock and how far piling would be considered necessary.
- (e) Whether Workshop Buildings would be of brick locally constructed or of steel exported from home.
- (f) What machine tools are already at Colonial Government's disposal in the Colony available for ship repairing.

Yours etc.

Flannery Baggalley & Johnson Ltd.,

(Itld) J.P.F.

MESSRS FLANNERY BAGGALAY & JOHNSON, TO CROWN AGENTS.

9, Fenchurch Street,

London, E.C.3.

22nd November, 1920.

FALKLAND ISLES 1447

Gentlemen,

Confirming our telephone conversation of to-day, we have carefully considered the copy of Colonial Office letter dated 17th September last and which in turn encloses copy of a letter received by the Secretary of State from Mr. W.P. Martin, dated Government Stanley 18th June last all as enclosed in your letter of 20th September last.

Before reporting in detail on the Colonial project we think it might be useful if appointments can be made with the London Agent of the Norwegian Whaling Association as suggested in the second paragraph of the Colonial Office letter dated 17th September last.

It is assumed that the Colony does not possess workshop or of any description at Stanley and that a completely equipped workshop should be provided for.

The estimated cost of £3,000 for the Slipway and £5,000 for workshops and machinery referred to in paragraph 4 of the Administrator's letter of 18th June last addressed to the Secretary of State are in our opinion under-estimated but we would be better able to judge on this point if a little further information could be given on the point above referred to.

It is also noted that the estimate is based on the assumption that the slip would have to be renewed in 8 or 10 years, in this regard we would mention that Slipways in this
Country

Country are found to be considerably longer lived and this very short estimated life leads us to think that there are some special peculiarities in the waters of the Falkland Isles, against which special precautions should be taken, but there is no information on this point in the correspondence before us.

As you are already aware the materials generally used for a small slipway of this description are pitch pine foundations with steel rails and cast iron racks fitted thereon, the pitch pine being creosoted under pressure to withstand the ordinary action of sea water. It will, however, be found in the case of ~~the~~ the new slip proposed that a ferro concrete base or a base of some similar material might be adopted, at a little extra initial cost, to guard against chemical action of the water in the Falkland Isles and which would probably result in the life of the slip being prolonged for a much greater time than the 8 to 10 years suggested.

We do not know if a plan of the Port of Stanley indicating the proposed site for the Slipway and Workshops is available, if so this might be helpful to us in preparing our estimate of the cost of Slipway and workshops and the facilities to be provided for carrying out the repairs to the Catchers as proposed.

Awaiting your further information on the above points and the suggested conference with Messrs Norwegian Whaling Association,

We beg to remain, etc.,

FLANNERY, BAGGALLAY & JOHNSON LTD.,

(Int) A.E.P.

(3)

M. A. 886/20

HARBOUR MASTERS OFFICE,

PORT STANLEY,

1 January, 1921.

The Honourable

The Colonial Secretary.

Sir,

IN accordance with your instructions of the 31st, ultimo in connection with the construction of a slipway in Stanley Harbour to afford facilities for the repair and overhaul of vessels of about 12 feet draft.

I beg to report,

I have sounded that part of the Harbour named Fairy Cove and found it beset with large boulders having a depth of water upon them of 1 foot L. W. springs.

The shore to the West of Fairy Cove, from which the GREAT BRITON bears EAST, is of a rocky nature, the beach shelves gradually and on the edge of the kelp 150 feet from the shore, a depth of 7 feet at L' W' was found and thence Eastwards deepening at 150 yards from the shore to 16 (sixteen) feet.

A vessel repaired on a slipway constructed on this site would not have sufficient water beneath her keel to allow for launching.

A vessel being navigated on to the slipway would not have sufficient room to manoeuvre in any but a West or North Westerly wind being likely in South or South Easterly winds to sag down upon rocks which lie close to and to the North of this site.

I would respectfully submit that a site at the Eastern end of the Harbour could be found to meet all requirements and would be sheltered from the South & S.E. winds that prevail during that period of the year the whalers are likely to be in Stanley.

This would also keep the anchorage clear for vessels who

wished to go alongside the hulks and permit the manoeuvring of lighters with safety, as with no permanent moorings laid down the necessary length of cable needed to permit a ship to lay without dragging her anchors and sufficient sea room, would block the anchorage to other craft.

I have the to be, Sir ,

Your obedient Servant,

Colin E. Hoockly.

Harbour Master.

(4)

March 2nd. 1921

REPORT ON PROPOSED SLIPWAY AT PORT STANLEY
FALKLAND ISLANDS.

We, the undersigned, beg to submit the following report on the Proposed Slipway at Stanley to provide docking facilities for eighteen to thirty whale Catchers. This report deals with:-

1. Conditions and circumstances which have to be taken into consideration when contemplating the building of works of this nature.
2. Staff and salaries which would be required.
3. Estimated receipts and expenditure of slipway on ordinary repairs to eighteen whale catchers.
4. Possible sites in Stanley Harbour.
5. Particulars required by Messrs Flannery, Eagallay and Johnson, Ltd. in their letter of the 24th. November 1920 to the Crown Agents.

I. Conditions and Circumstances etc.

- (a) When considering the question of constructing a slipway and works to undertake the overhaul of 18 to 30 whale catchers and fulfilling the conditions as set out by the Norwegian Union of Whaling Companies in their letter of the 11th March 1919 (M/R. 758/18 para. 5)

It becomes a matter requiring great consideration as to whether the enterprise could be made a financial success, seeing that it would be necessary to construct slipways and works on so large a scale. Much larger than originally contemplated.

-2-

(b) The mean spring tide rise in Stanley Harbour is estimated to be six feet, but cannot be relied upon as the tides are greatly influenced in Stanley Harbour by the direction and force of the wind. Seeing that provision has to be made to slip 30 vessels twice in one season making 60 slippings in a period of 28 weeks, then the slipway must extend to such a distance as will enable the vessels to be slipped, irrespective of height of spring tides, at least two hours before and after low water spring tide.

It is considered that the depth of water required at the end of slipways will be about 16 to 17 feet at least, which will require that they extend about 200 to 260 yards beyond L.W.S. mark. This section of slipways will necessitate heavy expense to maintain and keep in good repair.

The average extent of beach from H.W.S. mark to L.W.S. mark is about 40 yards.

(c) The overhauling etc. has to be undertaken during the winter months when the weather usually is adverse, at least for painting, and the days are short. Allowing five vessels on the slipways at one time and the average period of fourteen days for each, a large staff will have to be employed to enable the work to be carried through in the allotted time.

Employment will have to be found for these men during the months when the slipways and works will not be required, as there is not, in our opinion any prospect that the works will be required all the year round.

There are other difficulties to be overcome but

it appears to us that the foregoing are the most serious and must be faced before anything can be definitely decided.

2. STAFF AND SALARIES which would be required.

Under this head the general overhaul, to be defined hereafter, of 18 whale catchers has been taken into account. Should the number be increased then the amount and cost of labour would be in proportion.

By general overhaul the following items are included.

