

①

Type
M note copy of R 237 and place on
Application for Engineer file.

10/8

②

Peter
X of R 242. M check
with Carey and advise whether we
did make an error as suggested.

Bu 18/17
(Engineer)

PA

③

14/1

CS
Turner is correct, Mr. Royan took in figs from Rendel,
Palmer + Tritton report.

15.1.74.

④

AS
with X of R 244.

1/2

⑤

Ag. E.S.C.,
P. 244. So far as I can trace the only property
in the colony held by the Board of Trade is Cape
Pembroke Lighthouse (and presumably the site
on which the lighthouse stands is also vested
in the Board?). I don't think the Board of Trade
holds any land here, but perhaps you would kindly confirm?
G. H. C.S. 1. 2. 74.

CS

Your m. 5.

I cannot trace records of my property held by the Board of Trade, not even Cape Pembroke Lighthouse. This does not mean the DOT own nothing here - they may do, but we cannot find any record of it.

A, RSC 17/2/74

7.

C.S.

p. 244 and minutes B and C.

2. A search has not revealed any BOT property in the colony, other than Cape Pembroke Lighthouse.
3. Draft letter in reply to p. 244 submitted at earlier pt.

§

18.2.74.

Ag. A.S.

⑧

Please speak to Harbour Master regarding p. 249 and ascertain the present position.

~~for~~

~~By 3.9.74 (19)~~

§

2.9.74.

⑨

~~CS~~

Her says reply is on the way.

§

3.9.74

~~By 19.9.74~~

✓ Good
✓ Read
✓

20/2

10

Hm

Te note (256) pl ~~256~~ 1/4/75

DCS 11

256 related to ~~256~~ 1/4/75

ba

12

Hm

You have a minute from
SPW about the lighthouse

~~18/2~~

13

~~Hm~~
DCS

Please see VI on 258.

I have spoken to the PK and confirm
that the painting program is being carried
out. In fact he has just finished painting
the exterior. ~~for~~ xx as (257) has been
carried out also.

14

DCS

14M should pl. draft reply to (257)
for your signature.

15

~~15/2~~

Hm

14 pl
~~256~~ 26/7

16

JCC

Draft for approval

H.M. 1/3

H.M.

17

How about y/o of (257)?

D.M. 1/31/76

18

Note Spoke DCS and para 3 added

H.M. 3/5

19

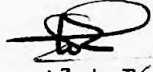
3. 5. 76

BH 15/4/76 (200)

(KIV - (262))

H.M.

Re (263) please let me have this information a.s.a.p.


13.4.76

20

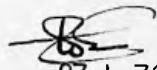
Ag A.S.

263. Information attached  H.M. 23/4/76

21

Ag. D.C.S.


1. Draft reply to (263) at centre for consideration pse.
2. Draft reply to (262) based on SPW's report at (264) also at centre for consideration.


27.4.76

22

Ag A/S.

Good, pl. issue

 28.4.76

H.M.

(269) — for information & necessary action please.

24

C.S. (269) sees that you. The P.K. is preparing a complete inventory of all PVB equipment and this will be forwarded to you as receipt

[Signature]
H.M.
27/4

24

C. S.

i. to see (269) & (270).

ii. draft interim reply to Turner for consideration please?

[Signature]
AS(C) 29.4.77

25

[Signature]

Pl. issue. Shd AS & even Mrs Johnson have a copy?

26

[Signature]

H.M.

To see recent papers please.

27

[Signature]
3.4.77

AS/C.

Thank you *[Signature]*
4/5/77

28

H.M.

SPW's reply (at 272) to my 271 is, as usual, not very helpful. I have written again asking for details of the electrical load and perhaps you could find out from the principle keeper about the air pumps. What has become of the spare? Can it be serviced?

[Signature]
AS(C) 16.5.77

K.V. reply to (270).
BU. 4.8.77.

BU 15/7/77
Reply to 273.

A.S. (c)

28 The P.K. tells me that the air pumps are stored at the lighthouse and could be used if they had a 6 kW set.

[Signature]
H.M.
23/5

Kiv.
Replies (273).
Bu 13.7.77.

29.

C.S.

(277).....this seems reasonable? I should write to Dept. of Trade seeking approval? Previous action at (253) (marked).

Kiv Reply to
276.

Bu 15.8.77

[Signature]
AS(C) 28.7.77

31.

AS/C
30 Yes please.

[Signature]
29/7

32

H.M.

I have been unable to obtain a reply to (276). Have spoken to Supt. P & E Dept and it is obvious that the existing generator barely handles domestic requirements - a kettle and half-a-dozen lamps!! There is little power to spare for pumps or power tools which would make ~~the~~ ~~work~~ easier work for the keepers.

My reply to Turner is at (278).

[Signature]
AS(C) 22.8.77

33.

AS/C
32 Thank you *[Signature]*
22/8/77

34

H.M.,

You will wish to pass on a copy of 299A to the Principal Keeper. The gloves were received but have been mislaid and cannot be found. If they do not come to light soon and the Principal Keeper considers they are necessary for the operations involving mercury carried out at the light-

Now found ~
passed to
PK. cpl
[Signature]

lighthouse then we should ask the Dept of Trade for further supplies.

[Signature]

AS(C) 5.4.79

35

AS(C)

Copy of 299A ad gloves forwarded to Principal Keeper C.P.L.

[Signature]
24/4/79

Regd. 25/4

36

Please send the drawing at centre plus a photocopy of the letter at (30) to the Beckham Mechanical Dept.

[Signature]
24.4.79

37

CS

Copy of (302) forwarded to P.K. CPL for reply

[Signature]
H.M.
28/5

38

DFS, (310) could you please advise DPW how to handle the changes for this work.

[Signature]
13.8.79

39

AS(C) 8.79

Reference (310) we have advised D.P.W. where to change the cost & materials etc.

[Signature]
13/8/79

40

40

Hh

Your comments pl on
(313) before you depart on
leave. Are you visiting the DOT?

DTh
8/5/80

CS

41

42 I have no plans at the moment
to visit D.O.T.

(313) DOT do not stipulate that they
require a 24 hour service and I'm
sure they will find C + W charges
rather high - please see para 7 of
(269).

I would like to recommend that
the R/F Office and the helicopter be
provided, (by DOT) with a VHF radio
similar to the one used in this office.

I am sure this would solve the problem.
The cost of the 2 sets would be in
the region of £1200.

JH
9/5/80

42

PM

Pl see above and para 7
of (269) and advise further

DTh
11/5/80

D.C.S.,

DOT

43

DOT letter MVA 37/6/01
of 1/4/80


Provided DOT and lighthouse staff are satisfied with less than 24 hour 'on demand' telephone service and para 7 of (269) indicates that DOT certainly are, I can suggest a very much cheaper solution offering a better service than that envisaged by DOT in para 7.

By installing a high frequency single sideband transceiver at the lighthouse working on the same channels as the internal R/T service and into the R/T station we could offer 24 hour coverage for emergency services and the same telephone service as we now offer to Camp subscribers. At present this is available from 8.30 a.m. to 10.30 p.m. (with a break from 12.00 noon to 13.30) from Monday to Friday (4.30-10.30 p.m. Saturday & Sunday) This telephone has relatively low priority during the day and is offered provided the circuit is not required for higher priority traffic. Messages can of course be passed at any time.

DOT could provide either an AEL (£1000) or something cheaper if desired (we would provide the specification) or possibly they could lease an AEL from us - present hire charge £120 per annum.

If we eventually provide a VHF service obviously the lighthouse could come in on that and again we are talking in hundreds of pounds rather than thousands.

Subject to para 1 above I would recommend that we lease ^{DOT} an AEL.


PM 15.5.80

44.

Ag Hm

316

May I take it that the service offered in 43 will be suitable

D.C.M. 27/6/80

45

DCS.

Have spoken PM. Service will be suitable

AS

PM
1/7/80

46.

Ag. C.S.

P. 319. I have spoken to Hm about this. The staff matter seems to be resolving itself. The condition of some of the machinery at the lighthouse is giving rise to concern and it seems generally agreed

simplex
service

that consideration will have to be given
sharply to the desirability of going for
an automatic station. Indeed such a
change could well be the recommendation
of an Engineer/Inspector if we got one out
here. Go ahead and request a visit, making
the point - pt?

J.
2. 2. 81

Ag DCS

47

Our own DPW should, if he has time,
have a look at the problem. I don't
want to rush into getting an engineer
out here unless DPW backs it.

48

JH
3. 2. 81

File Note Discussed (314) with Hm and DPW 4/2/81.

DPW will have a look at the lighthouse
and submit a report. JH 4. 2. 81

49.

Hm

P. 320. Would you obtain the details
requested - pt? and to note para 3.

J.
for C.S.
20. 4. 81

50

AS

(320) Para 3 noted.

The diameter of the wire is 5/32" and the overall length is 66'11" with a stop at each end.

JHM
2/14

51

HM

To note 322 and withdraw copy pl

JHM
22/5/81

52

AS

322 noted by and copy w/d

JHM
22/5

-53

HM

(324)

Can you obtain the necessary information please.

Reference 48 have you heard anything of DPW's report.

JHM
5/6/81

54

DCS

48 DPW has not made his report as yet

(324) I have been unable to contact the PK who is at the light house at the moment but as soon as contact is made I will supply the answer required

JHM. 11/6.

55

H.M.

D.P.W. has promised to let us have a report in the near future, 48 refers.

Reference your memo at folio 325 regarding Mr. Silvey's request to erect a building at Cape Pembroke Lighthouse.

I have spoken to Mr. Cletheroe and he advises that he did not request permission to build his garage in the immediate Lighthouse grounds. He erected it close to where he had a garden to the west of the Lighthouse because it was constructed of old materials and would have looked unsightly close to the Lighthouse.

I think the next step will be to write and seek permission from the Department of Trade but before doing so would like to receive the recommendations of both yourself and the Principal Keeper.

off
DCS

23.6.81

56.

DCS

Ys para 1 noted
I am not in favour of Mr. Silvey having a building close to the present accommodation. Mr. Biggs, the P.K., agrees with this. It is obvious that Mr. Silvey will want to use the lighthouse generator to supply his electrical needs and it will be necessary for him to use the lighthouse washing and bathing facilities. The P.K. states the power unit is only suitable for the requirements of the lighthouse and he would not be happy having 3 people down there especially as they must keep a close watch on their water supply.

H.M. 2/7/81

57

DCS

Ref 53 + (324) kindled in the nich burner for a WELSTEAD stove

H.M.
10/7/8158.

H.M.

Mr. Silvey called to see me this morning and has asked whether he can site his proposed building in the Christina Bay area.

The site will be too far away for him to use the electrical supply (if indeed this was his intention) or the toilet facilities available at the Lighthouse.

I mentioned to Mr. Silvey about erecting the building on a site in Stanley, but his argument is that it would be empty for periods of a month at a time and also would be subject to vandalism.

Befor

Before proceeding further I would be grateful for any comments you may have.

JF 22.7.81

59.

DCS.

I would only agree to Mr Selvey erecting a building in the Christian Bay area on the understanding that he did not expect to use any of the facilities at the lighthouse i.e. bathing etc. Would the B of H permit a building to be erected without toilet facilities?

JF 23/7/81

60

DCS.

Reference folio 340.

Harbour Master & I discussed the question of access to the Cape Pembroke Lighthouse with the Bomb Disposal people and they have advised that the area is considered to be clear.

We are not sure but we think the buildings may be occupied by the Services.

We are of the opinion that the best time for outside work is between now and March or April.

MM
DCS
21.10.82

61

Mr. Chandler.

1. We agreed that you would look at this i.e.w. the last rehabilitation meeting.
2. You will see that Fs (338) + (340) give the situation as I described it at that meeting.
3. Minute 60 above gives us the material to answer X1 of F (340).
4. Can you pl. ensure that any correspondence is copied to this file.

JFB 5/XI

62.

DCS. Plin 60 + 61. After discussion
w/ Mr. Brundler I thought it best to
write to D.O.T. myself. Pl. see F (341)

JBS
10/11

63.

DCS. Plin

H.M.

F (342) F. i.

CS
I thank you for HM. 6/12/82

JBS
4/11

65.

Ag CC,

P. 343

We spoke. Letter copied to DPW and HM for their
comments.

File returned to you as requested for an interim
reply to p. 343, pl.

JBS
12.7.83

Note interim reply to F (343)
dictated JBS 15/11

66

Req re Opn & As DCS in
one week (for reply to F (344))

203
F 15/VII

67

R.

P. 347.

Can you direct me to the telex referred
to pl? I can't trace it on this file.
It could, I suppose, have been sent direct
to HM.

5.9.83

68

DCS
Now 67 - we now have a copy of the original telex
at (349), and Derek Turner Report on the lighthouse is
at (350). The letter referred to in the telex is at folio
(343).

69.

note: Team from Trinity House carried out an
inspection of the lighthouse this week in
company with HM and military authorities.
A report is being submitted.

14.10.83

Customs Dept.

To note p. 351 please.

J.
f.w.c.s.
5.12.83

71

c/s P351 noted. Thank you. Jf. for CCHM.

72

14/11

P. 353

For any comments you may have, pt. - especially with regard to the second paragraph of the letter.

J.
m.g.s.
25.4.84

Rev. 6.2.84

15/11 - report, see

69

65.

73

P353 Para 2.

I would be quite happy to act as Trinity House Agent.

Para 3. Unless the Engineer's note here they were of the opinion Trinity House would foot the bill for the other navigational marks - In effect we have no funds available.

Jf. HM
1/5

74

GS,

Page 353 with minutes 72 & 73 above.

A reply to the letter at p. 353 is still outstanding. Could we discuss sometime please?

§.
31.5.84

GS,

The DQHM telephoned from FIPASS and asked for a copy of the letter from Trinity House filed at p 353 (he gave me the reference and date).

§.
16.5.85

AKAS.

Plse ask Mr. Holliday to call and discuss.

Rep. 18.5.

HM

Minute 76 above.

Pps to you for action as indicated - pl.

Ag GS.

→ 77 Spole GS Report at (352) to show DQHM.

§.
for G.S.
20.5.85
withdrawn

Report returned today & replaced in this file

§.
5.6.85

No.

MEMORANDUM.

19

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

From: D. Borland,
Met. Station.

To: Colonial Secretary

Stanley, Falkland Islands.

SUBJECT :-

The enclosed tables are the total hourly values of wind speed and direction for years 1958-1969 except for June and July which are for years 1960-1969 and 1959-1969 respectively

J.S.

