

C.S.

Dept. of Marine

SHI/CAP/1 # 22

1929.

Cape Pembroke Lighthouse

No. 239/29

Boj 7

SUBJECT.

1929

18th Cape

Previous Paper.

Question of replacing Cape Pembroke Lighthouse by an Unwatched Light

MINUTES.

① Letter from Sec. Marine Dept Boj 7 17/4/29

V.C. Submitted.

2. I will obtain the views of master of 'Leurus' in this matter also those of Capt Roberts, through the I.L.C.

3. In my opinion an unattended light would not be adequate at Cape Pembroke having regard to the dependence placed on it by shipping making land for the first time for three or four days.

Subsequent Paper.

G.M. H. V. 209

For full report in due course. Please
answer as fully as possible all the
details they require etc.

M

27/29
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Colonial Engineer.

Will you please supply
particulars of William Point Light
asked.

S.R.L.
A.L.S.

29. 11. 29.

Hon; Colonial Secretary,

Point William light is an A.G.A. lighthouse installation
fitted with a sunvalve and automatic flasher.

2. The lantern is built up on a skeleton angle iron
tower and is 96' from H.W.O.S.T. and 50' from base to the
lantern.

3. At the base there is a small accumulator house
capable of storing 6 No, A.50 accumulators.

4. The description of fittings given below are taken
from the list given by the suppliers, The Svenska Aktiebolaget
Gas Accumulator Co.,.

- Steel tower with lantern house, F3600.
- A.G.A. lens house LL550/360 with 500 m/m 360 Lens.
- A.G.A. Flash light apparatus KK130 with governor
T130 and S130 E10.
- A.G.A. Sun valve S10 with all necessary fittings
and tubing.
- Accumulators, A50.
- Lens. 500 m/m 360° 11 elements.

5. The light is unwatched and controlled by sunvalve,
and can be seen from a ship's deck 10 miles in clear weather.

6. The light is situated on the opposite side of Port
William from Cape Pembroke, and is distant some four miles.

7. It is seldom the unwatched light fails, but there
have been occasions when it has been out of order, The
arrangements for reporting any failure of this light is left

to the watchkeepers at Cape Pembroke light, who report by telephone to the Harbour Master or Colonial Engineer.

8. The Point William light is visited on an average of once a month, the time varies according to weather conditions as periods of two and three weeks *elap* when it is impossible to land on this coast.

9. ~~There~~ are five cylinders of gas kept at the light, which is sufficient under ordinary circumstances to last approximately seven months.

10. In considering the conversion of Cape Pembroke Light to an unwatched light, it must be borne in mind that owing to the frequent winds it is often impossible to travel by land from Port Stanley to Cape Pembroke for several days on end, owing to the blinding clouds of sand met with on the track. The journey can only be accomplished during calm weather.

11. It is likewise impossible to travel by sea and make a landing at the light for periods of from two to three weeks.

C. Roberts.
Colonial Engineer
6th June, 1929.

2-3 Letter from Marine Supt. S. L. Co 7/6/29

4. Letter from Master "Boqota" 28 June, 1929.

5-8. Letter to Board of Trade, 2nd July, 1929.

PA.
3. 11. 29

9. Letter from Prof. J. 5/9/29

Y.B.
Submitted.

PA.
20/10/29

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24.27.
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M.B.
ajls.
24. X. 29

Telegram—“SHIPMINDER, PARL. LONDON.”
Telephone—VICTORIA 8740 Ext.

Any further communication on this
subject should be addressed to:—

The Assistant Secretary,
Mercantile Marine Department
(address as opposite)

and the following number quoted:—

M. 5728/29.



N.P. C.S. ①
MERCANTILE MARINE DEPARTMENT,

BOARD OF TRADE,

20, GREAT SMITH STREET,

WESTMINSTER, S.W.1.

12th April, 1929.

Sir,

I am directed by the Board of Trade to state that they are advised that consideration might be given to the question of replacing the Cape Pembroke light by an unwatched or semi-watched light, having regard to present day traffic conditions.

In the case of many lighthouses on the coasts of the British Isles, the General Lighthouse Authorities have found that the conversion of the lights to unwatched, or semi-watched, has not only proved to be entirely satisfactory from the point of view of the needs of shipping passing the lights, but has also resulted in a considerable saving in the cost of maintenance, since it is only necessary to employ persons to visit the lighthouses at regular intervals to attend to the lighting apparatus and ensure that it is in proper working order.

The Colonial Secretary,
Stanley,
Falkland Islands.