- Out board.
- Placing vessel on slip and re-launching same.
 - Scraping and examining and painting hull.
 - Open, examine and close all ~~close all~~ sea connections.
 - Examine propeller and nut also to gauge ^{1'} drop in shaft.
 - Examine rudder and undertake necessary repairs.
- In board.
- Heave out anchor chains, test links and studs and overhaul shackles, examine and replace in chain locker.
 - Clean out chain locker.
 - Minor repairs on deck to winches, steering gear, decks, boats, galley etc.
 - Open boiler, examine, clean and undertake all minor repairs. Close boiler and float safety valves.
 - Open all boiler connections and overhaul same, re-close.
 - Open out main engines, examine and undertake minor repairs, re-assemble.
 - Open out auxiliary machinery and replace.
Clean bilges

In board contd.

Clean bilges and tanks.

Examine stern glands and re-pack if necessary.

Any other works of a minor nature.

Other work requiring the use of heavy machinery and the supply of special materials such as new plates, boring of cylinders, truing up rods etc., re-tubing, boiler and repairs to furnaces and such like work to be considered as extraordinary repairs and to be charged for accordingly.

Considering the very unsettled condition of the labour market and the high rate of wage paid to skilled men in the ship building and repairing trades, to give other than an approximate estimate as to salaries becomes impossible.

The highest rates will have to be paid as the best men are required, not men gathered from the unemployed labour market, as they cannot be re-placed if found to be unfit for the work. This is absolutely necessary as the work must be done well and must satisfy the Underwriters' conditions.

There may not be for some years any call for repairs of an extraordinary nature, but it will be necessary to provide labour and appliances to undertake this work should occasion arise. Such being the case the following is the suggested list of staff and the estimated salaries required.

	£
1 Slipway Foreman and Rigger.	350 per ann.
2 Shop Foreman and Machinist.	350
3 Boiler-maker and Plater.	<u>350</u>
carried forward	1050

2/3/21.

-5-

			£
		carried forward	1050
4	Machinists & Fitters	5 @ £250	1250
5	Carpenters	3 @ £250	750
6	Smith		250
7	Storekeeper		250
8	Clerk and Timekeeper		250
9	Riggers	2 @ £200	400
10	Fitter's labourers	5 @ £175	875
11	Smith's mates	2 @ £175	350
12	Engine driver		175
13	Stokers	2 @ £160	320
14	General Labourers	25 @ £160	<u>4000</u>
			£ 9920

Say £10,000.

3. ESTIMATED RECEIPTS AND EXPENDITURE OF SLIPWAY ON ORDINARY REPAIRS TO EIGHTEEN WHALE CATCHERS.

It is a most difficult matter to state or even give any reliable figures under this head, as the whole question is influenced by the first cost of plant; cost of stores; depreciation of plant; interest on capital; annual maintenance of staff. These items would govern the charges placed on vessels slipped and repaired etc. as the whole of the annual expenditure will have to be covered by the payments made in connection with the slipping and repair of 18 whale catchers.

At this stage we fear that it is impossible to give a statement as to the possible receipts and expenditure. The following is submitted to give a rough idea of estimated receipts and expenditure per annum.

-6-

<u>Receipts.</u>	<u>Expenditure.</u>
By sale of stores. 2986	To interest of 10% on first cost of works-£50,000. £ 5000
By slipping and ordinary repairs to 18 vessels @£1713 per vessel. 30834	" Depreciation on whole plant @ 5% 2500
	" Insurance on £25000 @ 1% 250
	" Wage A/C 10000
	" Stores 5000
	" Coal etc. 10000
	" Profit @ 10% on £30,750 being total of expenditure. 3070
<u>£33,820</u>	<u>£33820</u>

4. POSSIBLE SITES IN STANLEY HARBOUR.

Two sites have been viewed, one on the south side Redmond's Point opposite the Narrows; the other on the north side of the harbour at Fairy Cove.

In our opinion Redmond Point is the best site in every way. The following items having been taken consideration:-

- (a) The surrounding land at this point is level on the whole, rising gradually from the fore-shore for some considerable distance before coming to the ridge of rocks and high land. This will afford ample space for the erection of the various workshops and store sheds which will be required. Further the shore end of slipways can be carried well on to the land. There is also space for side-slips should these be required.
- (b) The harbour at this point affords plenty of sea room to manoeuvre the vessels on to the slip and afterwards to launch

-7-

to launch them without danger to other shipping. It being considered that the fleet will be moored to the west of the Government Dockyard Jetty.

- (c) This site being on the same side of the harbour as the Town is situated will be a great advantage in respect of transport, especially of labour, as the workmen will be able to get to their work in all weathers ~~irrespective~~ irrespective of launch etc.
- (d) The most severe weather during the winter months is from the S.W. to S.E. and the site being on the south side of harbour is consequently protected.
- (e) In our opinion this site is most suitable as any other would affect the best anchorage in the Harbour for large vessels and for manoeuvring alongside the hulks. Should the slipway be to the west of the Dockyard Jetty then certain of the Whalers would have to be moored to the east of the Dockyard so hampering the movements of other shipping.

Fairy Cove.

Fairy Cove is the only possible site on the north shore and taken as a whole does not compare favourably with the Redmond Point site when the items "a" to "e" are taken into consideration as-

- (a) The available space for the erection of the necessary workshops, offices etc is very limited. The position viewed is midway between two high ridges of rocks the level space being about 100 yards wide, on this the main slipways would have to be built and also the side slips. This would require the works being extended farther on to the land.
- (b) The harbour at this point narrows and would not afford

60 yds
m 11 21

2/5/21.

-8-

afford sufficient sea-room to enable vessels to be squared up into position when being navigated on to slipway in order to meet slipway head on.

- (c) Difficulties in connection with the transport of workmen from Stanley.
- (d) This site is protected from W.N.W. and E.N.E. winds. Generally during the winter months fine weather is anticipated with a W.N.W. wind.
- (e) Owing to the cable having been laid across the harbour in the vicinity of the site, vessels could not be permitted to anchor within a radius of 50 yards from the cable, also sea-room must be left at approach to slipways, so greatly reducing the available anchorage for the fleet of Catchers.

SOUNDINGS. With reference to soundings and borings there is little to choose between the sites as the extent of beach and depth of water at L.W. Springs is about the same. (See tracing herewith).

The soundings were taken at Full and Change, but under adverse circumstances owing to the wind on both days being in the wrong quarter to assure a correct L.W.S. tide.

Borings have been taken at various points on both beaches down to L.W.S. mark, ~~without which extent of piling required~~ Should it be thought advisable to go forward with this matter then appliances etc will be required to enable further borings to be made below L.W.S. Mark, without which extent of piling required for slipways cannot be ascertained.

5. PARTICULARS REQUIRED BY MESSRS FLANNERY, BAGALLAY and JOHNSON. LTD. in their letter of the 24th November 1920 to Crown Agents.

Reply to:

2/3/21.

-9-

Reply to:

- a. 17 feet at 150 yards high water springs.
- b. 6 feet springs. 4 feet range at neaps.
- c. 1 foot in 20 feet.
- d. Borings taken on beach. Foundation clay, shingle, with rock at 17-21 feet. Extent of beach 40 yards; total length of slipway at least 250 yards making 210 yards of slipway under water at all times. No borings have been taken below L.W.S. Mark.
- e. Buildings of steel material to be imported, from the United Kingdom.
- f. No machinery of any sort in the Colony for ship repairing.