JANUARY 1958 - 1969

(A)

	350 010	020 040	050 070	080 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
knots												
1-3	23	19	13	10	20	8	17	18	16	12	30	38
4-6	39	12	24	21	24	31	48	53	37	53	129	96
7-10	75	43	58	35	41	47	100	130	132	137	358	240
11-16	221	117	85	55	51	37	142	372	337	331	557	489
17-21	147	51	20	34	39	74	394	297	197	189	252	373
22-27	77	41	14	8	1	22	49	473	175	146	84	289
28-33	18	25	7		2	13	22	176	87	23	19	74
34-40	3	4	9				9	58	21	2	2	28
41-47							1	7	4			4
48-55												
56-63												

HOURS OF CALM 79

FEBRUARY 1958-1969

	350 410	420 440	450 470	480 500	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
1-3	16	19	17	12	14	27	42	30	21	30	75	59
4-6	21	20	22	10	18	18	44	34	57	67	174	89
7-10	72	28	34	17	20	39	49	105	97	148	309	193
11-16	202	83	35	19	12	17	129	264	286	294	490	405
17-21	152	56	15	4	5	20	119	337	277	236	240	276
22-27	119	27	10	2	1	21	103	284	217	162	116	216
28-33	48	14	14			10	50	123	107	64	30	43
34-40	11	1	7				5	67	33	5	3	23
41-47								8	1	1		
48-55												
56-63												

HOURS OF CALM 75

MARCH 1958-1969

	050	020	050	080	110	140	170	200	230	260	290	320
	010	040	010	100	130	160	190	220	250	280	310	340
10405												
1-3	24	22	9	9	10	13	22	32	16	16	68	70
4-6	34	44	17	7	6	21	35	38	38	52	152	127
7-10	89	53	32	3	12	29	76	99	105	150	465	253
11-16	228	92	43	11	9	48	85	210	317	386	668	592
17-21	196	73	23	14	6	46	84	290	309	291	293	436
22-27	114	26	9		6	16	79	246	207	168	122	270
28-33	36	4			1	8	25	124	57	44	30	74
34-40	9					1	36	38	33	14	11	15
41-47	1						4			3	1	

Hours of CALM 79

APRIL 1958-1965

	350 010	020 020	050 070	080 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340	-
KHOT													
1-3	60	25	15	7	7	10	24	23	25	27	77 2	110	
4-6	39	24	10	11	4	13	20	34	36	52	145	155	
7-10	135	42	22	16	16	16	12	75	107	153	453	341	
11-16	234	50	36	10	13	25	63	226	361	468	678	555	
17-21	151	54	31	3	10	20	69	157	292	333	336	310	
22-27	77	32	10	1	7	24	72	279	185	154	71	157	
28-33	57	9	7	5	1	10	35	173	70	37	23	47	
34-40	43	4				5	19	92	28	15	8	8	
41-47								20	7	1	3		

MAY 1958 - 1959

	350 010	020 040	050 070	060 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
KNOWS												
1-3	38	9	6	9	5	4	12	11	20	30	103	84
4-6	56	15	13	16	6	9	16	14	38	53	159	119
7-10	108	32	24	26	18	31	44	48	129	166	417	255
11-16	216	65	33	15	35	48	97	141	292	411	603	468
17-21	240	40	16	13	16	44	73	164	333	425	280	342
22-27	171	16	2	12	5	33	98	243	269	246	86	232
28-33	59	15				17	34	175	105	61	10	76
34-40	21	1				10	38	89	24	18	5	21
41-47	5					2	2	3	3	7		1
48-55									2	1		
56-63												

HOURS OF CALM 119

	350	020	050	080	110	140	170	200	230	260	290	320
	010	040	070	100	130	160	190	220	250	280	310	340
KNOTS									15			
1-3	20	8	6	8	5	7	8	4	15	29	99	71
4-6	49	13	6	7	13	14	18	13	43	66	176	134
7-10	105	16	19	16	12	17	50	37	111	127	394	254
11-16	252	55	13	22	13	39	80	127	247	419	494	668
17-21	143	24	18	9	11	36	71	128	194	292	168	289
21-27	122	19	8	2	3	3	69	124	145	164	51	161
28-33	65	14	2			16	49	106	36	49	6	67
34-40	36	8				2	14	29	21	61		9
41-47	12	1				10	4	12	1			1
48-55						2		2				
56-63								4				

HOURS OF CALM 62

JULY 1959 - 1969.

228

	350 010	020 040	050 070	080 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
1-3	19	11	17	11	8	2	6	10	31	26	57	79
4-6	25	18	11	14	13	10	20	18	59	52	184	137
7-10	76	27	12	39	28	31	41	52	146	200	378	295
11-16	223	52	28	42	34	39	110	134	379	137	543	491
17-21	222	54	16	16	13	18	110	153	237	241	314	335
22-27	225	62	15	6		28	59	175	61	118	98	224
28-33	90	28	10	4		8	38	107	7	35	31	76
34-40	32	18	10	5		18	18	35	4	8	2	12
41-47						1	6	12				
48-55								4				

HOURS OF CALM 95

AUGUST 1958 - 1969

	350 010	020 040	050 070	080 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
KNOTS												
1-3	21	15	13	14	18	16	25	31	42	42	74	67
4-6	24	21	15	14	19	14	20	40	51	45	140	99
7-10	96	53	45	41	34	37	47	63	155	152	295	331
11-14	221	68	75	40	23	30	96	202	397	371	755	497
17-21	173	86	50	14	12	15	73	210	263	278	343	290
22-27	156	50	24	22	24	23	67	201	141	166	142	299
28-33	79	30	16	29	5	11	64	105	54	44	32	123
34-40	28	11		4		5	25	42	13	12	6	35
41-47							2	19	2			3
48-55												

HOURS OF CALM 120

SEPTEMBER 1958 - 1969.

KNOTS	350	020	050	080	110	140	170	200	230	260	290	320	
	010	040	070	100	130	160	190	220	250	280	310	340	
1-3	18	16	9	12	17	9	22	17	17	16	47	37	
4-6	24	12	15	10	11	26	27	38	30	32	105	90	
7-10	86	26	17	26	39	177 39	107 47	107	132	108	108	366	273
11-16	207	64	44	57	52	60	93	208	311	312	611	561	
17-21	244	39	52	22	42	50	71	166	272	174	264	385	
22-27	215	37	11	9	12	54	82	231	192	151	74	230	
28-33	115	12	14	2	4	11	66	138	106	55	28	113	
34-40	50	2				12	23	84	32	41		26	
41-47	5						4	12	1			2	
48-55													

HOURS OF CALM 94

OCTOBER 1958 - 1969

KNOTS	350	02	050	050	110	140	170	200	230	260	290	320
	010	040	070	100	130	160	190	220	250	280	310	340
1-3	18	11	9	15	12	9	19	18	18	22	46 46	28
4-6	19	17	10	8	14	28	47	40	22	35	91	82
7-10	57	30	36	30	19	48	50	79	83	120	306	204
11-16	190	56	45 45	39	48	27	75	220	233	315	532	636
17-21	130	22	11	24	14	5	70	280	303	251	302	552
22-27	118	12	10	2	10	18	83	269	279	186	150	436
28-33	53	8	1		8	6	66	161	147	74	37	203
34-40	14		3				21	86	43	14	4	63
41-47	1						1	33	5		1	8
48-55												

No. OF HOURS OF CALM 83

NOVEMBER 1958 - 1969

	350 010	020 040	050 070	080 100	110 130	140 160	170 190	200 220	230 250	260 280	290 310	320 340
KNOTS												
1-3	10	11	14	22	17	20	32	25	11	13	48	51
4-6	21	27	37	20	24	25	43	34	29	34	92	97
7-10	53	44	51	31	17	46	93	104	76	84	259	248
11-16	142	78	56	32	23	39	107	285	209	237	586	482
17-21	153	48	21	1	2	23	77	337	267	215	334	413
22-27	154	14	7				50	361	254	172	192	316
28-33	39	10	1				34	238	192	62	35	101
34-40	3	2					4	96	68	28	8	22
41-47								19	10	2		3
48-55												

HOURS OF CALM 90

DECEMBER 1958 - 1969

KNOTS	350	020	050	080	110	140	170	200	230	260	290	320
	010	040	070	100	130	160	190	220	250	280	310	340
1-3	22	20	11	4	19	29	28	20	11	21	61	44
4-6	35	26	19	16	26	24	56	49	29	39	101	78
7-10	101	58	52	11	24	54	146	158	119	123	253	161
11-16	208	105	43	18	17	27	164	398	267	289	401	376
17	191	60	39	13	2	13	112	413	375	192	205	297
22-27	126	53	29	3	3	21	86	404	396	173	73	207
28-33	70	17			1	16	36	206	187	74	34	92
34-40	20	1					2	68	69	12	14	28
41-47	2							15	19	5	2	
48-55												

No. OF HOURS OF CALM 89

Our ref: 0313
Your ref: MNA.37/4/01

Colonial Secretary's Office,
Stanley, Falkland Islands.

24th April 1970.

Dear Sir,

Cape Pembroke Lightstation

219
Thank you for your letter of the 6th February 1970 regarding the electrical installation at Cape Pembroke Lightstation. The station was visited on the 14th and 17th February 1970, and the electrical wiring installation inspected. Two faults, one a partial circuit to earth and the other a faulty connection were found and corrected. All circuits were inspected and tested, their combined impedance to earth and between conductors was not less than thirty megohms. The wiring is generally considered to be in satisfactory order.

212-232
2. I enclose for information the statistics you require in respect of wind speeds and am interested to note your experiments with wind chargers. Wind speed readings were taken here early in the 1950s with a view to using wind power for larger electrical power generators, but it was found that these readings, taken over a 12 month period at a Sappers Hill site, 450 feet above MSL and approximately $7\frac{1}{2}$ miles from Cape Pembroke, compared favourably with readings taken at Costa Head and Kirkwell in the Scottish Orkneys. Long term average wind speeds recorded at Stanley Meteorological Station, situated about 5 miles from Cape Pembroke on 17 - 18 MPH, approximately 60% of which exceed 15 MPH. You may care to note that the surrounding terrain at the Lightstation is of sand dunes seeded with sand and tussac grasses. The winds are generally moist, salty and contain sand. The nearest power supply is $5\frac{1}{2}$ miles distant at 230/400 volts and 3,300 volts at 50 cycles. There is a single line overhead telephone circuit to the Lightstation from Stanley.

Yours faithfully,

(Sgd) R. Browning.

for COLONIAL SECRETARY

Board of Trade,
Marine Division Branch 3,
Sunley House,
90/93 High Holborn,
LONDON, W.C.1.

FA

loopy sent to SPED

No. _____

MEMORANDUM

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



2nd May, 19 73.

From: Harbour Master,

Stanley, Falkland Islands.

To: The Chief Secretary,

STANLEY.

SUBJECT :- Cape Pembroke Lighthouse

When the permanent air-field is constructed I understand there is to be an overhead electric power line to within 1000 metres of Cape Pembroke Lighthouse. The existing Telephone Line is to be re-routed along the power line and thence on to the Lighthouse. Department of Trade and Industry may be interested in this development with a view to extending the Power Line to Cape Pembroke.

Stanley Water Supply will also be available some 4000 metres from Cape Pembroke.

A handwritten signature in dark ink, appearing to be "A. King".

Harbour Master

8th May 73.

Dear Sir,

Cape Pembroke Lighthouse

It is the intention of Her Majesty's Government to construct a permanent airfield in the Falklands to be commenced in 1974 and completed early in 1976. Various facilities for power, telephones and water will be provided at the permanent airfield not far from Cape Pembroke Lighthouse and you may wish to consider taking advantage of the opportunity to extend these facilities to Cape Pembroke.

2. I enclose a copy of a memorandum from the Harbour Master and should be grateful for your views in due course.

Yours faithfully,

(D. R. Morrison)
for CHIEF SECRETARY

Department of Trade and Industry,
Sunley House,
90 High Holborn, London WC1V 6LP.

MEMORANDUM

Reference 089.....

Date 8th August, 1973.....

From Superintendent of Works.

To Chief Secretary.



Lighthouses (Trinity House).

With the visiting engineer in mind may I add a further recommendation.

On Tuesday 7th August I visited Cape Pembroke Lighthouse, as you know we do periodic repairs and maintenance of the buildings, generator etc. These were installed in 1962, and generally speaking still are in a reasonable condition, with perhaps one exception, the Alloy Cladding, they are 8' x 4' ribbed aluminium alloy sheets externally, the north, west, and east walls are showing signs of corrosion and although not serious as yet are slightly perforated, these walls are of course extensively bombarded by salt spray.

The lighthouse Tower was a re-erected job back in 1905, the uneconomic houses were demolished and new single quarters erected in 1962, perhaps in the course of the next two or three years the cladding may have to be renewed.

Perhaps the visiting engineer could be briefed at Trinity House Tower Hill before he leaves the U. K. and provide them with an up to date report on the Lighthouse Station in general.

A handwritten signature in cursive script, appearing to read "H. Kaye".

Superintendent of Works.

Copied to FCO/5/10

Ref: FCO/5/10

22nd August 1973.

Technical Assistance Application
Civil Engineer/Architect

Please refer to our application dated June 15th and subsequent addendum of 5th July.

2. I am sorry to say that our Superintendent of Works has now come up with another job which the Engineer could usefully do when he is here.

3. We have an old lighthouse at Cape Pembroke which I understand was re-erected there in 1905. It is the responsibility of Trinity House, but we do routine maintenance on their behalf. Mr. Royans has now expressed concern over the structure of the building and has suggested that the Engineer be briefed by Trinity House (and part paid?) and should do a thorough survey of the building.

4. I am sorry to be adding these bits to the terms of reference of this expert, and I suppose that his time in the Falklands will now need to be increased to some four weeks. Of our current Technical Assistance Applications, the Engineer and the Civil Aviation expert are the two whom we need most urgently.



(T. H. Layng)

D G F Hall, Esq., MBE,
West Indies & Atlantic Department,
Foreign & Commonwealth Office.

cc: Department of Trade & Industry,
Marine Division,
Sunley House,
90 High Holborn,

Department of Trade and Industry

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext



The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1

Our reference MNA 37/4/03

Date 19 October 1973



Dear Sir

Please refer to your letter of 8 May about the facilities that may be extended to the Cape Pembroke Lighthouse, following the decision to construct a permanent airfield.

The Department is indeed interested in the new development and would like to have further details of the timing and power that would be available. We would be interested in a power supply of 230 volts of about 5-10 KW capacity, and would like your confirmation that this would be available, and an indication as to when the supply could be extended to the Lighthouse.

Yours faithfully

D C Watts

Peter
Hm to supply
figures.

POWER SUPPLY.

It is proposed that an overhead line operating at 3.3 KV is to connect the permanent airfield substation from Stanley. The airfield substation will be equipped with a 3.3 KV/400 volt transformer and switchgear.

WATER SUPPLY.

An 80 mm diameter water main will be provided from Stanley to the terminal area of the permanent airfield and feeding a roof tank and ground tank.

DISTANCE.

It was noticed that electricity supply would be within 1000 metres in the H.M. Memo 2nd May 1973. it would be advisable to assume the same distance as the water-supply 4000 metres. It is unlikely that a separate power line could be run to the Lighthouse other than from the airfield substation.

awh 9.11.73

Ag Harbourmaster

R L Spk

R L Spk

DCS

10.11.73

Beacon would be at east end of runway which would be about 1000 metres and the water supply at the terminal building which will be some 4000 metres from CPL. It appears to me that the substation will be alongside the terminal building hence SPW 4000 metres

R L Spk

17th November 73.

Dear Sir,

Thank you for your letter MNA 37/4/03 of 19th October 1973.