/The

The Board will be glad, therefore, if you will be good enough to consult the local shipping and any other interests who may be concerned in the matter, and furnish the Board with a report stating fully your views on the question whether the conversion of the Cape Pembroke light to some form of unattended or semi-watched light would be practicable, and whether any serious objection is likely to be made and, if so, by whom and on what grounds. They would also be glad to receive general particulars of the existing apparatus at the William Point ((unwatched) Light and the arrangements for securing that any failure of this light is reported to the responsible Authorities.

Upon receiving your views on the subject generally, the Board will further consider the matter in consultation with the Corporation of Trinity House.

I am, Sir,

Your obedient Servant,

C. H. Grimshaw

Port-Stanley

June 26th 1929

Dear Mr. Brown.

These are a few reasons why I think Cape Pembroke Lighthouse should be retained as a watched light.

In the first place Port-William is a dangerous Port to make at night, and vessels making harbour need a powerful light such as at present exists to light up Seal Rocks, Tussock Islands, Billy when not partly submerged, and Ciper Rocks, especially for local crafts, and vessels seeking shelter, the P.S.N.C. steamers do not often enter harbour at night for two reasons, its dangerous entrance and insufficient lighting, this danger would be increased if Cape Pembroke Lighthouse was an unwatched light of smaller candle power, also Cape Pembroke is a leading light for passing vessels, which need a powerful light to take bearing from without coming in too close to the island and its dangerous outlying rocks, also to feel sure that they have passed these dangerous islands in safety.

I am

Yours sincerely
A.W. Sulby.

③

PORT STANLEY,

8th June, 1929.

Sir,

With reference to your verbal request for a report on the advisability or otherwise of replacing the present Light at Cape Pembroke by an Unwatched Light, I should say that the change would be very unwise.

This Light is the only reliable Landfall in the Islands for vessels making the port during the hours of darkness. Furthermore it covers three dangers, namely, Seal Rocks, Wolf Rocks, and Volunteer Point with Uranie Rock. The latter danger is a very low lying point and the Uranie Rock lies a mile to the eastward and approximately nine miles from Cape Pembroke.

I consider the present Light provides a safe and reliable bearing past these dangers, but an Unwatched Light could not be so regarded. Cape Pembroke is such an isolated spot several miles from the nearest inhabited house connected by telephone with the town, and several days might elapse before any defect or failure could be noticed and reported. Any defect in the mechanism altering the characteristics of the Light might go unnoticed for several weeks.

The existing Unwatched Light at William Point is within sight of the Keepers at Cape Pembroke Lighthouse and its failure can be immediately reported to the responsible authorities, so that approaching or passing vessels may be warned by W/T. The totally Unwatched Lights at the entrance to Port William with no outer Coastwise Lights could only be regarded as a menace.

I would add that the usefulness of the present Light at Cape Pembroke would be much greater if supplemented by a Light (unwatched) in the neighbourhood of Cape Carysfort. This would enable vessels approaching from the northward to fix their positions when in the vicinity of Volunteer Point. If a Light

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similar to that existing at Cape Pembroke but visible for a distance of twenty miles, were established at Cape Careysfort or near thereto, I should then have less objection to an Unwatched Light at Cape Pembroke.

I am,

Sir,

Your obedient servant,

Brooksburn

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Marine Superintendent for
The Falkland Islands Co. Ltd.
Port Stanley.

THE HONOURABLE THE ACTING COLONIAL SECRETARY,
PORT STANLEY,
FALKLAND ISLANDS.

The Pacific Steam Navigation Company's
(INCORPORATED BY ROYAL CHARTER 1840.)

~~XXXXXXXXXX~~ S/S "BOGOTA"

28th June 1929 19

The Colonial Secretary,
Stanley,
Falkland Islands.

Dear Sir,

CAPE PEMBROKE LIGHT.

Complying with your request, I beg to state that in my opinion it is undesirable that the above light should be changed to an "unwatched or semi-watched", light, on account of its importance to vessels (deep water water especially) making Stanley, owing to their probability of not being able to obtain celestial observations for days previous to their arrival in the zone of the light.

An unwatched light placed on Admiralty charts is always stated plainly to be such, therefore, the Authorities by doing so admit its unreliability and warn Mariners not to depend on it; as Cape Pembroke is a major light, it is essential that it should be dependable. William Point light, although unwatched, is under the continual observation of Cape Pembroke, and any cessation of functioning would be noticed at once, but with both lights being of that class a considerable time might elapse before any defect would be rectified, thus causing loss of time to vessels entering.