Conclusion.
CONCLUSION

In conclusion we fully realise the great advantage any docking facilities would be to the various Whaling Companies fishing in these Latitudes, also the advantage that the existence of such works in the Colony would give to Stanley, but we are unable to strongly recommend that the provision for the sighting of the bottoms of ships be a slipway. The objection to a slipway being, that the dead weight of the vessel would have to be carried on about 200 yards of slipway which would be unseen at all times. Again, irrespective of the above mentioned difficulty, we consider that the period of time for the repair and overhaul of 30 whale catchers is not sufficient to enable any guarantee to be given to the Whaling Companies that their vessels would be completed in time for the season.

Also the

2/3/21.

-10-

Also the difficulty as to occupation for the large staff, which would have to be maintained during the period when the slipway and works would not be required.

Should it still be thought advantageous to provide facilities for docking then we would suggest that attention be given to the construction of a graving dock in place of a slipway.

R. B. Basely.

A.M.I. Mech. E.

Colonial Engineer.

Colin Peckley.

Master Mariner.

Harbour Master.

DRAFT

(5)
TELEGRAM.

From: The Colonial Secretary.
To: The Crown Agents for the Colonies.

Dispatched: 11. 40 a.m. on 11th March, 1921.

With reference to your telegram of 2nd December, high water spring mark depth 17 feet at 150 yards, 21 feet at 300 yards (stop) spring tides six feet 4 feet range neaps (stop) slope beach 1 ft in twenty. Foundation beach clay 9 feet shingle 11 ft then rock (stop) No borings taken below low water springs. Are they required? There is difficulty in quarrying stone for building good stone obtainable for concrete: no local brick: no machine tools. Secretary.

UNWREATH TOCITES SPRING MARK DEPTH FIREBOX AT TREMOLITE
FIREBRANDS FIRONE AT TREPANNING SILVERGOD SHEPSTER
FIREBASKET FIREBARREL RANGE NEAPS SILVERGOD SLOPE BEACH
FIRONE IN TWENTY FOUNDATION BEACH CLAY FIREBELT SHINGLE
FIREBLOCK THEN ROCK SILVERGOD NO BORINGS TAKEN BELOW
TODDLEKIN SPRINGS REQUINTOME SUBTERRENE DIFICASTOR
QUARRYING STONE FOR BUILDING GOOD STONE OBTAINABLE FOR
CONCRETE NO LOCAL BRICK NO MACHINE TOOLS. SECRETARY/

(6)

886/20

No. 886/20.

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

THE OFFICE OF THE COLONIAL SECRETARY,
STANLEY, FALKLAND ISLANDS,

11th March, 1920.

The Colonial Secretary of the Falkland Islands has the honour to inform the Crown Agents for the Colonies that he is this day sending to them the following telegram:—

Dispatched: 11. 40 a.m. on the 11th March, 1921.

UNWEALTHY TOGETHERS SPRING MARK DEPTER FIREBOX AT TRIMOLITE
FIREBRANDS PERSONE AT TRIPANNING SILVERGOD SUREPSTER FURLEASKET
FIREBARREL RANGE IDEAS SILVERGOD SLOPE BEACH PERSONE IN
TWENTY SILVERGOD FOUNDATION BEACH CLAY FURLEASKET SHINGLE
FIREBLOCK WITH ROCK SILVERGOD NO BORINGS TAKEN BELOW
TONTENIN SPRINGS REGULSTONE SILVERGOD SUBTERRANE DIFICASTOR
QUARRYING STONE FOR BUILDING GOOD STONE OBTAINABLE FOR CONCRETE
NO LOCAL BRICK NO MACHINE TOOLS. SECRETARY.

With reference to your telegram of 2nd December, high water
spring mark depth 17 feet at 150 yards, 21 feet at 200 yards
(stop) spring tides six feet 4 feet range neaps (stop)
slope beach 1 ft in twenty (stop) foundation beach clay 9
feet shingle 11 ft then rock (stop) no borings taken below
low water springs. Are they required? There is difficulty in
quarrying stone for building good stone obtainable for
concrete: no local brick: no machine tools. Secretary.

THE CROWN AGENTS FOR THE COLONIES,
4 MILL BANK,
LONDON, S.W.

FALKLAND ISLANDS.

C.S. No.....

MINUTE PAPER.

Departmental Number.

From The Harbour Master.

Date 26th, March, 1921.

To The Hon. Col. Secretary.

SUBJECT.

Proposed Slipway in Stanley Harbour.

Reference
Numbers. }

Sir,

I have to report that during the passing through Stanley of the returning Whaling Fleet I have made inquiries from the Captain's of the Factories and have elicited the fact that the catchers when being docked in Montevideo have a draft of 6 to 7 feet.

I would suggest that the fact that 12 feet was given as a basis upon which to work in connection with the construction of a slipway in Stanley, is, in the event of a catcher receiving an injury, prior to arrival at this port, not being able to be lightened before being placed on the Slipway.

Should this not be the case, then working on the basis draft of 7 feet, it would reduce the length of proposed slipway about 90 yards, thus leaving 120 yards instead of 210 yards, at all times unseen, as reported in the report of 2nd March 1921.

I am, Sir,

Your obedient Servant,

Colin E. Dooberly.

Harbour Master.

8

886/20

TELEGRAM.

From : The Governor.
To : British Minieter, Monte Video.



Dispatched : 9th April, 1921. *Time.* 1.15 p.m.
Received : ----- 19 *Time.* -----

REPRURICAT ASCERTAIN TORPIED DRAFTBOXES WHALE
CATCHERS WHEN DOCKED MONOGRAFU REMUDACID. GOVERNOR.

Request that you will be good enough to ascertain
what is draft of whale catchers when docked Monte
Video. Telegraph reply.



(9)

856/100

TELEGRAM.

From : The British Minister, Monte Video.

To : The Governor.



Dispatched : 11th April19 21 *Time.* 4.40 p.m.

Received : 12th April.....19 21 *Time.* 7.30 a.m.

With reference to your telegram of the 9th April,
draft of Whalers 11 fact.

Copied from original telegram sheet.

H. C. S.

Will you please let Colonial Engineer and
Harbour Master see this.

(intd) J. M.
12th April, 1921.

128 V

Falkland Is. 1447

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

TELEGRAMS "CROWN, LONDON."
TELEPHONE 7780 VICTORIA



4 MILLBANK,

WESTMINSTER,

LONDON, S.W. 1.

30th. December 1920.

Falkland Islands Recon.No.1447

Sir,

I have the honour to refer to your telegram of the 19th. December on the subject of the proposed installation of a slipway and workshop at Port Stanley.

2. You mention that "owing to illness of the Colonial Engineer work cannot be commenced but work will be commenced at the earliest possible date". We understand this telegram to mean that the work entailed in answering the questions embodied in our telegram of the 2nd. December cannot be commenced until the Colonial Engineer has recovered from his illness.

I have the honour to be,

Sir,

Your obedient servant,

for Crown Agents.



The Hon'ble,
The Colonial Secretary,
Falkland Islands.

131 w.
Falkland Is. 1447



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

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

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

7th December, 1921.

Falkland Is. Requisition No. 1447

Sir,

With reference to our letter of the 30th December of last year, No. 128, I have the honour to enclose a copy of a report received from our Consulting Naval Architects, together with the plan referred to therein, in connection with the slipway and workshop proposed to be installed in the Falkland Islands.

22-11-21
Plan

2. If it is decided to proceed further with the scheme, you will no doubt furnish us with the detailed information referred to in the last paragraph of the Consulting Naval Architects' letter.

I have the honour to be,

Sir,

Your obedient Servant,

W. Paton

for Crown Agents.