2. In regard to the facilities which may be extended to the Cape Pembroke Lighthouse following the decision to construct a permanent airfield at Cape Pembroke, the Superintendent of Works has advised as follows:

It is proposed that an overhead power line operating at 3.3 Kw will connect the substation at the permanent airfield with Stanley. The substation will be equipped with 3.3 Kw/400 volt transformer and switchgear, and will be about 4,000 metres from the lighthouse.

An 80 mm diameter water-main will be provided from Stanley to the terminal area of the permanent airfield and feeding a roof-tank and ground tank.

3. Work on the permanent airfield is expected to commence early in 1974 and it would therefore probably be about June 1975 before any services could be extended to the Lighthouse.

Yours faithfully,

(D. R. Morrison)
AG. CHIEF SECRETARY

D. C. Watts Esq.,
Department of Trade and Industry,
Marine Division,
Sunley House,
90 High Holborn,
London WC1V 6LP.

CB



Department of Trade and Industry

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

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Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1

Our reference MNA 37/4/03

Date 24 December 1973

Dear Sir

Please refer to your letter of 17 November about the facilities which may be extended to the Cape Pembroke Lighthouse following the decision to construct a permanent airfield at Cape Pembroke.

Mr L A Turner the Department's Lighthouse Engineer will design and instal any new work at the lighthouse site itself, but he considers that the work of connecting a mains electric supply to the lighthouse site would best and most conveniently be carried out by the Contractor responsible for installing the overhead power line from the substation at the permanent airfield to Stanley.

If possible, Mr Turner would like the opportunity to discuss the design and technical details of the work direct with the Contractor concerned with the design and supervision of the airfield services work. I should be grateful if you would let me know whether the Contractor or their representatives have an office in the U K where Mr Turner may contact them.

X/ Incidentally, Mr Turner has pointed out what he believes to be a technical error in your letter, in that the proposed power line will be operated at 3.3kV (not 3.3kW) and the substation will be equipped with a 3.3kV/400 volt transformer and switchgear (not 3.3kW/400 volt). Perhaps you could confirm this.

Yours faithfully

(D C Watts)

10 me - file d



16th January

74

Dear Sir,

Cape Pembroke Lighthouse

Please refer to your letter MNA 37/4/03 of 24th December 1973.

2. The tenders for the construction of the permanent airfield are still under consideration in London, and no contractor has yet been appointed. Our consulting engineers are Messrs. Rendel, Palmer and Tritton of Southwark Bridge House, 61 Southwark Street, London SE1 1SA, and you may wish to make contact with this firm.

3. Our Superintendent of Works acknowledges that Mr. Turner is correct and that the technical figures quoted should have been kV and not kW.

Yours faithfully,



(T. H. Layng)
CHIEF SECRETARY

D. C. Watts, Esq.,
Department of Trade & Industry,
Marine Division,
Sunley House,
90 High Holborn,
London WC1V 6LP.

CUS/3211

244



Department of Trade and Industry

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference

Our reference **MNA 35/3/012**

Date **9 January 1974**

Dear Sir

This Department has received a Notice about a survey being undertaken to establish what property, rights and liabilities for which Marine Division is responsible are still held in the name of the Board of Trade or the President of the Board of Trade.

Could you please ascertain whether any land or property held by the Department in the Falkland Islands is vested in the name of the Board of Trade or the President, and if so, whether there is any reason why the land or property concerned should not be transferred to the Department of Trade and Industry, and, if such a transfer is made, whether any reasons for retaining the Board or the office of President would remain.

Yours faithfully

D C WATTS



22nd February 74.

Dear Sir,

Thank you for your letter MNA 35/3/012 of 9th January 1974.

2. So far as can be traced there is no land or other property held by the Department of Trade and Industry in the Falkland Islands which is vested in the name of the Board of Trade or the President, with the exception of the lighthouse at Cape Pembroke.

3. There would appear to be no reason why the lighthouse property should not be transferred to your department.

4. If such a transfer were effected, and adequate arrangements made for the maintenance of the property to be undertaken by the DTI, together with the payment of salaries and pensions to the staff and former staff of the lighthouse, no reason would remain in the Colony for retaining the Board or the office of President.

Yours faithfully,



(R. Browning)
for CHIEF SECRETARY

D. C. Watts, Esq.,
Department of Trade and Industry,
Marine Division,
Sunley House,
90 High Holborn,
London WC1V 6LP.

CB

246

FT



Department of Trade and Industry

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

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Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1

Our reference MNA 37/4/03

Date 14 March 1974

Dear Sir

Please refer to your letter of 16 January about the Cape Pembroke Lighthouse.

Mr Turner, the Department's Lighthouse Engineer, contacted the consulting engineers for the airport project Messrs. Rendel, Palmer and Tritton and spoke to a Mr Kelbey. He was told that it was not the intention to supply the new airfield with power via an overhead line from Stanley, but to install two diesel generators at the airfield which would presumably only generate when a plane is due. This of course, would not be of use at the lighthouse as a continuous supply would be required.

Mr Turner also spoke to Mr Hardaker of the Crown Agents who said tenders for the project had already been received, and that further discussion on possible savings were in progress which might result in a change of specification etc.

In view of the rather conflicting reports we are receiving, we are wondering whether you had anything in mind other than work connected with the new airfield, when you originally mentioned the possibility of power being supplied to the lighthouse.

Yours faithfully

(D.C. WATTS)



4th April

74.

Dear Sir,

Thank you for your letter of 14th March 1974 under reference No. MNA 37/4/03 regarding the extension of power, water and telephone services from the permanent airfield to the Lighthouse.

2. It is confirmed that power from Stanley for the permanent aerodrome will not be available nor will there be any piped water supply from Stanley. In the circumstances there appears nothing that can be done to improve the existing services.

3. If there are any further developments I shall let you know immediately,

Yours faithfully,

(D. R. Morrison)
AG. CHIEF SECRETARY

D. C. Watts, Esq.,
Department of Trade and Industry,
Marine Division,
Sunley House,
90 High Holborn,
London WC1V 6LP.

CB

**Department of Trade and Industry***Marine Division*

Sunley House 90 High Holborn London WC1V 6LP

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Telephone 01-405 6911 ext

The Colonial Secretary
Colonial Secretary's Office
Stanley
FALKLAND ISLANDS

Your reference

Our reference MNA 37/4/04

Date 31 July 1974

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

Recent events have made it essential that in the event of failure of the light adequate warning is given to shipping in the vicinity. Accordingly I should be grateful if you would let me know what action is normally taken in such event.

We propose that in the event of failure, this fact should be broadcast at the earliest opportunity and should also be published in the official Gazette.

If the failure is for more than 12 hours, this Department should be informed by cable. Lesser casualties should be notified in a monthly summary.

It is most important that a complete documentary record be kept of the action taken on the occurrence of all failures.

I should be obliged if you would let me know whether these proposals are acceptable to you or whether you have any improvements to suggest.

Yours faithfully

T F Fields



249

CUS/32/1

15th August 1974

Ag. Chief Secretary

Harbour Master

Cape Pembroke Lighthouse

I enclose a copy of a letter dated 31st July 1974 recently received by me from the Department of Trade and Industry (Marine Division), and should be grateful for your comments and those of the Principal Keeper, Cape Pembroke Lighthouse.



(R. Browning)
AG. CHIEF SECRETARY

CA.

MEMORANDUM

250

Reference CUS/32/1

Date6th September, 1974

From Harbour Master

To Ag. Chief Secretary

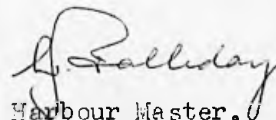


Cape Pembroke Lighthouse

Please refer to your Memorandum CUS/32/1.

I have discussed the Department of Trade & Industry's letter of 31st July with the Principal Keeper, Cape Pembroke Lighthouse, who states that there is nothing laid-down as to what action should be taken if a failure occurs but points out that the only time the light has been out in the 19 years he has worked at the Lighthouse is for short periods while the burner is changed.

The proposals outlined in the above mentioned letter are acceptable.


Harbour Master.

13th September 74.

Dear Sir,

Cape Pembroke Lighthouse

Thank you for your letter MHA 37/4/04 of 31st July 1974.

2. The matter has been referred to the Principal Keeper, Cape Pembroke Lighthouse, and to the local Customs and Harbour Department.

3. I am advised that nothing is laid-down regarding the course of action to be followed should there be a failure of the light. It seems that the only time the light has been out during the period of service at the lighthouse of the present Principal Keeper (some 19 years) has been for short periods while the burner was being changed.

4. The proposals contained in your letter are acceptable and will be adopted in the event of any failure of the light.

Yours faithfully,



(R. Browning)
ACTING CHIEF SECRETARY

Mr. T. F. Fields,
Department of Trade and Industry,
Marine Division,
Sunley House,
90, High Holborn,
LONDON WC1V 6LP

MEMORANDUM

CUS/32/1

252

ReferenceBT.1.....

Date 3rd January, 1975.....

From Harbour Master

To Chief Secretary

Victualling Allowance Cape Pembroke Lighthouse

The victualling allowance payable to the keepers while on duty at the Lighthouse was increased on the 1st January, 1973 from 25p to 50p per day. Since this date the cost of living has increased by some 42% and the Lighthouse Keepers have requested an increase.

I feel there is a case for an increase and would like to recommend that DTI be requested to approve an increase from 50p to 70p per day with effect from the 1st January, 1975.

A. Ballin
Harbour Master.



See (253) - (256)

RE: CUS/32/1
cc Harbour Master

8th January 19 74

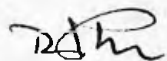
Dear Sir,

Victualling Allowance Cape Pembroke Lighthouse

I enclose a memorandum from the Harbour Master requesting an increase in the allowance paid to the keepers.

With the steady increase in the cost of living it seems reasonable that the allowance should be increased and I shall be grateful for your instructions in the matter.

Yours faithfully,



(D R Morrison)
for CHIEF SECRETARY

Reply 254

Mr T F Fields
Dept of Trade and
Industry
Marine Division
Sunley House
890 High Holborn
London WC1V 6LP



Department of Trade and Industry 256

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

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Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic



Your reference CUS/32/1

Our reference MNA 37/2/02

Date 21 March 1975

Dear Sir 256

Thank you for your letter of 24 February and the enclosure referred to in your letter of 8 January. (253)

The request for an increase in the Victualling Allowance at Cape Pembroke Lighthouse appears to be reasonable. You are herewith authorised to increase the allowance from 50p to 70p per day with effect from 1 January 1975.

Yours faithfully

(D C Watts)

cc. EG1

Accounts 2d

MEMORANDUM

257A

Referer CUS/32/1

Date 6th August, 1975

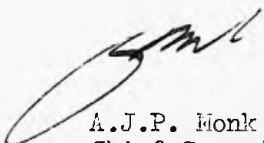
From Chief Secretary

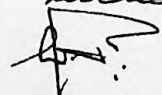
To Superintendent of Public Works
c.c. Harbour Master

PORT STANLEY LIGHTHOUSE

I attach the original of a letter dated 14th July, 1975 from the Department of Trade about the maintenance of P.V.B. equipment at the lighthouse. Will you please let me have your comments as soon as convenient so that I can send a reply to the Department of Trade.

I shall be grateful if you will return the Department of Trade's letter as I have no copy.


A.J.P. Monk
Chief Secretary

Returned without comment from SPW.
16/2/76 

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Department of Trade and Industry
Marine Division

Sunley House 90 High Holborn London WC1V 6LP

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Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
Secretariat
Stanley
Falkland Islands
South Atlantic



Your reference

Our reference MNA 37/1/04

Date 14 July 1975

Dear Sir

PORT STANLEY LIGHTHOUSE

I am writing to you on the subject of the maintenance of the PVB equipment at this lighthouse. You are probably aware that this station was last inspected by a professional lighthouse engineer in May 1959. A fairly comprehensive report on the inspections with recommendations was submitted and agreed but I can find no record here of whether a copy was sent you or whether certain specific recommendations concerning maintenance were drawn to your attention.

The relevant passage occurs in paragraph 9 on page 10 of the report and reads:-

"All normal maintenance is carried out by the keepers, with assistance, when required, by the local Public Works Department. This includes all internal and external painting carried out at the following intervals.

- X | Tower interior every six years, ✓
Tower exterior every three years, ✓
Dwellings interior every three years and ✓
Dwellings exterior every five years or more. ✓

Internal and external painting of the tower is due in 1960. Paints are supplied from the UK.

This painting programme is considered satisfactory. It is recommended that the following revised instructions are given with regard to maintenance of equipment, utilizing skilled labour from the local Public Works Department:

- Don | ✓ (i) clean paraffin and air IOB tanks and lower and clean mercury trough every five years,
XX | ✓ (ii) Overhaul lens clock every five years,
✓ (iii) Inspect lens clock wire rope monthly and renew as soon as any fraying becomes evident."

I shall be glad if you will ^{kindly} ~~please~~ look into this and let me know whether these recommendations have been carried out and if so give me some idea of the dates and of the condition in which the equipment was then found. I shall be also glad to hear whether or not the painting programme described above is still being followed. Your help in this matter will be much appreciated.

Y/ Yours faithfully

pp L A Turner
Lighthouse Engineer

Stanley, Falkland Islands.

.....16-2-.....1976.

Dear Les.

I am under pressure at present, and I have had no time to visit the Lighthouse. However Rudy Clarke has carried out all the maintenance mentioned in D of T's letter, excepting painting. I did visit the Lighthouse 18 months ago, and the painting was ⁱⁿ very good condition then. Can you speak to Rudy Clarke about the matter?

Kindest regards.

B. Loner.
SLW

3rd March,

76

Dear Sir,

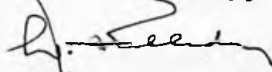
Cape Pembroke Lighthouse

Please refer to your letter MNA 37/1/04 of 14th July, 1975, regarding the maintenance of PVB equipment at this lighthouse.

2. All the recommendations made in your letter are being carried out during the prescribed times. The painting programme is also being carried out as recommended.

3. A new Superintendent of Works is expected to arrive in the Colony shortly and a report of the condition of the equipment at the lighthouse will be forwarded to you as soon as he is able to make a visit there.

Yours faithfully,



Harbour Master

for CHIEF SECRETARY

L.A. Turner Esq.,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London WC1V 6LP

LJH/jea

WS/32/3

261
3



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

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Telephone 01-405 6911 ext 402

The Chief Secretary
Secretariat
Stanley
Falkland Islands
South Atlantic



Your reference CUS/32/3

Our reference MNA 37/1/04

Date 18 March 1976

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

Thank you for your letter of 3 March in which you confirm that the recommendations made in 1959 concerning maintenance of the equipment and painting of the tower and dwellings are being carried out. We look forward to receiving the report on the present condition of the equipment in the tower as soon as the new Superintendent of Works has visited the lighthouse.

2. In view of the age of the PAZI diesel generating set and the duties it is called upon to perform it is felt that perhaps something more than routine maintenance on it will be necessary in the next year or so. I would be glad therefore if you would also arrange for a report on the condition of this set to be made available for us.

Yours faithfully

L C TUCKER
Assistant Lighthouse Engineer

CUS/32/1

5th April, 1976

Chief Secretary

Superintendent of Public Works

Reply (4)

Cape Pembroke Lighthouse

Would you please refer to correspondence from this office regarding maintenance at the Lighthouse.