I assume, a Harbour light is installed primarily to mark a danger, secondarily to assist Navigation between sunset and sunrise and therefore should be of the utmost reliability.

Yours faithfully,

J.D. Corp.
MASTER "BOGOTA"

PARTICULARS OF POINT WILLIAM LIGHT.

Point William light is an A.G.A. lighthouse installation fitted with a sunvalve and automatic flasher.

2. The lantern is built up on a skeleton angle iron tower and is 96' from H.W.O.S.F. and 50' from base to the lantern.

3. At the base there is a small accumulator house capable of storing 6 No. A. 50 accumulators.

4. The description of fittings given below are taken from the list given by the suppliers, The Svenska Aktiebolaget Gas Accumulator Co.,

- Steel tower with lantern house, F3600.
- A.G.A. lens house L2550/360 with 500 m/m 360 lens.
- A.G.A. Flash Light apparatus K2150 with governor W150 and S150 E10.
- A.G.A. Sun valve S10 with all necessary fittings and tubing.
- Accumulators, A50.
- Lens. 500 m/m 360⁰ 11 elements.

5. The light is unwatched and controlled by sunvalve, and can be seen from a ship's deck 10 miles in clear weather.

6. The light is situated on the opposite side of Port William from Cape Pembroke, and is distant some four miles.

7. It is seldom the unwatched light fails, but there have been occasions when it has been out of order. The arrangements for reporting any failure of this light is left to the watchkeepers at Cape Pembroke light, who report by telephone to the Harbour Master or Colonial Engineer.

8. The Point William Light is visited on an average

of once a month, the time varies according to weather conditions as periods of two and three weeks elapse when it is impossible to land on this coast.

9. There are five cylinders of gas kept at the light, which is sufficient under ordinary circumstances to last approximately seven months.

2nd July,

29

Sir,

With reference to your letter No. 5728/29 of the 12th of April, 1929, I am directed by the Governor to inform you that in the opinion of shipping interests in this Colony the conversion of Cape Pembroke light to an unwatched or semi-watched light would be extremely inadvisable.

2. Cape Pembroke is the only reliable landfall in the Islands for vessels making Stanley during the hours of darkness ^{and} provides a safe bearing past three dangers, namely, the Seal Rocks, the Wolf Rocks, and Volunteer Point with Uranie Rock. In the circumstances any reduction of its efficiency is to be deprecated.

3. It should be remembered that Cape Pembroke is seven miles from the nearest inhabited house and that owing to the frequent high winds and blinding clouds of sand it is inaccessible by land for several days at a time; neither can it be approached by water except in calm weather for which a period as long as three weeks has sometimes to be awaited. A defect in an unwatched light might in these circumstances remain unnoticed for several

days/

The Assistant Secretary,
Mercantile Marine Department,
Board of Trade,
20 Great Smith Street,
Westminster S.W. 1.

days and when noticed could not always be remedied without considerable delay.

4. Besides the vessels of the Pacific Steam Navigation Company which call at irregular intervals there is considerable traffic during the season by whaling vessels carrying valuable cargo. I am of opinion that having regard to the fact that the efficiency of the unwatched light at Point William depends solely on the light-keepers at Cape Pembroke for the detection of a fault, two unwatched lights or even semi-watched lights at the entrance to the port could only be regarded as a menace.

5. I am to attach the particulars required regarding the Point William Light.

6. I am also to enclose a copy of a letter received from the Master of the Pacific Steam Navigation Company's steamer "Bogota" in this connection.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

Telegrams—"SHIPMINDER, PARL, LONDON."
Telephone—VICTORIA 8740 Ext.

Any further communication on this
subject should be addressed to:—

The Assistant Secretary,
Mercantile Marine Department
(address as opposite)

and the following number quoted:—

M. 5726/29.



MERCANTILE MARINE DEPARTMENT,

BOARD OF TRADE,

20, GREAT SMITH STREET,

WESTMINSTER, S.W.1.

5th September, 1929.

Sir,

With reference to your letter of the 2nd July last (No.239/29), on the subject of a suggestion that the light at Cape Pembroke might be converted to a semi-watched or unattended light, I am directed by the Board of Trade to request that you will express to the Governor their thanks for the action taken by him, and to state that, in view of the information contained in your letter, the Board do not propose to pursue the matter further for the present.

I am, Sir,

Your obedient Servant,

C. H. Grimstead

The Acting Colonial Secretary,
Stanley,
Falkland Islands.