The Colonial Secretary,
Falkland Islands.

COPY

11a

Messrs. Flannery Baggallay & Johnson to Crown Agents
(Chief Engineer).

9, Fenchurch Street,
E.C.3

22nd November, 1921.

Falkland Is. 1447/1.

Sir,

In further reference to your letter of 28th ultimo, we now beg to enclose herewith general arrangement plan indicating the proposed slipway and workshops indented for under this requisition.

In designing the above we have been guided by the information set forth in the copy of telegram addressed to the Crown Agents for the Colonies by the Colonial Secretary, Falkland Islands, dated 11th March last, and as enclosed in your letter of 18th March last.

Slipway :- The rise and fall at spring tides is only six feet and at neaps it is less, being only four feet, so that the work of constructing the foundations under water, and upon which the slip will be constructed, will be more expensive than would be the case if the rise and fall of water was sufficient to expose the outer end of the slip at low tide springs, as is the case in the majority of slipways.

The length of permanent way necessary for taking drifters on at high water neap tides and hauling same clear of high water spring tides is about 440 feet and the total length of cradle amounts to 96 feet when same is lowered to bottom of slip but when drawn up and taking vessels weight the length of cradle for supporting the vessel is 120 feet, this arrangement admits of the forward end of the vessel taking the cradle when low down the slip and saves a little in the construction of the permanent way; the cradles can also be adjusted to take vessels up to 150 feet long and taking the weight at any part of the length requiring special support.

/In

In view of the weights of vessels to be dealt with not exceeding about 250 tons, it would not appear necessary to go to the expense of piling the foreshore which is of clay 9 feet deep on top of shingle and rock, in any case the outer end would not require piling as the full weight of the vessel would not be on the cradle until she was well out of water.

The permanent way would be of ferro-concrete throughout to guard against damage by the Teredo worm which is to be contended with in these waters.

The cradle would be of pitch pine creosoted, and built upon channel section steel girders as same would be generally clear of the water and not subject to damage by the Teredo worm and it could also be hauled up for cleaning and painting when required.

The estimated cost of the slipway, as per plan and description above, is £7,000.0.0d., this includes all parts temporarily erected in the contractors works, together with hauling gear and on completion to be properly marked, dismantled and packed for shipment. The above estimate does not include any sum for piling, if this is found necessary, nor does it include the erection of the slip at the site, these being matters requiring special consideration in the Colony and necessitate special examination of the site to enable an estimate of cost of laying down the slip to be prepared with any degree of accuracy.

Workshop :-

It is not clear from the information before us whether it is intended to build the actual shop itself in the Colony, or whether it is desired to send out materials from this country. We would mention that in view of the severity of the climate in winter the construction of a steel building, in corrugated sheets, might not be considered suitable and that a brick built building would perhaps be more suitable. In the event of a galvanized steel building being considered suitable, the necessary corrugated sheets together with roof principals and steel framing could be sent out

from

from this country, alternatively, if a brick or concrete building is preferred the materials for same would, we assume, be obtainable in the Colony and so save the cost of transport from this country.

As regards machine tools the following list would, we think, enable any ordinary overhauling to be dealt with on vessels of the "Wheler" or "Cateliro" type :-

One 12" centres lathe capable of taking about 10'0" to 12'0" between centres, with a good gap, packing pieces for headstocks and usual screw cutting and slide surfacing gear.

One 7½" centres lathe to take about 6 feet between centres, having good gap and usual screw cutting and slide surfacing gear.

One planing machine with table 8 feet by 3 feet and 3 feet heights. Quick return gearing and all gears machine cut.

One double geared shaping machine with a stroke of about 18 inches, fitted with table about 15" by 12" and having vertical and transverse movements.

Radial drilling machine with 4 feet arm raised and lowered on strong centre column and fitted for wide range of spindle speeds.

Small sensitive drilling machine, four spindle speeds, ball journal and thrust bearing, fast and loose pulleys and table with good vertical and swivelling gear.

Screwing machine for pipes up to 4 inches and bolts and nuts up to 2". Fitted with 2 speed pulleys, hollow spindle and die head and other details.

Milling machine with swivelling, table about 36" x 12" and 24" longitudinal feed 7½" transverse feed and about 18" vertical adjustment, feed charges, dividing head and machine cut gear wheels.

Slotting

Slotting machine 12 inches stroke with about 24 inches diameter table, longitudinal transverse traverses, four speed pulley and machine cut gears.

Marking off table about 8 feet by 4 feet finished to limit gauges.

Three swivelling hand jib cranes two for machine shop and one for foundry, each capable of dealing with one ton lifts at a maximum of 12'6 radius.

Boring bar and gear for dealing with cylinders up to about 48" diameter.

Some of the above machines might be considered unnecessary by the colonial authorities, at the same time we are of opinion that when fitting out a shop for the repair of marine machinery, all these tools will be found very useful and generally very necessary, and ^{we} set out below the approximate price of each machine for the guidance of the colonial authorities :-

One 12" Centres lathe.....	£500
One 7½" " "	150
One Planing machine	400
One Shaping "	225
One 4 ft. radial drilling machine	650
Small sensitive drilling machine	30
Screwing Machine.....	175
Milling "	150
Slotting "	300
Marking off Table	60
Three hand jib cranes	300
Boring bar and gear for cylinders and.....	180
Vices and other head tools, say.....	200
Portable Acetylene Welding Plant	<u>175</u>
Total.....	<u>£3495</u>

As regards the brass foundry this is proposed to be suitable for dealing with castings up to about 4 cwt. in weight, this weight is rather in excess of the generality of brass castings to be contended with on Whalers, but it enables a number of items to be included in one cast which is an economy. There is also a further consideration such as the replacing of rather heavy iron castings which could in emergency be cast in brass, this of course being a rather more expensive metal, at the same time it would be much cheaper ultimately than sending a long distance incurring heavy freight for the replace part, in addition, perhaps to keeping a valuable vessel lying up until receipt of the article required, probably from the country where the vessel was originally built.

Our estimate for the foundry equipped, is approximately £600.0.0., this including moulding boxes, crucibles, harness tongs, moulding bins, core oven fittings and two crucible furnaces capable of dealing with about 4 cwt. in two fires. A supply of moulders tools would also require to be sent out and their cost is included in the above estimate.

No power is included for driving the machine tools in workshop and we have no information before us as to whether electric power will be available from a local power station for the purpose or not, if so this should prove the most convenient, and we estimate that about 40 Horse power would be required for the whole shop and such a motor with the necessary overhead counter shafting, pulleys, belts, change wheels etc., would cost approximately £400.0.0.

The above figures summarised would give the following approximate total cost of slipway, workshop and foundry equipment delivered f.o.b. in this country.

Slipway approximate cost.....	£7,000
Workshop equipment and motor.....	3,895
Foundry equipment.....	<u>600</u>
Total say.....	<u>£11,495.</u>

On receipt of more detailed information we would be glad of your instructions to prepare specification for obtaining tenders for the supply.

We respectfully recommend that on receipt of more detailed information and the approval generally of the plan herewith, a specification be prepared and issued to firms for tendering upon, subject to your approval, meantime we await your further instructions.

Your obedient Servants,

FLANNERY BAGGALLAY & JOHNSON LIMITED.

(Intld.) A.E.P.