2. I enclose a copy of a further letter sent by the Department of Trade (Marine Division), which is self-explanatory, and look forward to receiving the reports indicated as soon as you have had time to visit the Lighthouse and compile them, for onward transmission.



(R. Browning)
for CHIEF SECRETARY

US

CWS/32/1

262
263
3



Department of Trade
Marine Division
Sunley House 90 High Holborn London WC1V 6LP
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The Chief Secretary
Colonial Secretary's Office
Stanley
FALKLAND ISLANDS
South Atlantic



Your reference
Our reference MNA 37/2/01(2)
MNA 37/2/02
Date 25 March 1976

Dear Sir

We are currently bringing up to date our records of employees of the Imperial Lighthouse Service.

I would therefore be grateful if you could assist by letting me have the following information:-

- (a) The name of every employee at Cape Pembroke,
- (b) his grade, date of appointment and incremental date,
- (c) his present annual salary, and
- (d) the amount and details of any additional allowance currently payable to him.

It would also be very helpful if you could let me know the current pay scales of the various grades normally employed at Cape Pembroke.

So that we may keep our records up to date, would you please notify me promptly of any changes in the details mentioned above, when they take place.

Yours faithfully

R C C Jewell
R C C JEWELL

MEMORANDUM

Reference

CUS/32/1

Date 9th April, 1976.

From Supt. Public Works.

To Chief Secretary.

DRAFT REPORT CAPE PEMBROKE LIGHTHOUSE.

Your memorandum reference: CUS/32/1 - 5th April, 1976.

I am sorry I cannot, as yet, refer to your correspondence concerning the maintenance at the Lighthouse, we have had a good look round but can only find correspondence up to early 1974. I suppose it must be here somewhere. We will search again when more time is at our disposal, optimistically speaking of course. The following draft may be what you require.

DRAFT:

To.

L. C. TUCKER,
Asst. LIGHTHOUSE ENGINEER.

Dear Sir,

The Mechanic Workshop Supervisor, Senior Electrician and myself 'Superintendent Public Works', inspected the Lighthouse, in general terms, and found everything very well maintained and in an excellent condition, the keepers are obviously very conscientious men and the whole installation is a credit to them. With reference to your letter however para 2. I quote "Something more than routine maintenance in the next year or two!" The following items are required.

2. In consultation with the keepers we agreed that the under - mentioned items are necessary sometime in the ~~near~~ ^{VERY} near future.

2/1 ENGINE ROOM.

The present generating set is inadequate for present day requirements, the 1 $\frac{1}{4}$ K.W. should be replaced by a 6 K.W. the present engine replaced by a 12 H.P. Engine. Which of course means we recommend a complete new set the present one carries a load adequate for the very basic requirements, and as you said, the age is a factor for consideration.

ii. The TOWER SERVICE ROOM.

At the moment, air pumping is done by hand, which is becoming troublesome, as correct pressures are not easily obtained. We recommend that this pump be left as it is, purely as a standby, and that a small compressor be fitted, the compressor would need to be capable of say 100 P.S.I.

iii. ENGINE ROOM WATER PUMPS.

The bases are there, but electric pumps no longer exist, it is probable that these were removed due to the 1 $\frac{1}{4}$ K.W. set not being able to cope. Water is hand pumped now, but with a replacement set of 6K.W. there would be a necessity for two more pumps.

iv. GENERAL.

The buildings and tower are well maintained and routine work is up to date.

T. W. Royans

(T. W. Royans)
Supt. Public Works.

crs.

CJS/32/1

265

23th April

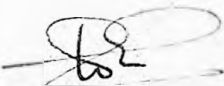
76

Mr. R.C.C. Jowell,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1V 6LP.

Dear Sir,

I refer to your letter MM 31/2/02 of 25th March 1976 concerning employees of the Imperial Lighthouse Service at Cape Pembroke, and enclose herewith a schedule showing the details requested. This shows the position as at 31st March 1976 and you will probably already have had a letter advising of a further increase in the Cost of Living Allowance with effect from the 1st April.

Yours faithfully,



(W.A. Etheridge)
for CHIEF SECRETARY

c.c. Harbour Master

IMPERIAL LIGHTHOUSE SERVICE - CAPE PEMBROKE

<u>Name</u>	<u>Grade</u>	<u>Date of Appointment</u>	<u>Incremental Date</u>	<u>Present Salary</u> <u>31.3.76</u>	<u>Cost of Living Allowance</u> <u>31.3.76</u>	<u>Victualling Allowance</u>	<u>Current Salary Scale</u>
Lyse, G.W.	Principal Keeper	10.1.66*	1st January	£1356	£792	70p per day	£1104 x £36 - £1356
Butler, F.L.E.O.	1st Assistant	4.12.71**	1st December	£912	£660	70p " "	£816 x £24 - £960
Biggs, B.W.	2nd Assistant	15.7.72	1st July	£828	£660	70p " "	£756 x £24 - £900

Notes:

*Appointed 2nd Assistant 4.8.56
Appointed 1st Assistant 8.9.64
Appointed Principal 10.1.66

**Appointed 2nd Assistant 19.6.71
Appointed 1st Assistant 4.12.71

30th April

76

Mr. L.C. Tucker,
Assistant Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1V 6LP.

Dear Sir,

CAPE PEMBROKE LIGHTHOUSE

I refer to your letter MNA 37/1/04²⁶¹ of 18th March 1976.

The Superintendent of Public Works accompanied by the Mechanical Workshop Supervisor and the Senior Electrician recently inspected the Cape Pembroke Lighthouse, and in general terms, found everything very well maintained and in excellent condition. The Superintendent of Works states in his report "the keepers are obviously very conscientious men and the whole installation is a credit to them".

The Superintendent of Public Works makes the following recommendations:

Generating Set

The present set is very old and is inadequate for present day power requirements and it is recommended that it be replaced by a 6 kilowatt generator powered by a 12 h.p. engine.

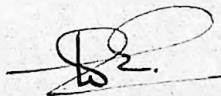
Tower Service Room

At present air pumping is done by hand and is becoming difficult as correct pressures are not easily obtained. It is recommended that a compressor, of, say, 100p.s.i. be fitted, but that the hand pump be retained as a standby.

Engine Room Water Pumps

Water is pumped by hand. Bases for the electric pumps exist but it is probable that the pumps themselves were removed due to the lack of power to operate them from the existing generating plant. If adequate power is to be provided from a new generating set then two suitable electric pumps would be required.

Yours faithfully,



(W.A. Etheridge)
for CHIEF SECRETARY

LC

CUS/4/12

67 283 267



Department of Trade

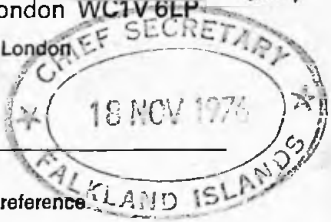
Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext



The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference

Our reference **MNA 37/2/02**

Date **10. November 1976**

Dear Sir

66

I refer to your letter of 28 April 76 in which you kindly provided information concerning salary and allowances of the Imperial Lighthouse Service employees at Cape Pembroke.

No mention was made in your letter of Mr A Short (Relief Keeper), and our Accounts Branch have recently asked us for details of his salary and allowances. I should be grateful if you would supply the relevant information as soon as possible.

Yours faithfully

E A PHILLIPS

25th November

76

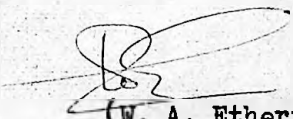
E. A. Phillips, Esq.,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1V 6LP.

Dear Sir,

I refer to your letter ²⁶⁷ MNA 37/2/02 of 10th November 1976.

The Relief Keeper is always paid at the same rate as the 2nd Assistant Keeper. At present this is £852 salary and a cost-of-living allowance of £750.

Yours faithfully,


(W. A. Etheridge)
for CHIEF SECRETARY



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

AIR MAIL

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1/3

Our reference MNA 37/1/01

Date / April 1977



Dear Sir

CAPE PEMBROKE LIGHTHOUSE

I am sorry your letters of 30 April and 28 July 1976 have been overlooked. This is very much regretted and I shall be pleased if you will be kind enough to accept my apologies for any inconvenience caused.

1. The Superintendent of Public Works' comments concerning the generating set, the air pump in the Service Room and the electric water pumps in the Engine Room are noted. All these subjects are however tied up with future plans for the station (outlined below) and I would not wish to take action on the latter two suggestions at this time.
2. The generating set was supplied late in 1969 and so is now about 7 years old. I would agree that for the type of duty involved (Startomatic) it might now be nearing the end of its economic life. I note the Superintendent considers the set inadequate for present-day power requirements but I am not at all clear as to what additional loads have been connected at the station since this **type** of set was first installed. I shall be glad therefore if you could let me have a break-down of the loads connected, leading to the recommendation for a 6 kW set.
3. There should be a spare air pump on the station and if trouble is being experienced with the service pump, this should be exchanged for the spare. If the spare cannot be effectively repaired locally, it should be returned to UK for attention.
4. You will realise that 50 mm "Hood" PVB equipments of the type installed with the third order optic at Port Stanley have long been obsolete. The provision of spare and re-conditioned parts is now becoming difficult and expensive. I have been discussing with Trinity House ways of bringing their commitment in this to an end and have agreed to stop ordering new and re-conditioned PVB spares from them in the reasonably near future. This means the equipment will have to be replaced, probably by an electric light source.
5. I have a similar problem to deal with at Sombrero Lighthouse in the West Indies and for various reasons it has been decided to deal with that station before Cape Pembroke. Financial provision for the work at Sombrero has been included for the years 1977/78 and 78/79 and the work at Port Stanley will be allocated funds to commence in 1979/80. Sombrero Lighthouse will not now order any further PVB spares and in fact holds stock sufficient to last them for more than 4 years. If

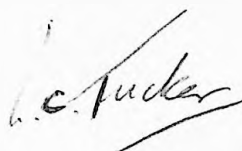
the programme outlined above can be met, some of these spares will become available for Port Stanley but I would like to make quite sure Port Stanley holds stock sufficient for say 3 years regardless of what might become available from Sombrero in 1979.

6. I shall be glad therefore if you will instruct the Principal Keeper to prepare a complete inventory of all PVB equipment and spares held including valves and oil and air tank items. It is important he should clearly distinguish between servicable items and those in need of repair. He should take account of items recently returned to UK for renovation. Please ask him also to give his best assessment of the number of each item likely to be required for 3 years service. He should use the standard nomenclature (H numbers etc) given on the Trinity House drawings for this exercise.

7. I come now to the proposals concerning communications, particularly the suggestion to install a UHF telephone link costing in excess of £4,000 with an annual rental charge of the order of £1,300. I regret to say these costs are far higher than we would look for in providing communications for a land station. Accepting that the telephone line may become increasingly unreliable, I would have thought a simple VHF R/T link from the lighthouse to a suitable office, with a regular call say twice daily, is all that is needed. This is the type of communication link provided at many lighthouses and has been proved adequate and reasonably reliable. From an operational point of view the main problem is to find a suitable home for the equipment remote from the lighthouse, where someone is available to make the scheduled call twice daily.

8. I should be glad to have your comments on the matters dealt with above and again apologise for the delay in replying to your letters.

Yours faithfully



P.P
L A TURNER
Lighthouse Engineer

Chief Secretary

Superintendent of Public Works

Cape Pembroke Lighthouse

I refer to your memorandum of 9th April, 1976.

2. The following are extracts from a letter from the Marine Department of the Department of Trade which looks after the Cape Pembroke lighthouse.

Generating Set

3. "The generating set was supplied late in 1969 and so is now about 7 years old. I would agree that for the type of duty involved (Startomatic) it might now be nearing the end of its economic life. I note the Superintendent considers the set inadequate for present-day power requirements but I am not at all clear as to what additional loads have been connected at the station since this type of set was first installed. I shall be glad therefore if you could let me have a break-down of the loads connected, leading to the recommendation for a 6 kW set."

Air Pump

4. "There should be a spare air pump on the station and if trouble is being experienced with the service pump, this should be exchanged for the spare. If the spare cannot be effectively repaired locally, it should be returned to UK for attention."

Future Plans

5. "You will realise that 50 mm "Hood" PVB equipments of the type installed with the third order optic at Port Stanley have long been obsolete. The provision of spare and re-conditioned parts is now becoming difficult and expensive. I have been discussing with Trinity House ways of bringing their commitment in this to an end and have agreed to stop ordering new and re-conditioned PVB spares from them in the reasonably near future. This means the equipment will have to be replaced, probably by an electric light source."

6. "I have a similar problem to deal with at Sombrero Lighthouse in the West Indies and for various reasons it has been decided to deal with that station before Cape Pembroke. Financial provision for the work at Sombrero has been included for the years 1977/78 and 78/79 and the work at Port Stanley will be allocated funds to commence in 1979/80. Sombrero Lighthouse will not now order any further PVB spares and in fact holds stock sufficient to last them for more than 4 years. If the programme outlined above can be met, some of these spares will become available for Port Stanley but I would like to make quite sure Port Stanley holds stock sufficient for say 3 years regardless of what might become available from Sombrero in 1979."

/6. "I shall be

8. "I shall be glad therefore if you will instruct the Principal Keeper to prepare a complete inventory of all PVB equipment and spares held including valves and oil and air tank items. It is important he should clearly distinguish between serviceable items and those in need of repair. He should take account of items recently returned to UK for renovation. Please ask him also to give his best assessment of the number of each item likely to be required for 3 years service. He should use the standard nomenclature (H numbers etc) given on the Trinity House drawings for this exercise."

8. In view of the future plans the Lighthouse Engineer does not propose to take action off the fitting of a compressor or electrically operated water pumps at the present time. However he does suggest, in para 4, means of overcoming the difficulties with air pumping.

9. The Principal Keeper has already been asked to deal with para 7 and would you kindly look into the question of the generating set and the air pumping arrangements and let me have material for a reply.


CHIEF SECRETARY

us

3rd May,

77.

L. A. Turner, Esq.,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunely House,
90 High Holborn,
LONDON WC1V 2LP.

Dear Sir,

I refer to your letter ⁽²⁶⁹⁾ MNA 37/01 of 1st April, 1977.

Letters are sometimes overlooked in this office too and your first paragraph evokes sympathetic understanding and ready acceptance I think!

I have referred the various matters for action to the Principal Keeper at Cape Pembroke and to the Superintendent of Works and would expect to revert on the subject in the not too distant future.

The question of communications is more difficult but I think your suggestion to use a VHF R/T link if the telephone landline becomes more unreliable and in the fact of mounting maintenance costs is the most promising. Indeed there are a number of possibilities of integrating such a link into schemes under consideration in connection with communications with the new airport which is situated some three or four miles from the Cape Pembroke lighthouse, and with a scheme to link various emergency services through a central VHF station. I do not think that this is an urgent matter but it is something which we will keep in mind in the light of possible developments in communications in the area. May I assume that you would be prepared to provide a suitable VHF transceiver if we were able to integrate communication with the lighthouse into one of the possible schemes mentioned above?

Yours faithfully,


CHIEF SECRETARY

us

272

MEMORANDUM

Refer 36

Date 4th May 1977

It is requested that this number and date should be quoted.

From Supt. Public Works



To Chief Secretary

270

Subject:- Yr. Min. SW/32/1. 29 April, refers
Cape Pembroke Lighthouse

It really answers itself, our joint report is not what it should be today but what it was a year ago, and what we believed in joint consultation with the keeper is what it ought to be, and as no financial provision is forthcoming then our recommendations are now obviously shelved until 1979 'at least'.

2. If there is a spare air pump at the station this will no doubt be sorted out with the Head Keeper.

3. The story goes that the two water pumps were removed, for what purpose we could only assume, as no one present was around so many years ago, but it was in the opinion of the Senior Electrician and Workshop Supervisor that if the replacements were implemented the existing 14 KW would be inadequate to Cope. Naturally if the Lighthouse Engineer has a different opinion then it must be respected.

A. W. Lyons

Superintendent of Public Works

DS

13th May 1977

Chief Secretary

Superintendent of Public Works

Cape Pembroke Lighthouse

I refer to my memorandum of 29th April 1977 on this subject and your reply of 4th May.

Would you kindly have a member of the staff of the Electrical Department have a look at the lighthouse generating plant, at some convenient time, and let me have a break-down of the loads presently connected. The lighthouse engineer at the Department of Trade has asked specifically for this information.


CHIEF SECRETARY

274



Department of Trade
Marine Division
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer back MARBOT London
Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1
Our reference MNA 37/1/01
Date 30 May 1977



Dear Sir

CAPE PEMBROKE LIGHTHOUSE

271

Thank you for your letter of 3 May 1977.

269

I note that the various matters for action in my letter of 1 April have been referred to the Superintendent of Works and the Principal Keeper and look forward to hearing further on these subjects in due course.

I am glad to hear my suggestion to use a VHF R/T link should the telephone land-line become more unreliable is considered the most promising and that there are possibilities of linking such a scheme into others presently being considered for the new airport. I can confirm that we would certainly be prepared to provide a suitable VHF transceiver for the lighthouse if such a possibility arose. I assume you will let me know as soon as anything develops in this field. Funds are not particularly plentiful at present and as much advance warning as possible would be appreciated.

Yours faithfully

L A Turner
Lighthouse Engineer

13.6.77.

Oil held on the station 1st July 1977

paraffin 2260 gals.

diesel 1495 gals.

methylated spirits 219 pints

lub oil 110 gals.

clock oil 11 pints

1 clock wire 3 spare clock weights for lens.
1 clock spring

Air tank items.

3 pump leathers

2 air pumps.

7 lead rings for air cistern.

1 L. Valve

1 G. "

1 H.S. "

2 H. "

2 filter bars and screws.

1 " cap. 1/2 gauges filter bar.

The following is a list of P.V.B. pieces
held on the station July 1st 1977

7. H2.

9. H3.

2. H4.

1 H5

3 H7

59. H8.

16. H9.

7. H10.

6. H11.

4 H12.

35. H14.

23. H15.

26. H16.

22. H17.

4. H18.

1 H19.

1 H21.

1. H22.

2. H23

2. H24

4. H25.

18. H26

47. H27

9. H28.

40. H29.

1. H30

1 H31

2. H32.

1. H33.

2. H34.

1. H35

2. H36

1. H37

2. H38.

3. H39.

37. H40.

43. H41.

47. H43

23 H42.

18. H44.

3 H45.

1 H46

1 H47.

2 H48.

1 H49.

1 H50

2 H52.

7 H53

9. H54.

2 H51.

2 H11.

2 H25

2 H28

2 H19

1 H2.

P.V.B. pieces and Air tank pieces in UK.

12 Valves. 2H. 5S. 14G. 1L.

2 E gauges.

1 clock

1 Air tank piece.

13th July,

77

L. A. Turner, Esq.,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London. WC1V 6LP

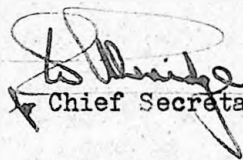
Dear Sir,

Further to my letter of 3rd May, 1977 I enclose herewith lists supplied in response to paragraph 6 of your letter MNA 37/1/01. I hope that they convey more to you than they do ~~to~~ me and meet your requirements. However if you do require further information please do not hesitate to let me know and I will do my best to obtain it for you.

Regarding the electrically driven air pumps ^I am advised by the Principal Keeper that they are stored at the Lighthouse but cannot be used because the present power supply is inadequate. I am pursuing the question of the present electrical loads on the generating set and as soon as I have the information from the Superintendent of Works I will revert.

The contents of your letter of 30th May have been noted and there are no developments to report on this matter.

Yours faithfully,


Chief Secretary

No.

CUS/31

MEMORANDUM

288

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

21st July 1977



From: Harbour Master

To: Chief Secretary

Stanley, Falkland Islands.

SUBJECT — Victualling Allowance Cape Pembroke Lighthouse

The Victualling Allowance payable to the Lighthouse Keepers while on duty at the Lighthouse was increased on the 1st January 1975 from 50p - 70p. Since this date the cost of living has increased by 22% and the Principal Keeper has requested that the allowance be reviewed.

I agree with the Principal Keeper and would like to recommend that approval be requested from DTI to increase the allowance from 70p - 85p per day with effect from the 1st July 1977.

Harbour Master.

1st August

77

Mr. D. C. Watts,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
LONDON, WC1V 6LP.

REPLY AT 280

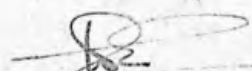
Dear Sir,

Victualling Allowance - Cape Pembroke Lighthouse

The Harbourmaster has requested a review of the victualling allowance paid to the keepers pointing out that the local cost of living has risen by 22% since the last review which increased the allowance to 70p per day with effect from 1st January 1975. He now seeks an increase in the allowance from 70p to 85p per day with effect from 1st July 1977.

With the continued rise in the cost of living this seems reasonable and I shall be grateful for your instructions in the matter.

Yours faithfully,


CHIEF SECRETARY

us

18th August

'77

L. A. Turner, Esq.,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
LONDON, WC1V 6LP.


Dear Sir,

Further to my letters of 15th July and 3rd May concerning the electricity generating set at Cape Pembroke Lighthouse I have now been able to discuss this with the Supervisor of the Power and Electrical Department.

The present generating set has an output of 1½ kilowatts which is barely adequate for basic lighting and domestic requirement and this led to the recommendation of the Superintendent of Public Works, conveyed in my letter of 30th April 1976, that this set be replaced by a 6 kilowatt generator powered by a suitable engine (12 h.p. was suggested).

If this were done presumably the air pumps which have been the subject of recent correspondence could then be replaced by electrically driven compressors. Similarly the provision of electrically driven water pumps to replace the present hand pumping could also be considered.

Yours faithfully,


CHIEF SECRETARY

us



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 369

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic



Your reference CUS/32/1

* Our reference MNA 37/2/02

Date 25 August 1977

Dear Sir

VICTUALLING ALLOWANCE - CAPE PEMBROKE LIGHTHOUSE

Thank you for your letter of 1st August 1977⁽³⁷⁸⁾ about the above matter. The request is considered reasonable and authority is given for the victualling allowance paid to the keepers at Cape Pembroke Lighthouse to be raised from 70p to 85p per day with effect from 1st July 1977. We take it that the keepers are satisfied with the present review arrangement.

Incidentally I have taken over responsibility for Imperial Lighthouse Service personnel matters and I should be grateful if you would kindly arrange for correspondence of this nature to be addressed to me.

Yours faithfully

E A Phillips

ca
P.K. informed for 14/9/77

Correspondence and your account to
this address quoting:-

Our reference: E 895

and MNA No: 37/1/04

DEPARTMENT OF TRADE

Marine Division Branch 3B

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

Date 9 February 1978

To: Trinity House Lighthouse Service
Engineer-in-Chief's Department
Trinity House
Tower Hill
London EC3N 4DH

OS2A
OS2B
~~OS2C~~
~~OS2D~~
~~OS2E~~
~~OS2F~~
~~OS2G~~

Please supply CAPE PEMBROKE LIGHTSTATION - FALKLAND ISLANDS

With P.V.B. Spares as attached list:-

F.O.B.



L.A. TURNER
LIGHTHOUSE ENGINEER

Despatch by Sea Freight Deliver to instructions of Tallack, Stott & Co. Ltd
Addressed to Cape Pembroke Lightstation 32/34 Borough High Street
c/o The Chief Secretary London SE1 1XU
The Secretariat Tele: 403 0802
Stanley
Falkland Islands
SOUTH ATLANTIC

P.V.B. SPARES REQUIRED

<u>REF NO:</u>	<u>DESCRIPTION</u>	<u>QUANTITY REQUIRED</u>
H2	Oil pipe to vapouriser	2 no:
H4	Micrometer valve	2 no:
H8	Autoform mantle	250 no:
H11	Mantle carrier with thumbscrew	2 no:
H12	Head casing	7 no:
H14	Nickel steel wire gauze	75 no:
H15	Perforated coned baskets	75 no:
H16	Deflecting cone with plate and screw	20 no:
H18	Sleeve keep for coned basket	10 no:
H19	Neck	10 no:
H20	Intake tube	8 no:
H21	Base of head	8 no:
H22	Retort cover	1 no:
H25	Vapouriser	6 no:
H27	Nipple	30 no:
H28	Bunsen tube	6 no:
H39	Glass spirit measure	1 no:
H40	Pricker	50 no:
H41	Scraper for vapouriser - long arm	50 no:
H42	Scraper for vapouriser - short arm	50 no:
H43	Wire brush for vapouriser - long arm	50 no:
H44	Wire brush for vapouriser - short arm	50 no:
H45	Twist drill for long arm of vapouriser	1 no:
H46	Twist drill for gasways in base of head	3 no:
H53	Broach drill for holes in bunsen tubes	5 no:
H54	Broach drills for holes in bunsen tubes - small	5 no:
-	Valves 'H'	3 no:
-	Valves 'G'	4 no:
-	Valves 'L'	4 no:
-	Lead joints for oil container - large	4 no:
-	Lead joints for oil container - small	4 no:
-	Wire rope for clock	1 no:
-	Wax tapers	8 boxes
-	Shellac	4 lb

Marine 3B
Room 5/8
Department of Trade
9 February 1978

REFERENCE NUMBER	DESCRIPTION	NO AT LIGHT HOUSE	REFERENCE NUMBER	DESCRIPTION	NO AT LIGHT HOUSE
	BURNER			TOOLS	
H 1	BURNER COMPLETE ...				
H 2	OIL PIPE TO VAPOURISER ...				
H 3	BRANCH PIPE CONNECTING TWO MICROMETER VALVES ...				
H 4	MICROMETER VALVE (TRINITY HOUSE PATTERN) ...		H 30	SPANNER FOR OIL PIPE UNION (DOUBLE ENDED VAPOURISER END (BRANCH PIPE END) AND	
H 5	GUNMETAL CAP FOR DITTO ...		H 31	DITTO DITTO BRANCH PIPE	
H 6	MICROMETER VALVE (CHANCE PATTERN) ...		H 32	SPANNER FOR SQUARE ON OIL PIPE	
H 7	HEATING LAMP ...		H 33	SPANNER FOR VAPOURISER LOCK NUT	
H 8	AUTOFORM MANTLE ...		H 34	NIPPLE SPANNER	
H 9	MANTLE SUSPENDER ...		H 35	ADJUSTABLE SPANNER	
H 10	THUMB SCREW FOR FIXING DITTO		H 36	PARALLEL PLIERS	
H 11	MANTLE CARRIER WITH THUMB SCREW		H 37	SCISSORS	
H 12	HEAD CASING		H 38	SCREWDRIVER	
H 13	NICKEL STEEL WIRE GAUZE (100MM. BURNER)		H 39	GLASS SPIRIT MEASURE	
H 14	DITTO DITTO		H 40	PRICKER	
H 15	PERFORATED CONED BASKET		H 41	SCRAPER FOR CLEANING VAPOURISER (LONG ARM)	
H 16	DEFLECTING CONE WITH PLATE AND SCREW		H 42	DITTO DITTO (SHORT ARM)	
H 17	SCREW FOR DITTO		H 43	WIRE BRUSH DITTO (LONG ARM)	
H 18	SLEEVE KEEP FOR CONED BASKET		H 44	DITTO DITTO (SHORT ARM)	
H 19	NECK		H 45	TWIST DRILL FOR CLEARING RECESS IN LONG ARM OF VAPOURISER	
H 20	INTAKE TUBE		H 46	TWIST DRILL FOR CLEARING GASWAYS IN BASE OF HEAD	
H 21	BASE OF HEAD		H 47	TAP AND WRENCH FOR CLEARING NIPPLE THREAD IN VAPOURISER	
H 22	RETORT COVER		H 48	COPPER SPIRIT CAN	
H 23	RETORT CASING		H 49	SAUCEPAN	
H 24	CRUTCH		H 50	COPPER WASTE POT	
H 25	VAPOURISER		H 51	DARK SPECTACLES AND CASE	
H 26	LOCK NUT FOR DITTO		H 52	TIN TRAY FOR TOOLS IN LENS	
H 27	NIPPLE		H 53	BROACH DRILLS FOR CLEANING HOLES IN BUNSEN TUBES	
H 28	BUNSEN TUBE		H 54	" " " " SMALL " " " "	
H 29	SCREW FOR FIXING DITTO				

INSTRUCTIONS FOR USE.

At least Two Burners are to be in use one on each Alternate Night.

WORKING PRESSURE 60-LBS. PER SQUARE INCH.

Assembling the Burner

Screw the Nipple tightly into the Vapouriser. Place the Vapouriser in the Crutch and screw on the Lock Nut with the fingers only. Place the Retort Casing on the Crutch. Fix the Bunsen Tubes into the sockets inside the Retort Cover and place it on the Retort Casing. Insert the Gauze, Coned Basket fitted with Deflecting Cone, Plate and Screw and Sleeve Keep into the Head Casing. Screw the Head Casing with its contents into the Neck and screw the Neck into the base of the Head. Insert the Head complete into the sockets of the Retort Cover. All screw connections except Nipple and Oil Pipe Joints are to be left loose and not screwed home. Tie the bottom of a Mantle tightly round the top of the Mantle Carrier, with the cord lying in the groove and the bottom of the Mantle evenly puckered all round. Cut off the superfluous cords and loop the top of the Mantle to the Suspender.

Lighting and Extinguishing the Burner.