February 16th

Dear Governor,

I have had copies made of what I have recently written to the Directors of the Company as regards slip, and send one herewith, together with plan drawn up by Mr Roberts of the soundings taken. I thought that perhaps you would like to look at these at your leisure before seeing Mr Roberts and myself. Mr Roberts has copied on this plan the soundings at Fairy Cove and Redmond Point to enable a comparison to be made as to the suitability of each.

If you would let me know later when you could conveniently see us I should be very grateful.

Yours sincerely,

William Murray

His Excellency
The Governor.

*H.C.S.
When you have looked through the paper
I shall arrange a meeting with Mr Whaling & Capel
at which I should like you to be present. Also Lt. Engineer
Feb. 16th 1842*

S L I P .

Colonial Manager to Head Office, London, 31st October, 1921.

"After considering the question of the slip from every point of view Mr Roberts strongly advocates the simple platform of hard wood framing, and double wooden cradle for hauling up - in fact, practically the same as designed in plan No. 158. This plan was forwarded to you originally in 1912, despatch 417/4, and for convenience of reference a copy of the paragraph is sent herewith. This would be the least expensive form of a slip, besides being quite as effective as an elaborate design involving rails, wheels and iron castings for cradle mountings. So far as I understand the slip at Punta Arenas is still worked on this principle, and the slip which Mr Roberts saw at Montevideo is quite similar though possibly simpler, as there is not even any cement filling between the wooden framing. Mr Gresham saw one at South Georgia constructed on the same principle, and there is a small one at Bahia Blanca of similar design.

A further advantage of this plan is that you can build it either as small or as large as you like, and, by using leading blocks, haul up as many vessels as it will accommodate to any position required. No skilled labour need be imported, and heavy expense for rails and ironwork and experts' fees would be obviated."

Colonial Manager to Head Office, London, 18th January, 1922.

"I enclose a memorandum on the subject of Slip drawn up by Mr Roberts and myself. The size and strength of construction depend of course upon the expected ultimate development. If the object is to secure the business of slipping, and repairing if necessary, the fleet of whale catchers, the slip should be designed accordingly. We might construct now a light slip capable of dealing with the lighters and the tug, and such a slip would not be too expensive, but should the business of slipping whale catchers eventuate, this light

slip would not be strong enough to carry the weight and might have to be scrapped altogether. The point to be decided is therefore whether the Directors will go to the expense in the first instance of constructing sufficiently strongly to take the heavier weight and capable of extension for the deeper draft.

As regards concrete walls instead of timber ways, there is no doubt that the former would be preferable, but the cost is bound to be higher, for a considerable amount of timber and labour would be required for coffer dams. The question of winding gear can be left until later for decision."

Copy of Memorandum enclosed with Despatch, 18th January, 1922.

The most suitable ~~xxxx~~ site from all points of view that we have been able to find is about midway between the slaughter house and the leading marks, that is, the line drawn on the chart of Stanley showing track through the Narrows. In selecting the site the points considered were the greatest possible gradient coupled with nature of beach and level and general character of land at the head of the proposed slip. At the point selected the bottom is small stones overlying stiff clay.

A line of soundings was taken every 20 feet in a true North direction perpendicular to beach as per diagram attached.

As these were taken at Low water neaps it will be necessary to sound again at high water ordinary springs in order to ascertain the shortest possible length of underwater section for whatever draft of vessel it is finally proposed to deal with.

Soundings were taken to a distance of 540 feet from approximate low water mark giving a mean gradient of 1 in 25 for 500 feet; for the first 100 feet from the beach the gradient is 1 in 21, but over the first 200 feet the mean gradient is 1 in 22. For practical working purposes a minimum of 3 feet should be added to the soundings given until an opportunity occurs of taking proper H.W.O.S. soundings, which can then be reduced to L.W.O.S.

A generous allowance must be made for the rise and range of the tides when estimating for the required depth of water at the outer ~~of~~ end of the slip, for otherwise a fortnight may be lost waiting for sufficient water for hauling up the craft.

The latest proposed plan G.S.D. 50/51 does not appear to be ambitious enough as regards the draft and displacement weight of craft to be dealt with, even ruling out of the question for the time being a vessel of the size of s.s. "Falkland".

It is suggested that a greater weight and deeper draft should be allowed for as the lighters, the smaller hulks and the schooners "Gwendolin" and "Lafonia" should really be inspected every year or so.

Even though for financial reasons it may not at present be possible to construct a slip capable of dealing with vessels drawing say 11 feet of water, it would be desirable to plan it in such a way as to permit in the future of its being extended to take vessels of that draft without having at first to take up the outer section already laid down. If you have this object in view the slip should at the outset be capable of carrying the greater weight of such vessels. This contingency does not seem to have been allowed for in the latest plans, and would form one objection to the rail and carriage slipway, more especially if the slipping of whale catchers which weigh probably about 400 tons is contemplated. Furthermore, if it is proposed to cater for the fleet of whale catchers arrangements would have to be made for 4 or 5 to be up at the same time. Possibly the consulting engineer may have some scheme by which the moveable cradles can be run on to side rails to the right and left of the main slipway without great additional expense.

If the main object is to secure the whale catchers business and the above scheme of side rails is not practicable, the only alternative would be hauling up the vessels on skids on a grid slipway without rails as is done in Montevideo and Punta Arenas.

It is freely admitted that the rail and roller type would be the easiest to work as entailing far less hand or mechanical power for hauling up and down, and would probably be quicker to construct.

The cost will depend largely upon how many vessels are dealt with - if you have to deal with 5 whale catchers simultaneously a greater land area would be required above the slipway entailing considerably more excavation.

The question is one of what are the ultimate requirements and what ~~the~~ future development may be expected. It must be noted that it is doubtful whether there is sufficient room on the site selected for a second larger slip to be constructed alongside the first if such were eventually required.

As regards the landward end the necessary excavations are estimated roughly as follows:-

For a slip taking one vessel only,	670 cubic yds.
For slip with side rails taking 5 vessels at a time of 20 ft beam each, allowing 20 feet between each craft for working,	4450 cubic yds.
For a grid slipway hauling vessels up on skids,	9400 cubic yds

One man should excavate from 5 to 8 cubic yards per day according to the nature of the earth. The cost might be taken at say 1/6 per cubic yard, plus another 6d for wheeling and carting away.

Stanley,
Falkland Islands,
16th January, 1922.

The Government in his despatch No 40 of 18th March 1911
(See reference in C.A. 102/2 March 1918 in G.O. C 20/18)
proposed that facilities ^{by private} should be afforded to whalers and
suggers.

(a) "Dock" (that is an MS note slip) capable of
holding vessels of about 100 tons register.

(b) "Floating pontoon" to take vessels of somewhat
larger size.

He went on to say

"Paras" of course it may be asked "Why should the
Government do this; is it not rather a matter
for private enterprise?" As a matter of
principle I think not & certainly not on the
Fildena Island where private enterprise is a
more a less minor quantity owing to causes
of which you are aware. To rightly ~~understand~~
this one requires to look here."

x x x x x x x x

I recognize that the written proposal is likely to
pay from the commercial point of view but
what with whalers' scales & other schemes etc.
a certain amount of revenue would be received and
undoubtedly the Colony would be likely to prosper very considerably.

Meeting on 25th April 1922.