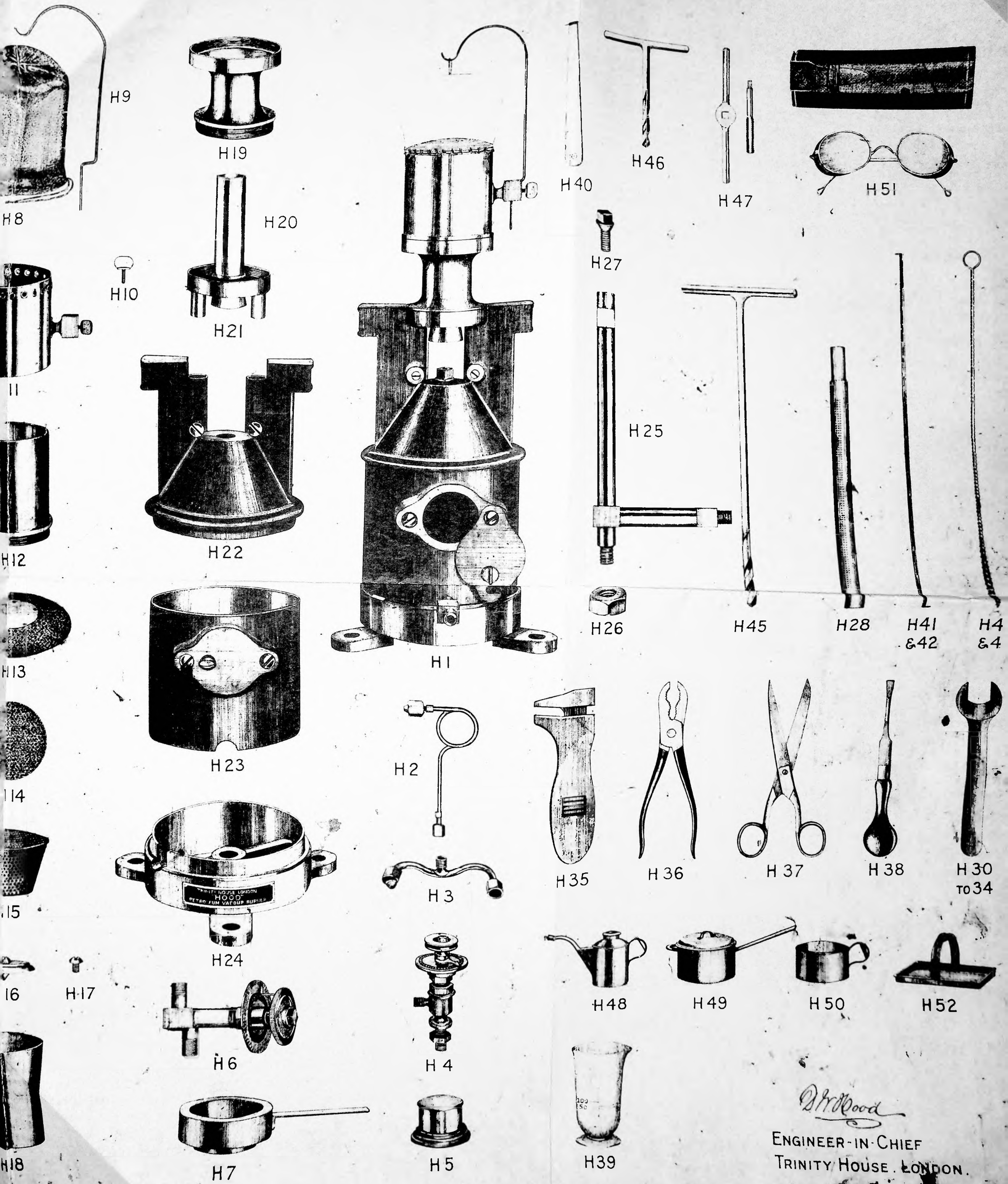
Connect the Oil Pipe tightly to the Vapouriser. Pour the necessary amount of methylated spirit from the graduated Glass Spirit Measure into the Heating Lamp and place it on the Lamp Tray under the Burner. Light the spirit and close the inspection door of the Retort Casing. Allow 9 to 12 minutes for the preliminary heating of the Vapouriser, then open the Micrometer Valve half a turn and light the gas issuing from the top of the Burner. Gradually open the Micrometer Valve until the Burner is at full power. Remove the Spirit Lamp when the spirit has burnt out, open the inspection door and note that the Bunsen Tubes are properly alight. Place the Mantle Carrier on the Burner Head with the pair of pliers, bringing it down slowly and centrally. Each new Mantle must be properly draped so that there is a clear gas passage to the top, when it will burn and assume its proper shape. When the Burner is cold the Mantle Suspender is to be removed from the Mantle Carrier. Before pricking the Burner ease back the Micrometer Valve and have a lighted taper ready to relight the Bunsen Tubes which, during pricking, are extinguished. Care is to be taken not to bring the lighted taper near the gas issuing from the Nipple. After pricking reopen the Micrometer Valve. To extinguish the Burner close the Micrometer Valve and disconnect the Oil Pipe from the Vapouriser.

Cleaning the Burner.

Disconnect all parts of the Burner. All wet oil is to be dried out of the Vapouriser used the previous night by placing it at night on the Lamp Tray beneath the Burner, where it is to remain for 3 hours, after which it is to be cleaned out with Scrapers. Clear the recess at the bottom of the long arm with the Twist Drill and brush out the carbon deposits. Clean and prick the Nipple. Boil in a solution of 3 ounces of potash to 1 quart of water in the Saucepan provided for the purpose all parts of the Burner Head except the Gauze. Rinse in clean water and rub off all tarry deposit. Brush the Gauze. Polish all external brass parts bright except the Head Casing which is to be polished dark. Blacklead the Retort externally. Clean the outside of the Bunsen Tubes and brush them internally. No emery paper or scrapers are to be used for cleaning any part of the Burner Head. The gasways in the base of the Burner Head are to be cleared occasionally with the Twist Drill. The Mantle Carrier is to be cleaned before each new Mantle is tied on it.

M VAPOUR BURNER

DWG No



W. Wood
ENGINEER-IN-CHIEF
TRINITY HOUSE, LONDON.
JUN 21 1921.



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley, Falkland Islands
South Atlantic

Your reference

Our reference MNA 37/1/01
MNA 21/6/023

Date 8 February 1978



Dear Sir

CAPE PEMBROKE LIGHTHOUSE

1. I refer to the request in paragraph 6 of my letter of 1 April 1977, for a complete inventory of all PVB spares held on the station. I have received relevant information in a number of letters and now wish to make quite sure the spares holding of these components at Cape Pembroke is sufficient to last for at least four years i.e. at least until the end of 1981. I have heard recently from Trinity House reminding me that they now wish to stop the supply of these spares as soon as possible and I would like to settle this matter so far as Cape Pembroke is concerned within the next 10 weeks or so.

2. I enclose herewith copies of a stock form I use at other lighthouses which I hope will be of help in this exercise. You will see that down the left-hand side is listed all the items required for maintenance of the PVB equipment with the "H" reference numbers and this list is followed by a further list of items under "M" reference numbers which covers spares associated with the oil and air tanks, valves etc. You will see the form has been designed to assist keeping a running check on the stores situation, the first column being completed following an initial stock taking at a particular date, the second being the number used during a fixed period (6 months is suggested), the third being the difference of columns 1 and 2 and so on. I suggest that now we are coming towards the end of the life of the PVB equipment, this form should be kept at Cape Pembroke, and the Principal Keeper should make a note of all spares used in his station diary and abstract the six monthly totals onto the form. I would also like to receive these six monthly totals so that a duplicate form can be kept up to date in London.

3. The form was drawn up specifically for Sombrero Lighthouse but it should be relevant also for Cape Pembroke. I do, however, work under the disadvantage of never having seen the actual equipment at Cape Pembroke and it may be that some items particularly under the "M" list, should be added or amended. There is one item in particular which puzzles me. This is the reference in your letters to "S" valves. I can find no reference to these on my standard drawings and would like you to identify them. I enclose herewith two copies each of drawings M7/5 and M7/8 showing this equipment and would be glad if the Principal Keeper could mark up one of the copies to show any differences concerning the equipment at Cape Pembroke and return to me, together with a note of any additional or amended items he would like added to the stock list.

4. You will see I have inserted figures into the first three columns of one copy of the form. The first column is my understanding of the number already held on station. Some of these will have changed slightly since the figures were reported. The second column shows numbers of items I have recently ordered from Trinity Ho


SLD he
J.

and I have based the numbers ordered on my experience elsewhere and on the Principal Keeper's latest requisition. The third column is the sum of the first two and for this initial exercise is to be sufficient for the four years required. Where all three columns are filled in without a note, I am satisfied as to the total quantity held but the Principal Keeper is invited to comment if he so wishes, particularly if he feels the total quantity is unlikely to be sufficient for four years based on his local experience. Where the first three columns are not completed, I have insufficient information and I would like the Principal Keeper to put forward the necessary figures.

5. I hope we will then be in a position to agree a number in stock for each item at a specific date, agree the final order on Trinity House for spares will give a reasonable total for the next four years and commence the use of form CP/PVB with six monthly reporting of usage as described above.

6. I would appreciate your reply as soon as possible and enclose a copy of this letter in case you wish to hand one to the Principal Keeper. Please let me know if there are any other problems associated with this aspect of spares provisioning.

Yours faithfully



L A TURNER
Lighthouse Engineer



Department of Trade

Marine Division Branch 3B

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

284

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
SOUTH ATLANTIC

Your reference *cus/1*

Our reference MNA 27/6/023

Date *14* April 1978



Dear Sir

CAPE PEMBROKE LIGHTSTATION

I refer to my letter to you dated 8 February 1978, concerning the provision of FVB spares to cover a four year period for the above lightstation. Trinity House have again reminded me that they wish to discontinue the manufacture and supply of these items as soon as possible, and bearing this in mind I shall be grateful if you can now furnish me with the information requested in my letter.

*Crossed with
Folio 283: pa*

Yours faithfully

L.A. Turner
Lighthouse Engineer

28/iv

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Department of Trade
Marine Division
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer back MARBOT London
Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403



The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference
Our reference MNA 37/1/014 MNA 21/6/023
Date 26 April 1978

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

283

I refer to the Harbour Master's letter of 12 April 1978 which crossed in the post with mine of 14 April 1978. I am pleased to note the PVB stock forms will be completed and forwarded to me every six months.

2 I must confess to finding your letter and the Principal Keeper's requisition very confusing and it appears that paragraph 4 of my letter of 8 February 1978 has been disregarded. You will recollect that one copy of forms CP/PVB sent to you with my letter had figures inserted in the first three columns. The first column shows my understanding of the number of items presently held on the station. The second shows the numbers of items ordered sometime ago from Trinity House but not yet delivered. The third column shows the total you should have on station after this order has been delivered. The totals shown in the third column are considered to be a generous allocation for the period of time under consideration. The Principal Keeper was invited to comment on the adequacy of these figures (ie those in the third column).

3 I also pointed out in my previous letter that some columns had not been completed because I had insufficient information. The Principal Keeper was requested to supply these figures. The items concerned are under reference numbers M1 to M4, M8, M10 to M13, M15 to M18, M21 and 22, all inclusive.

4 The Principal Keepers report of 31 March 1977 (presumably 1978) requests four each of MD, MG and ML. Am I correct in assuming this refers to M8, Valves "D"; M7, Valves "G"; and M9, Valves "L"? If so, the first item (M8) is straightforward as you will see this was one item on which I had insufficient information to complete the form or to place an order. I do not know how many Valves "D" would be held on station after four have been ordered and delivered but presume that it would be sufficient for at least four years.

5 Looking now at the request for 4 each of M7 and M9 (Valves "G" and "L") you will see on the forms that I have already ordered four each of these which should bring the totals held on station up to nine and six respectively. Is the Principal Keeper now saying these totals should be further increased to thirteen and ten?

6 The Principal Keeper's report also requests seven other items. The situation regarding these is listed below:-

Ref	Already held in stock	Already ordered from T.H.	Total held after Order is delivered	Now requested by P.K.
H8	59	250	309	100 ✓
H15	23	75	98	40 ✓
H14	14	75	89	40 ✓
H40	37	50	87	36
H12	4	7	11	3 ✓
H4	2	2	4	1 ✓
H16	26	20	46	24 ✓


As in paragraph 5 above, I would like confirmation that the Principal Keeper is saying he requires, for example, a total of 409 autoform mantles (H8) to last him for at least the next four years.

7 I will not take any action on the Principal Keeper's latest requisition until I hear further from you resolving the various points made above. However I must press you for a speedy response if this matter is not to cause difficulties with Trinity House.

8 I come now to the final paragraph of your letter of 15 April 1978. I note the reference to "S" Valves is an error and should have been Valves "K", "J", "D" and "C". Since you originally requested 4 "S" Valves, I first assumed that this should have been 1 each of Valves "K", "J", "D" and "C" but you then go on to say the equipment at Cape Pembroke is the same as that shown on drawing M7/5 except that Valve "K" is not fitted. If the information called for in paragraphs 3, 4 and 5 above can be provided, this will go a long way towards resolving the confusion but I suggest particular attention is given to the requirement for Valves and other "M" items for which I have no information as to the stock holding.

9 I enclose an additional copy of this letter for the Principal Keeper and look forward to hearing from you at your earliest convenience.

Yours faithfully



L A TURNER
Lighthouse Engineer

22nd June

78

Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1V 6LP.

Dear Sir,

CAPE PEMBROKE LIGHTHOUSE

285

Thank you for your letter MNA/37/104 MNA 21/6/023 of 26th April, 1978.

I regret my letter of the 12th April caused you some confusion and hope the following information will clarify the position.

Your paragraph 2. The PVB spares stock list has now been completed and the Principal Keeper has supplied the necessary quantities of items he feels will be adequate for the 4 year period.

Your paragraph 3. These columns have now been completed.


Your paragraph 4. Confirmed.

Your paragraph 5. M7 and M9. The Principal Keeper states 9 M7 will be adequate but requires 2 of M9 (Valves L) This will make a total of 8.

Your paragraph 6. It is confirmed that 409 mantles H8 are required.

The delay in forwarding the information is very much regretted.

Yours faithfully,


Harbour Master
for Chief Secretary.