Present Hon: H. Horniker Heaton Colonial Secretary

Hon: W. A. Harding

Mr. R. B. Bosley Colonial Engineer

Mr. C. E. Kelly Harbour Master

Mr. D. Roberts Marine Superintendent
Falkland Islands Company.

The Falkland Islands Company have now acquired the share of the Falkland Islands Transport Co in the S.S. Falkland and with a view to reducing cost of running the vessel Mr. Harding has given consideration to construction of a ship as Stanley which could take S.S. Falkland and also catches employed in whaling industry.

2. Mr. Roberts has examined various sites and proposes that mid-way between the Sanitising jetty & Redwood Point.

3. S.S. Falkland has to go to Port ^{or Buenos Aires} twice a year or less one in two years: charges for shipping & repairs are high: in addition the actual voyage takes 5 days there & 5 days back again.

(2)

Running expenses of the vessel are about £30 a day not including coal & she burns 11 tons a day. The cost of voyage is considerable as there is no outward cargo & very little inward cargo. Arrangements for docking her would be advantageous and there is possibility of profit from repairing catches.

3. Views of Mr. Harding & Mr. Roberts as to possible arrangements for repairing ship are given in enclosure to (2): a grid slipway for hauling vessel up on skids would require 9400 cubic yards of excavation & about 4000 cubic feet of timber. Cost of timber (c.i.f.) was estimated at £2800.

4. In a grid slipway ^{workshop} about 5 acres of land would be required fronting being 120 yards & depth 200 yards.

5. It was suggested to Mr. Harding that a man of the site suggested for a period of 21 years should be put up to auction

Mr. Roberts estimated that 6 to 10 vessels could be slipped each month during winter season

As the Land ordinance requires + that it should be made a condition that the slip should be constructed within two years from date of ~~the~~^{these}. Mr. Roberts stated that he thought that two summer seasons would be required for construction of slip. Mr. Harding said that he had no definite information as to the exact intentions of the Directors of the P. & C. but that he intended to communicate with them by mail leaving early in May + would ask for a reply by telegram.

22.
26 April 1912



April 28th, 1922.

16

Dear Governor,

Before writing to the Directors on the subject of slip could I be informed of the exact conditions of the lease or purchase of the site?

If a lease is put up to auction, we might as well ask for 5 acres, but if it is purchase outright, 3 acres would suffice. Then there is the question as to whether the Government intends to stipulate that the slip must be of a certain size or capacity.

Could you spare a little time to see me this morning or afternoon about this?

Yours sincerely,

W. H. Murray

His Excellency

The Governor,

*Mont. Video (K70)
350 dollars for hauling cables on
slip. 14 days on slip + launching.
The charge does not include any labor.*

Con 11a

160

I saw Mr. Harding about this letter on 28th April: he did not press question of area of site: he agreed that a lease for a shorter term than 20 years, say 10 years, with option of purchase would meet the case.

2. Since the meeting which we had earlier in the week he had gone further into question of commercial aspect of slip capacity of taking Falkland & Corvées: he had doubts as to it being possible to make it pay especially owing to weather conditions during winter months: weather would make repairs work difficult at times unless shelter was provided.

3. Charge for actual slipping at Pointe Vidua are not high: he advised they are 350 dollars (say £70) for hauling up catches on of slip for 14 days & labouring: he has no information as to charge for repairs: weather conditions are of course more favourable than at Stanley.

4. With regard to capacity of slip I told him that it was necessary that it should take at least 4 catches at a time I think that this was the number contemplated by Col. Squires & Hudson Menden.

5. Mr. Harding intends to refer fully to Director of F.I. Co by first opportunity & enquire what their intentions are.

Sh. 30 April 1922



Stanley, May 1st, 1922.

Dear Governor,

In writing to our Directors on the question of slip I should like to be able to quote as accurately as possible what you told me last week. May I give them the following as a resume of what you said to me?

For years past the Colonial Office have wished a slip to be constructed in Stanley which would enable the whaling companies to slip their catchers here instead of having to go to Montevideo. The war intervened, and the matter is again under consideration. Then you came to me and said that your company wished to build a slip, and with our concurrence your Superintendent took soundings to fix upon a suitable site of which you have shown me the plan. There is not room for two slips, and I felt that if your company would construct one, I should be prepared to recommend that the Government stand aside; we should require a large staff to cope with the work, and these men would be idle during the summer months. Since then, you tell me that your company have purchased the steamer Falkland, and that your Directors consider that the slip project should be proceeded with.

As regards the site it is necessary to act in accordance with the provisions of the Land Ordinance of 1903 and if you wish to secure the site chosen, the Government would put up to auction a lease of the same - the lease would be for ten years with the option of purchase at the expiration. The land being within two miles of the cathedral is "Town land" within the meaning of the Ordinance. The condition attaching to the lease would be that a slip shall be constructed on the land within two

His Excellency

The Governor.

years, and that it shall be capable of hauling up
four whaling catchers at the same time.

or for
I feel that it is most essential that I should give the
Directors an accurate report of what you told me, and hope that
you will not mind looking over the above and telling me if I am
correct in sending this home to them.

Yours sincerely,

W. Harding

I enclose a carbon copy - if there are any corrections
would you perhaps note them on the copy ?

H.P.S.

W.H.

I have returned carbon copy of this letter to
Mr. Harding with amendment as above regarding
number of catchers & I have endorsed on the
copy "confirmed."

15a

W.H.
2 May 1922



THE FALKLAND ISLANDS COMPANY, LIMITED.

STANLEY, 17th July, 1922.

Sir,

With reference to the interviews His Excellency has been good enough to accord me on the question of the construction of a slipway by this Company, I beg to inform you that I received the following telegram yesterday:-


"Board unwilling to proceed immediately slipway"
"pending improvement in financial outlook. Convey"
"Governor Board's thanks for co-operation".

I shall be obliged if you will kindly convey the above information to His Excellency with an expression of my sincere thanks for his courtesy in sacrificing so much time for the discussion of the matter with me.

I am,

Sir,

Your obedient servant,


Manager.

The Honourable

The COLONIAL SECRETARY.

STANLEY.



From His Excellency the Governor

to The Honourable the Colonial Secretary.

M. P.
898/21.

N^o 75

A despatch of 22nd May 1912 about differences shown
in cost of central administration I state that
proposal for construction of a slipway at Port Stanley
was ~~the~~ being prepared.

2. Pointing to Mr. Arthur by 5th reply to above despatch
that a report will be made to the Secretary. We have
interviews with Mr. Harding & Captain Roberts on the
subject and I do not remember what was done after that.

A.H.

19 March 1913.

July 17th, 1922.

Dear Governor,

I have written to the Colonial Secretary reporting the receipt of a telegram from London as follows:- "Board unwilling to proceed immediately slipway pending improvement financial outlook. Convey Governor Board's thanks for co-operation". I had to point out to the Directors that the cost was likely to far exceed the estimate formed by the Secretary of the Company, and in view of the fact that we must face heavy expenditure on the Farm if efficiency is to be maintained, they have come to the conclusion that the present is not the time to risk capital on a slip.

*See also the
1922 slipway*

I have another telegram from Valparaiso as follows:-
 "Thursday. Bogota leaves England to-morrow calling your port. Can receive cargo as per your letter. Telegraph confirmation. Pacific".

This rather indicates that the PSNC were unable to send the Ortega away on July 13th as per time table, and have substituted the Bogota. They propose to ship produce from here by her as in the case of the Ballena - this will possibly be our last chance of getting the remainder of wool and tallow home, and we shall probably have to send the Falkland round once more to ensure getting it all to Stanley for the Bogota.

Yours sincerely,



His Excellency

The Governor.

19

FALKLAND ISLANDS.

No. 52.

GOVERNMENT HOUSE,

STANLEY,

13th April, 1923.

My Lord Duke,

The Norwegian Union of Whaling Companies and other Whaling Companies operating at the South Shetlands, in reply to an enquiry which was addressed to them in 1918, expressed the view that it would be greatly to their advantage if facilities could be afforded at Stanley for the repair of their "catchers". With this object in view it was suggested, at the time, that a "slipway to take a vessel up to 200 tons weight" and a small workshop should be constructed and should be managed by the Colonial Government. This project has not been carried out and in the form proposed would not meet the requirements of the whaling industry.

2. For the present whaling season 35 "catchers" have been licensed to operate at the South Shetlands and 25 at South Georgia and the South Orkneys. It has been pointed out in previous correspondence that the "catchers" operating at the South Shetlands, as a rule, are slipped and repaired at Monte Video while in some cases

when/

HIS GRACE THE DUKE OF DEVONSHIRE,

P.C., K.G., G.C.H.G., G.C.V.O.,

SECRETARY OF STATE FOR THE COLONIES.

when large repairs are required they return to Norway. At South Georgia there are two private slips and workshops for repairing "catchers" but the weather conditions, there, are even less favourable to the expeditious execution of outdoor work than at Stanley where they are admittedly uncertain.

3. A slipway and workshops at Stanley would afford facilities for the repair of "catchers" in close proximity to the whaling field and would prove of material benefit to the whaling industry. There is a good prospect that if the workshops were equipped with modern machinery and were under capable expert management not only the large majority of the South Shetlands "catchers" but also a number from South Georgia would take advantage of the facilities offered. I am strongly of opinion, however, that such an undertaking could not be either economically or efficiently managed by the Colonial Government and I am unable to support the view which has been put forward, previously, that it would be of "immense value" to the Colony.

4. I have the honour, therefore, to recommend for Your Grace's favourable consideration that the Norwegian Union of Whaling Companies should be invited to undertake the construction and management of a slipway and workshops fully equipped with the machinery required for overhauling vessels of the "catcher" type and that the Union should be afforded assistance from Dependencies' funds to meet the initial capital expenditure. As a basis for discussion of the project with the Union, I suggest the conditions which are outlined in Enclosure I to this despatch.

Encls.

5. Possible sites for a slipway and workshops on the south and north shores of the harbour, are discussed in paragraph 4 of the accompanying report by Mr. R. E. Baseley, Colonial Engineer, and Mr. C. E. Hockly, Harbour Master, and the soundings taken are shown on the tracings attached to the report. The suggested site at Redmond Point is marked "A" on the Chart of Stanley Harbour, which is forwarded with this despatch. There is however a greater depth of water at the point marked "B" on the chart. This site has been examined by Captain D. Roberts, Marine Superintendent of the Falkland Islands Company, and an extract from his report on it is attached.

6. I should explain that the Falkland Islands Company have had under consideration proposals for the construction of a slipway for their own use. I suggested to Mr. W. A. Harding, the Manager of the Company, that in connection with the slipway which the Company proposed to construct the question of the repair of the "catchers" employed in the whaling industry should also be considered but the Company is unable to proceed with the scheme at the present time.

I have the honour to be,

My Lord Duke,

Your Grace's most obedient,

humble servant,

J. Middleton.

J.M.
24 April 1923

Enclosure II.

Enclosure III.

ENCLOSURE No. I TO FAULKLAND ISLANDS DESPATCH No. 52 of
the 18th of April, 1923.

The Colonial Government will grant free of rent to the Norwegian Union of Whaling Companies a lease for a period of 21 years of 5 acres of land in Stanley Harbour.

2. The Union will within two years construct a main slipway, with side slips, and workshops for the repair of vessels of the "catcher" type and will equip the workshops with suitable machinery. The plans for the slipway and the equipment for the workshops will be subject to the approval of the Government.

3. The Government will contribute one half of the initial capital expenditure incurred not exceeding a maximum of £25,000.

4. The Government will approach the Admiralty with a view to the purchase of the coal shed at the Naval Depot which is no longer used and which would be suitable for re-erection as workshops.

5. The Union will be responsible for the management and working of the undertaking and will have full power to appoint their own staff.

6. The Union will be permitted to maintain a limited number of spare "catchers" to replace those requiring extensive repairs in order that such repairs, may, in some cases, be carried out during the summer season, when weather conditions are more favourable to outdoor work and in order that employment may be provided for the staff of the works during the whaling season.

7. The Union will carry out work for the Government and the public on terms not less favourable than those given to "catchers".

Plan attached.

8. The undertaking will be liable for the payment of such rates and taxes as may be imposed on other business enterprises.

9. Books of account in respect of the undertaking will be kept by the Union and proper entries made of all receipts, payments, transactions and property and the books will be open to inspection, at any time, by an officer appointed by the Government.

10. Within three months from the 31st December in every year a general account will be rendered to the Government of all receipts, payments and transactions during the preceding year and of all the capital, property, engagements and liabilities of the undertaking.

11. The Government and the Union will share equally the net profits, if any, of the undertaking.

12. At the expiry of the period of 21 years it will be open to the Government and the Union to renew the agreement for the working of the undertaking for a further period.

13. In the event of the agreement not being renewed after 21 years or if at any time during that period the Union discontinues the working of the undertaking for three months the Government will have the right either to purchase the interest of the Union in the undertaking on payment of one half of the then value of the works and plant, allowance being made for depreciation at the rate of 5 per cent a year, or to take over any part of the works or plant to the value of the amount contributed by the Government towards the initial expenditure.

14. The Government will have the right in an emergency either to take over or to control the undertaking. In the event of the undertaking being taken over one half of the net profits will be paid to the Union but the Union will not be entitled to any compensation for disturbance.

ENCLOSURE No. III TO FALKLAND ISLANDS DESPATCH No. 52

of the 18th of April, 1923.

The most suitable site from all points of view that we have been able to find is about midway between the slaughter house and the leading marks, that is, the line drawn on the chart of Stanley showing track through the Narrows. In selecting the site the points considered were the greatest possible gradient coupled with nature of beach and level and general character of land at the head of the proposed slip. At the point selected the bottom is small stones overlying stiff clay.

*Co
encl 19c*
A line of soundings was taken every 20 feet in a true North direction perpendicular to beach as per diagram attached.

As these were taken at Low water neaps it will be necessary to sound again at high water ordinary springs in order to ascertain the shortest possible length of underwater section for whatever draft of vessel it is finally proposed to deal with.

Soundings were taken to a distance of 540 feet from approximate low water mark giving a mean gradient of 1 in 25 for 500 feet; for the first 100 feet from the beach the gradient is 1 in 21, but over the first 200 feet the mean gradient is 1 in 22. For practical working purposes a minimum of 3 feet should be added to the soundings given until an opportunity occurs of taking proper H.W.O.S. soundings, which can then be reduced to L.W.O.S.

A generous allowance must be made for the rise and range of the tides when estimating for the required

depth/

depth of water at the outer end of the slip, for otherwise a fortnight may be lost waiting for sufficient water for hauling up the craft.