Cane Pembroke LIGHTHOUSE

PVE SPARES STOCK LIST

REF NO:	DESCRIPTION	Number in Stock	Number used to ORDER	Number in Stock TOTAL	Number used to ORDER	Number in Stock	Number used to	Number in Stock 31/12/78	Number used to	Number in Stock 30/6/79	Number used to	Number in Stock	Number used to
H1	Burner complete	2	0	2	-	2		2		2			
H2	Oil pipe to vapouriser	8	2	10	-	10		10	1	9			
H3	Branch pipe connecting micrometer valves	9	0	9	-	9		9		9			
H4	Micrometer valve	2	2	4	1	5		5		5			
H5	Gunmetal cap for micrometer valve	1	0	1	-	1		1		1			
H7	Heating lamp	3	0	3	-	3		3		3			
H8	Autoform mantle	59	250	309	100	409		389 309	25	359			
H9	Mantle Suspender	16	0	16	-	16		16		16			
H10	Thumb screw for fixing ditto	7	0	7		7		7		7			
H11	Mantle carrier with thumb screw	8	2	10		10		10		10			
H12	Head casing	4	7	11	3	14		13		13			
H14	Nickel steel wire gauge	14	75	89	40	129		122	17	105			
H15	Perforated coned basket	23	75	98	40	138		131	17	114			

Ref NO:	DESCRIPTION	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
		in Stock	used to ORDER	in Stock TOTAL	used to ORDER	in Stock TOTAL	used to	in Stock TOTAL	used to	in Stock 30/6/79	used to	in Stock
H16	Deflecting cone with plate and screw	26	20	46	24	70	7	63	11	52		
H17	Screw for ditto	22	0	22		22		22		22		
H18	Sleeve keep for coned basket	4	10	14		14		14		14		
H19	Neck	3	10	13		13		13		13		
H20	Intake tube	0	8	8		8		8		8		
H21	Base of head	1	8	9		9		9		9		
H22	Retort cover	1	1	2		2		2		2		
H23	Retort casing	2	0	2		2		2		2		
H24	Crutch	2	0	2		2		2		2		
H25	Vapouriser	6	6	12		12	1	11		11		
H26	Lock nut for ditto	18	0	18		18		18		18		
H27	Nipple	47	30	77		77	10	67		60		
H28	Bunsen tube	12	6	18		18		18		16		
H29	Screw for fixing ditto	40	0	40		40		40		40		

REF NO:	DESCRIPTION	Number in Stock	Number used to	Number in Stock	Number used to	Number in Stock	Number used to	Number in Stock	Number used to	Number in Stock	Number used to	Number in Stock	Number used to
			OLDER	TOTAL	ORDER			DEC 31st 1978		3/6/79			
H30	Spanner for oil pipe union		}										
H31	Ditto ditto												
H32	Ditto for square on oil pipe												
H33	Ditto for vapouriser		}	OBTAIN LOCALLY									
H34	Ditto for nipple												
H35	Ditto adjustable			AS REQUIRED									
H36	Parallel pliers												
H37	Scissors												
H38	Screwdriver												
H39	Glass spirit measure	3	1	4		4		4	-	4			
H40	Pricker	37	50	87	36	123	10	113	19	94			
H41	Scraper for vapouriser - long arm	43	50	93		93	7	86	8	78			
H42	Ditto - short arm	23	50	73		73	4	69	8	61			
H43	Wire brush for vapouriser- long arm	47	50	97		97	7	90	8	82			
H44	Ditto - short arm	18	15	68		68	4	64	8	56			
H45	Twist drill for long arm of Vapouriser	3	1	4		4		4		4			
H46	Ditto for gasways in base of head	1	3	4		4		4		4			

Correspondence and your account to
the address quoting -

Reference: MNA 21/6/023
and Order No: E 952

DEPARTMENT OF TRADE
Marine Division Branch 3B
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer Back MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext 403

Date 10 August 1978

To: Trinity House Lighthouse Service
Engineer-in-Chief's Department
Trinity House
Tower Hill
London EC3N 4DH

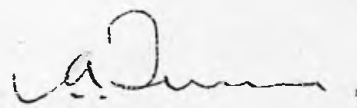
OS2A
GS2B
GS2C
GS2D
GS2E
GS2F
GS2G
GS2H

Please supply CAPE PEMBROKE LIGHTSTATION- FALKLAND ISLANDS

With the following P.V.B. Spares:-

- 100 No: H8 Autoform Mantles.
- 20 No: H14 Nickel steel wire gauze.
- 20 No: H15 Perforated coned basket.
- 12 No: H16 Deflecting cone with plate ^{and} screw.
- 36 No: H40 Fricker.

F.C.B.


L.A. TURNER
LIGHTHOUSE ENGINEER

Despatch by ... Sea Freight	Deliver to Instructions of	Tallack Stott & Co Ltd
Addressed to ..Cape Pembroke Lightstation	Town Hall Chambers
c/o The Chief Secretary	32/34 Borough High Street
The Secretariat	London SE1 1XU
Stanley	Tele: 01-403-0802
FALKLAND ISLANDS		

143
283



Department of Trade

MARINE DIVISION

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

The Chief Secretary
The Secretariat
Stanley, Falkland Islands
South Atlantic

Your reference

Our reference MNA 21/6/023

Date 10 August 1978



Dear Sir

CAPE PEMBROKE LIGHTHOUSE
PVB SPARES

286

I refer to the Harbour Master's letter of 22 June 1978 on this subject, which enclosed completed Forms CP/PVB as requested. I have abstracted the items from these forms for which the Principal Keeper requires further supplies and my comments follow. There are 12 items in all which are each dealt with below.

2. You will know from my previous letters that a similar exercise has been carried out at the Sombrero lighthouse and I anticipate dispensing with the PVB equipment there within the next two years. It is almost certain that additional spares will become available from this source and so I propose to fill the request for the following items from Sombrero in due course (with the exception noted below).

- M4, Micrometer Valve, 1 off.
- M12, Head Casing, 3 off.
- M14, Nickel Steel Wire Gauze, 40 off.
- M15, Perforated Coned Basket, 40 off.
- M16, Deflecting Cone with Plate and Screw, 24 off.
- M6, Valves "H", 3 off.
- M9, Valves "L", 2 off.
- M16, Intake Valve for Pump, 1 off.
- M17, Outlet Valve for Pump, 1 off.
- M19, Lead Joints for Oil Container Small, 3 off.

In the case of items M14, M15 and M16, I do not anticipate being able to make the full number required (40, 40 and 24 respectively) available from Sombrero and so will order half quantities now from Trinity House to be on the safe side.

3. This then leaves the following items to be ordered from Trinity House.

H8, Autoform Mantles, 100 off.

H14, Nickel Steel Wire Gauze, 20 off.

H15, Perforated Coned Basket, 20 off.

H16, Deflecting Cone with Plate and Screw, 12 off.

H40, Pricker, 36 off.

These are in addition to the items already ordered on my Order E895 (some of which have already been dispatched) and my Order E 952 covers this.

4. The arrangement outlined in paragraph 2 above should present no difficulty but does emphasise the need to keep a close running check of the spares situation as set out on form CP/PVB. I am glad to note therefore that you will be keeping these forms up-to-date and look forward to receiving my copy regularly in due course.

5. Please let me know if you have any further comments. I hope the air parcel consignment of mantles arrived safely.

Yours faithfully



L A TURNER
Lighthouse Engineer

Reply at (283)

Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1V 6LP.

5th September

78

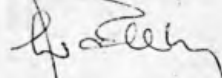
Dear Sir,

287 Please refer to your letter ~~EMA~~ 21/6/023 of 10th August regarding Cape Pembroke Lighthouse.

It is appreciated that a close running check of the spares situation should be kept and a copy of Form CP/PVE will be forwarded to you at the end of December.

I confirm that the air parcel of mantles arrived safely.

Yours faithfully,



Harbour Master
for Chief Secretary



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

CUS/

269

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
SOUTH ATLANTIC

Your reference



Our reference MNA 21/6/023

Date 18 October 1978

Dear Sir

OUR ORDER E895 - FVB SPARES FOR CAPE PEMBROKE LIGHTSTATION

A consignment of FVB spares was shipped to you aboard the 'Annette Danielsen' which sailed from this country on 19 August 1978 and was due in Port Stanley on 18 September 1978.

I shall be grateful if you will confirm whether or not this consignment has been received.

ORDER E938 - GENERAL STORES FOR CAPE PEMBROKE

The items on this order should be shipped to you early in December.

Yours faithfully

Recpt. Ackd at (143) CUS/32/3.

P. J. Gaule

P.J. Gaule



14th November 1978

Mechanical Superintendent

Customs & Harbour Master

c.c. Chief Secretary

Electrical Supply - Cape Pembroke Lighthouse.

On 10th November 1978 it was necessary for a visit to be made to Cape Pembroke Lighthouse to investigate the cause of a breakdown in the electrical supply.

The opportunity was taken by the Mechanical Superintendent to accompany the Mechanical Supervisor and examine the present system. The following is a report on this examination together with recommendations for improvement for your consideration.

1. PRESENT SYSTEM

- a) Power is supplied by a 1.25 KVA generator driven by a 2.5hp Petters single cylinder engine.
- b) The generator is working satisfactorily.
- c) The diesel engine, obviously a reconditioned unit with its cylinder bored 0.020" oversize and its crankshaft reground 0.030" undersize was, (according to information from the keeper), installed some nine or more years ago. It has of late become more and more unreliable and has required more frequent attention.
- d) The equipment is presently being used to provide power for
 - i. One x 1hp deep freeze unit
 - ii. Five x 60w light bulbs.
- e) There were supplied to the light house some time ago two electric pumps to be used for lifting fresh water from two underground storage tanks but these were never installed because the generator is unable to cope with their power demand i.e. $2(2.95a \times 230v) = 1.357KVA.$
- f) There are no other electrical appliances in the lighthouse.

2. PROPOSED ACTION

On receipt of spares presently requested it is intended to strip, examine, repair and rebuild the engine in an attempt to increase its reliability.

It is stressed that while some improvement is expected in the engine's performance after rebuild this is seen only as a "stop gap" measure since it is not considered economical (or in view of the recommendations at below necessary) to completely recondition the engine.

3. CONSIDERATIONS

Power is presently required for

1. 1 x 1hp deep freeze unit	0.746 KVA
2. 5 x 60w light bulbs	0.300 KVA
3. 2 x Electric pumps (see para e) 'Present System')	1.357 KVA
Total	<u>2.403 KVA</u>

4. RECOMMENDATIONS

- a) The present generating plant should be replaced with new equipment capable of providing sufficient power for the total demand shown above (2.403 KVA) plus an excess to allow for the occasional use of other electrical appliances e.g. A washing machine for the keepers and/or power tools by maintenance men effecting repairs to lighthouse equipment.

A generating capacity of 5 to 6 KVA is recommended.

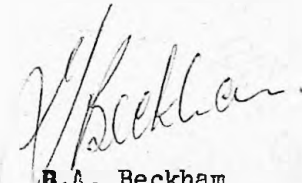
4. RECOMMENDATIONS (cont)

- b) The present single cylinder Petters engine should be replaced with a power unit capable of driving the recommended 5 - 6 KVA generator.

If possible the engine selected should be of LISTER manufacture since this is the make of engine most commonly used in the Falkland Islands and therefore spares would be more readily available.

It is not known whether or not LISTER'S can provide an "off the shelf" unit to meet the requirements in which a power unit is matched to a generator but this could be ascertained.

- c) Provision of the recommended equipment would serve to improve both reliability and conditions in general for the lighthouse keepers. at Cape Pembroke.



B.A. Beckham
for Director Public Works.

MEMORANDUM

292

Reference

It is requested that this number and date should be quoted.

Date16th November 1978.....



From Harbour Master

To Chief Secretary

Subject:- Electrical Supply - Cape Pembroke Lighthouse

291

I should be grateful if the enclosed report from the Mechanical Superintendent, P.W.D. be forwarded to the Department of Trade, London.

Harbour Master

17th November 78

Mr. L. A. Turner,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
LONDON, WC1V 6LP.

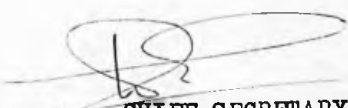
Dear Sir,

CAPE PEMBROKE LIGHTHOUSE - ELECTRICITY SUPPLY

I have received the attached unsolicited report⁽¹⁹¹⁾ from the recently appointed Mechanical Superintendent in the Public Works Department on his examination of the electricity supply system at Cape Pembroke as well as his recommendations for its improvement.

My letter⁽²⁸⁹⁾ of 18th August 1977⁽²¹⁹⁾ in response to yours of 1st April 1977 (Ref. MNA 37/1/01) also referred to this subject. I do not think I can usefully add anything to the Superintendent's comprehensive report and positive recommendations.

Yours faithfully,


CHIEF SECRETARY

us

294

9th January

79

Department of Trade & Industry,
Marine Division,
Sunley House,
90, High Holborn,
London, W.C. IV 6LP.

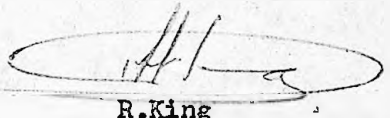
Dear Sir,

285

Please refer to your letter of the 26th April 1978. REF MNA 37/1/04
MNA 21/6/023, paragraph 1.

Enclosed is the FVB Spares Stock List updated to the 31st December 1978
as requested by you.

Yours faithfully,



R. King
For Chief Secretary.

Enc.

295

SB



Department of Trade

MARINE DIVISION

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Island
South Atlantic

Your reference CUS/32/1

Our reference MNA 37/1/01

Date 31 January 1979



293

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

1 Thank you for your letter of 17 November, enclosing a report on the electrical installation at Cape Pembroke Lighthouse. I apologise for the delay in replying.

2 I agree with the recommendations of the report that the present generating set be replaced, and a new set will be supplied. However, before a suitable machine can be selected there are several points I would like to make and on which the Mechanical Superintendent's comments are invited.

3 The first point concerns the total load. While the various items of equipment requiring electric power which the report lists are not disputed the total power requirement deduced from the individual loads seems rather excessive. The loads as we see them are as follows.

(a) 5 x 60 watt lamps. A total of 300 watts during the hours of darkness only and possibly not all used at once.

(b) 1 x 746 watt deep freeze. Intermittent load, on as called for by internal thermostat.

(c) 2 water pumps, 680 watts each. Occasional load, during daylight hours, perhaps once weekly, used one at a time.

(d) Washing machine: Possibly 3.0 kw. Occasional load, only taking the maximum current during the heating cycle, then consuming some 200 wats. Total usage probably a few hours per week.

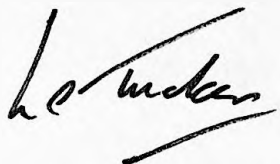
(e) Power tools. Occasional load unlikely to exceed 1 kw.

4 The sum total of these loads amounts to nearly 6.5 KW, but I think it is clear from the notes given against the loads above that there is no load which can be termed constant, unless the lamps are on continuously, and while it is certainly possible that all equipments could be on load together if not controlled to some extent, even this would happen very infrequently and arrangements could quite easily be made for the larger loads to be staggered to avoid it happening. This being so a 3.5 KW supply would be perfectly adequate for all demands, provided that the water pumps and hand tools are not used while the washing machine is in use.

5 I have in mind a Lister 3.5 KW Start-o-matic set, powered by an ST1 diesel. This would cope with demands as described above, but even so will be running very lightly loaded for much of its life and will benefit from being loaded to 3.0 KW for a couple of hours a week. This generator set will of course require a concrete foundation in a ventilated engine room and it is assumed that no difficulties will arise in providing these facilities if drawings are supplied giving the manufacturer's recommendations.

6 Would you please obtain the Mechanical Superintendent's comments on the points I have made. If he is in agreement with my proposals a generator set can be obtained fairly quickly (according to Lister) and I would therefore appreciate an early reply.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'L.C. Tucker', with a horizontal line underneath.

L.C. Tucker
Assistant Lighthouse Engineer

MEMORANDUM

Your Ref:- CUB/32/1 dated

14th Feb. 1979

Date 19 February 1979.....

290



20/11

Refer.....

It is requested that this number and date should be quoted.

From Mechanical Superintendent To Chief Secretary

Subject:- Electricity Supply - Cape Pembroke.

1. Having read the letter from the Department of Trade MNA 37/1/01 (295) dated 31 January 1979 I can find no argument with the engineers comments on my original report.
2. The provision of the 3.5 kw generating set proposed by the engineer will give Cape Pembroke almost 3 times its present generating capacity and, with planned and controlled use, will allow the full use of all the electrical equipment presently at the lighthouse plus the occasional use of a washing machine and power tools as explained in para 3 of the Department of Trade's letter.
3. As suggested in para 5 of the letter drawings will be required to enable the concrete base to be planned and prepared.