The latest proposed plan G.S.D. 50/51 does not appear to be ambitious enough as regards the draft and displacement weight of craft to be dealt with, even ruling out of the question for the time being a vessel of the size of s.s. "Falkland".

It is suggested that a greater weight and deeper draft should be allowed for as the lighters, the smaller hulks and the schooners "Gwendolin" and "Lafonia" should really be inspected every year or so.

Even though for financial reasons it may not at present be possible to construct a slip capable of dealing with vessels drawing say 11 feet of water, it would be desirable to plan it in such a way as to permit in the future of its being extended to take vessels of that draft without having at first to take up the outer section already laid down. If you have this object in view the slip should at the outset be capable of carrying the greater weight of such vessels. This contingency does not seem to have been allowed for in the latest plans, and would form one objection to the rail and carriage slipway, more especially if the slipping of whale catchers which weigh probably about 400 tons is contemplated. Furthermore, if it is proposed to cater for the fleet of whale catchers arrangements would have to be made for 4 or 5 to be up at the same time. Possibly the consulting engineer may have some scheme by which the moveable cradles can be run on to side rails to the right and left of the main slipway without great additional expense.

If/

If the main object is to secure the whale catchers business and the above scheme of side rails is not practicable, the only alternative would be hauling up the vessels on skids on a grid slipway without rails as is done in Montevideo and Punta Arenas.

It is freely admitted that the rail and roller type would be the easiest to work as entailing far less hand or mechanical power for hauling up and down, and would probably be quicker to construct.

The cost will depend largely upon how many vessels are dealt with - if you have to deal with 5 whale catchers simultaneously a greater land area would be required above the slipway entailing considerably more excavation.

The question is one of what are the ultimate requirements and what future development may be expected. It must be noted that it is doubtful whether there is sufficient room on the site selected for a second larger slip to be constructed alongside the first if such were eventually required.

As regards the landward end the necessary excavations are estimated roughly as follows :-

For a slip taking one vessel only,	670 cubic yds.
For slip with side rails taking 5 vessels at a time of 20 ft beam each, allowing 20 feet between each craft for working,	4450 cubic yds.
For a grid slipway hauling vessels up on skids,	9400 cubic yds.

One man should excavate from 5 to 8 cubic yards per day according to the nature of the earth. The cost might be taken at say 1/6 per cubic yard, plus another 6d for wheeling and carting away.

Stanley,

Falkland Islands,

16th January, 1922.

C. 23575
23 DEC 1926

W/Falks. 1447.

22nd December, 1926.

Sir,

With reference to your letter of the 17th November, 1920, No. 41962/1920 and its enclosures, and to subsequent correspondence, I have the honour to enclose a copy of account received from Messrs. Flannery, Baggallay & Johnson, amounting to £78. 15. 0d., being their fees in connection with advice rendered on the proposal to instal a slipway at Stanley.

2. We consider, in view of the services rendered by Messrs. Flannery, Baggallay & Johnson in this matter, that the amount of fee asked for is fair and reasonable. We shall be glad to receive the Secretary of State's sanction to pay the account.

I have the honour to be,

Sir,

Your obedient Servant,

(Sd.) W. A. F. Wickham

for Crown Agents.

The Under Secretary of State,
Colonial Office,
S.W.1.

z

WE

At.

FLANNERY, BAGGALLAY & JOHNSON, LTD.,

9, BENCHURCH STREET,

& 2 & 3, PHILPOT LANE,

LONDON, E.C.3.

17th December, 1926.

Messrs The Crown Agents for Colonies

Drs to

Flannery Baggallay and Johnson Ltd.

Falkland Isles 1447/1.

1920.

Sept. 30th TO perusing and annotating letter from the
and Crown Agents together with Copy of
subse- Correspondence from the Colony upon the
subject of proposed Workshop and Slipway
for use at Port Stanley.

quently conferring with the Crown Agents and
advising on further data to be obtained
to from the Colony for use in preparing
1924 Report to the Crown Agents upon estimates
of cost and time of delivery and other
points submitted to us.

August. further correspondence and conference with
Crown Agents, discussing the project with
them in the light of later information
received from the Colony; preparing vari-
ous detailed Calculations and General
arrangement Plan of Slipway and Workshop
proposed.

reporting to the Crown Agents, in detail,
with General arrangement Plan and our
Recommendations and advice as to probable
cost, extent of Tools required, and other
details.

Conference with His Excellency the Governor
of the Falkland Isles and discussing the
matter with him and reporting further to
the Crown Agents especially upon the ques-
tion of docking R.R.S. "Discovery" and
other ships.

receiving the Crown Agents instructions
that a sub-Committee had been appointed
to deal with the question of Slipway and
arranging to attend same accordingly.

perusing and annotating further data sub-
mitted by Crown Agents in readiness for

meeting

meeting of sub-Committee as above named.

Attendance at meeting of sub-Committee under the Chairmanship of Rear-Admiral Glennie and conferring on various points arising in connection with the proposal and advising on technical details.

attendance at further meeting of sub-Committee which was also attended by the Manager of the Falkland Isles Company and their Engineer Adviser, and later conference with this gentleman at our office.

revising the whole of the Documents and Drawings and Minutes of the sub-Committee and preparing and issuing to the Crown Agents a detailed Report on the Workshop and Equipment, and Slipway, together with comparisons of proposals made by the Falkland Isles Company with those prepared by our Firm, and advising on the whole proposal generally.

For the above Services:-

£ 78 15 0

E. & O.E.

/January 7.

C/23575/26

Gentlemen,

I am directed by Mr. Secretary Amery to acknowledge the receipt of your letter of the 22nd December, 1926 (No. 5/Falks. 1447), and to authorise you to pay from the funds of the Dependencies of the Falkland Islands the account received from Messrs. Flannery, Baggallay and Johnson, amounting to 278.15.0d., being their fees in connection with advice rendered on the proposal to instal a slipway at Port Stanley.

I am,

Gentlemen,

Your most obedient servant

(Signed) G. CRIPPLES

THE CROWN AGENTS

FOR THE COLONIES.



24

Reference to previous correspondence :—

$\frac{A}{1}$

Secretary of State's Despatch No.....of the
Governor's -----

.....192.....

FALKLAND ISLANDS.

No. 8.....

DOWNING STREET,

19 January,.....1927..

Sir, With reference to previous correspondence,

I have the honour to transmit to you ~~the~~ for your information, copies of the papers noted below on the subject of the proposed slip-way at Port Stanley.

I have the honour to be,

Sir,

Your most obedient, humble servant,

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE FALKLAND ISLANDS. L. S. AMERY.

Date. 1926.	Description.
22 December. 1927.	From the Crown Agents, with enclosure.
10 January	To Do.

FALKLAND ISLANDS.

No. 28/1927.

19 27.

SPECIAL WARRANT.

M.H.

Governor.

Date 5 September 19 27.

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 SEVENTY-EIGHT Pounds FIFTEEN 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.			
Fees charged by Messrs Flannery, Baggallay & Johnson, in connection with advice rendered on proposal to instal slipway at Stanley.	II.	I. (New Item) Slipway.	78	15	0
Secretary of State's despatch No. 9 of 15th January, 1927. M. P. 806/20.	DEPENDENCIES. EXTRAORDINARY.				

Signature of the Officer submitting the Schedule for Warrant.

[Signature] Colonial Secretary.

Date 5 September 19 27.

(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).