G.A. Beckham

G.A. Beckham.
Superintendent Mechanical.

MNA 37/1/01

22nd February

79

Mr. L. A. Tucker,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
LONDON, WC1V 6LP.

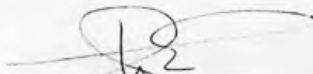
Dear Sir,

Cape Pembroke Lighthouse - Electricity Supply

Thank you for your letter ⁽²⁹⁵⁾ of 31st January 1979.

Our Mechanical Superintendent has seen your letter and agrees entirely with the points you make and if you let us have the drawings referred to in paragraph 5 of your letter we can go ahead with the preparations for the installation of the engine and generator.

Yours faithfully,


CHIEF SECRETARY



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

5.4.79
The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic



Your reference

Our reference

MNA 37/1/01
MNA 21/6/023

Date

20 March 1979

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

I enclose some notes on mercury in connection with its use in lanterns which I hope are self explanatory. Would you please arrange that they are passed on to those concerned.

I also enclose a pack of disposable plastic gloves for use by personnel when carrying out mercury transfers.

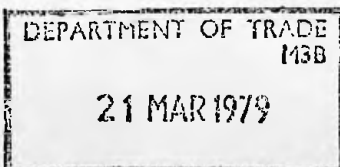
If there are any queries on the notes please don't hesitate to let me know.

Yours faithfully

L C Tucker
Assistant Lighthouse Engineer

MERCURY

- 1 The subject of mercury and the hazards associated with its use has been reviewed recently. While no formal procedure for handling mercury has been developed, there are several points to be remembered when working with it and these are listed at para 2 below. But before considering these points in detail there are two most important statements concerning the use of mercury in lantern optics which should be emphasised. These are:-
 - 1.1. It is generally agreed that provided reasonable care is exercised, bearing in mind the points enumerated below, cleaning of the mercury from a mercury float optic does not present an unacceptable handling hazard.
 - 1.2. Tests carried out by the Laboratory of the Government Chemist have shown that under normal operating conditions the extent of natural airborne mercury contamination in a lantern room containing a mercury float optic is negligible.
2. The essential points to be remembered when mercury is being transferred to or from the trough are as follows:-
 - 2.1. Mercury is poisonous if ingested. This is an unlikely occurrence in our field of operation but is a possibility in laboratories and workshops where pipettes and syphons are used.
 - 2.2. Mercury should not be left standing in uncovered containers. Buckets in use as temporary mercury containers during trough-cleaning operations should be securely covered with plastics sheet which should be firmly tied in place. Long term storage of mercury must ALWAYS be in properly sealed containers.
 - 2.3. Maximum ventilation should be ensured throughout the period when mercury is being transferred or temporarily contained in buckets.
 - 2.4. Contact with mercury should be avoided.
 - 2.5. Hands and exposed areas of skin should be thoroughly washed after working with mercury before taking food or smoking. A bath or shower should be taken when work is completed.
 - 2.6. Spilt mercury should be picked up as soon as possible.



Correspondence and your account to
this address quoting -

Our reference: MNA 37/1/01
and Order No: E 991

DEPARTMENT OF TRADE
Marine Division Branch 3B
Sunley House 90 High Holborn London WC1V 6LF
Telex 264094 Answer Back MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext 402

Date 22 March 1979

To:- R.A. Lister & Co Ltd
Dursley
Gloucs. GL11 4HS

GEN 6329
GEN
GEN
GEN
GEN
GEN
GEN

Please supply CAPE PEMBROKE LIGHTSTATION - FALKLAND ISLANDS

1. S.T.I. STARTOMATIC GENERATOR SET:- 240 V 50 cycles complete with Burgess type silencer and 7 gallon fuel tank, each with interconnecting piping to engine, and starter battery in charged and drained condition.

Two sets of installation and operating instructions to be forwarded to this office.

Witnessed running tests are required.

F.O.B.

L.C. Tucker
Assistant Lighthouse Engineer

Despatch by . Sea Freight..... Deliver to Instructions of . Tallack Stott & Co Ltd
Town Hall Chambers
Addressed to Cape Pembroke Lightstation, 32/34 Borough High Street
The Chief Secretary LONDON SE1 1XU
The Secretariat.....
Stanley
FALKLAND ISLANDS

CUS/32/11

301



Department of Trade
 MARINE DIVISION
 Sunley House 90 High Holborn London WC1V 6LP
 Telex 264084 Answer back MARBOT London
 Telegrams Marbot London WC1
 Telephone 01-405 6911 ext

The Chief Secretary
 The Secretariat
 Stanley
 Falkland Islands
 South Atlantic



Your reference CUS/32/1
 Our reference MNA 37/1/01
 Date 21 March 1979

Dear Sir

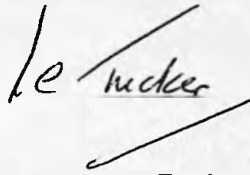
CAPE PEMBROKE LIGHTHOUSE

1. Thank you for your letter of 22 February, in which you conveyed the Mechanical Superintendent's agreement to our proposals concerning a new diesel generator set. Further discussions have been held with R A Lister and an order for the genset with appropriate extras will be placed in a few days.
2. I enclose Lister Drawing No. 5908 ⁽²⁹⁸⁾ EP showing the suggested layout of an ST 1 Startomatic generator set. This is a standard drawing covering several different installations and the following additional comments apply to the ST 1 Startomatic installation which is being supplied.
 - 3.1 The air outlet ducting (for engine cooling air), which is recommended for tropical installations, is not considered necessary and will not be provided.
 - 3.2 The expansion and absorption silencer (Burgess type) together with the exhaust piping shown, will be supplied.
 - 3.3 A 7 gallon capacity fuel tank, complete with mounting brackets and piping to connect it to the engine, shown in the drawing, will be supplied.
 - 3.4 Cubicles A and C are necessary for a Startomatic set. Cubicle A is mounted on the alternator. Cubicle C, which is shown separately mounted on the drawing, will be supplied already electrically connected to the alternator cubicle A by about four feet of cable in flexible plastics conduit and will be strapped to the alternator for transport. It will not require elaborate or substantial supports.
 - 3.5 Anti-vibration mountings are not recommended for this application and will not be supplied.
 - 3.6 Comprehensive instructions for installing and operating the generator set will be supplied with it.

(301A) sent to G. Beckham 25/4/79

4. I hope that there are no problems but if there are please let me know.

Yours faithfully

A handwritten signature in cursive script that reads "L. C. Tucker". The signature is written in dark ink and is positioned above the typed name.

L C TUCKER
Assistant Lighthouse Engineer

CUS/30/2

302



Department of Trade

Marine 3B

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
SOUTH ATLANTIC

Your reference

Our reference MNA 21/6/023

Date 28 March 1979



Dear Sir

P.V.B. AUTOFORM MANTLES - CAPE PEMBROKE LIGHTSTATION

Some time ago there was some doubt regarding the efficiency and durability of autoform mantles supplied to you for use on Cape Pembroke.

Trinity House Lighthouse Service undertook to test sample mantles in their workshops and let us know their findings. These tests have now been completed and Trinity House state that with a satisfactory grade of paraffin and the correct burner pressure, the mantles under test met the required standard.

In view of this information I shall be glad to hear whether you are still experiencing problems, particularly with the 50 mantles recently supplied to you by air parcel.

We are pressing Trinity House to complete delivery of the outstanding number of mantles and other burner spares.

Yours faithfully

P.J. Gaule

P.J. Gaule

MEMORANDUM

Cus/32/1

Refer DM/36.....

Date 14th May 1979.....

is requested that this number and date should be quoted.



From Director Public Works

To Chief Secretary

c.c. Customs Officer.

Subject:-

Cape Pembroke Lighthouse Generator

For several years the Lighthouse generating set has been installed inside the main lighthouse building with its attendant noise and disruption to the staff.

The Customs Officer has on order a new generating set to replace the existing old set which the P.W.D. expect to instal later this year. The replacement of the existing generating set would appear an opportune time to consider instlling the new set in an external building adjacent to the main building, and thus dispense with the present noise nuisance, and provide useful space now occupied by it inside.

A suitable outbuilding to accomodate the new generating set would cost approximately £750.00 to erect, and I would be pleased if you were to approach the Board of Trade, United Kingdom for their approval to incur this expenditure on their behalf.

A. P. Mason.
Director Public Works.

APW/mc

MNA 37/1/01

1st June

79

Mr L C Tucker
Assistant Lighthouse Engineer
Department of Trade
Marine 3B
Sunley House
90 High Holborn
LONDON WC1V 6LP

Dear Sir

With reference to recent correspondence about replacing the generating set at Cape Pembroke Lighthouse I have now received the attached letter from the Director of Public Works concerning proposals for housing the new installation. The letter is self-explanatory and, for the reasons mentioned in paragraph 1, we here, including the Harbour Master, would support the idea, provided the necessary funds can be made available.

2. By way of explanation, Mr Mason's reference to "the Customs Officer" arises from the fact that this officer also carries out the duties of Harbour Master and as such oversees the operation of the Cape Pembroke Lighthouse.

Yours faithfully,



CHIEF SECRETARY

Att.

sh

305

11th July

79

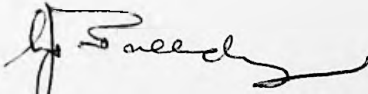
Department of Trade,
Marine 3B,
Sunley House,
90, High Holborn,
London, WC1V 6LP.

Dear Sir,

PVB AUTOFORM MANTLES - CAPE PEMBROKE LIGHTHOUSE.

With reference to your letter MNA/21/6/023 of 28th March, 1979,
I am pleased to be able to inform you that the Principal Keeper has reported
that he is not experiencing any problems with autoform mantles.

Yours faithfully,


Harbour Master.

306

11th July

79

Department of Trade & Industry,
Marine Division,
Sunley House,
90, High Holborn,
London, WC1V 6LP.

Dear Sir,

I have the pleasure to forward herewith the following report
from Cape Pembroke Lighthouse: -

PVB Spares Stock List updated to the 30th June,
1979.

302 refs.

Yours faithfully,



for CHIEF SECRETARY.

Correspondence and your account to
this address quoting -

Our reference: MNA 37/1/01
and Order No: 1008

DEPARTMENT OF TRADE

Marine Division Branch 3B
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer Back MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext 402

Date 28 June 1979

To:- R.A. Lister & Co Ltd
Dursley
Gloucs. GL11 4HS

OS2A
OS2B
OS2C
OS2D
OS2E
OS2F
OS2G
OS2H

Please supply CAPE PEMBROKE LIGHTSTATION - FALKLAND ISLANDS

PLANT NO: Q4200ST1 29US0

1 No: 5000 Hours Service Kit - Ref No: 657-70100

NB Please supply a Certificate of Posting when submitting invoices.

L.C. Tucker

Assistant Lighthouse Engineer

Despatch by Insured Parcel Post Deliver to Instructions of

Addressed to Cape Pembroke Lighthouse
The Chief Secretary
The Secretariat
Stanley
Falkland Islands
SOUTH ATLANTIC



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 402

The Chief Secretary
The Secretariat
Stanley
FALKLAND ISLANDS
South Atlantic



Your reference CUS/32/1

Our reference MNA 37/1/01

Date 4 July 1979

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

1. I refer to your letter of 1 June in which you enclosed proposals for erecting an engine room in which to instal the new generating set. This is an excellent idea and provided that the costs can be kept on target at £750 the necessary funds for the work will be made available.
2. The operator's handbook, GS60, for the generator set, is enclosed with this letter. There is a good deal of useful information in this book, which has only recently been issued, but unfortunately the engine parts drawing reproduced on pages 39, 41 and 43 contains several errors and does not correspond accurately with the accompanying lists. Modified pages have been promised by Lister and I will forward copies as soon as they are received.
3. You should already have received a copy of order 1008 for spares for the generator set. A list of the items comprising the 5000 hours service kit is enclosed herewith.

Yours faithfully

L C TUCKER
Assistant Lighthouse Engineer

ENCS

310

Your ref: CUS/32/1

MEMORANDUM

Reference ... FWD/36.....

Date ... 9 August 1979.....

It is requested that this number and date should be quoted.

From Director of Public Works

To Chief Secretary
cc Financial Secretary




Subject:- Cape Pembroke Lighthouse Generator

I refer to your memo dated 2nd instant and note its contents.

I see that the Board of Trade are prepared to meet the costs of the small external engine room for the new generator set. There is not any provision in our Votes for this work estimated at £750.00, and I would suggest that you approach the Treasury and ask them how they would like the work financed. Presumably we can either work from a suspense account debiting the Board of Trade on completion of the work, or ask them to provide the money before we start the work.

Thank you for the operator's handbook and copy of Order No 1008, plus 5000 hours service kit.


Director of Public Works

AFM:js

311



Department of Trade

Marine Division Branch 3B

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
SOUTH ATLANTIC

Your reference

Our reference MNA 37/1/01

Date 30 January 1980

Dear Sir



CAPE PEMBROKE LIGHTSTATION - ORDER 1008

On 25th July 1979, a Lister 5000 Service kit on the above order was despatched to you by surface parcel post. This kit is for the new ST1 Lister generator recently installed at Cape Pembroke.

I shall be grateful if you will confirm that the service kit was received.

Yours faithfully,

P. J. Gaule

PJ Gaule

CUS/32/1

312

MNA 37/1/01

15th February 80

Mr. P. J. Gaule,
Department of Trade,
Marine Division,
Branch 3B,
Sunley House,
90 High Holborn,
LONDON, WC1V 6LP.

Dear Sir,

I refer to your letter ⁽³¹¹⁾ of 30th January 1980 and am
to advise you that the Lister 5000 Service Kit has been
received.

Yours faithfully,



(P. King)
OFFICE MANAGER

MEMORANDUM

PL/5/1.....

Date 5th May 1980



Requested that this
 cover and date should be
 quoted.

From O.i/C & Postmaster

To Chief Secretary

Subject:- Telephone Line - Cape Pembroke Lighthouse

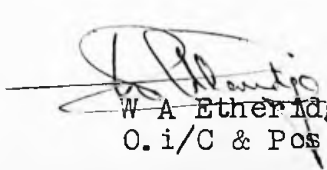
The overhead telephone line to Cape Pembroke Lighthouse is in a very poor state and in need of extensive overhaul if a reliable telephone service is to be available and uneconomic maintenance costs are to be avoided. A "guestimate" of the probable costs of such an overhaul is in excess of £12,000.

I have, therefore, considered the provision of a VHF radio link, and Cable & Wireless Ltd have provided an estimate of the cost of installing and maintaining such a link. Capital equipment cost £8,900; installation £82; preventive maintenance and routine checks £163.20 per annum; fault repair on an ad hoc basis at £6.80 per technician hour (current rate - subject to periodic review).

I am uncertain as to Government's responsibility for providing a telephone service to the lighthouse but at present we appear to accept responsibility for the expensive and time consuming maintenance of the rapidly deteriorating overhead line. The Department of Trade and Industry, which is the UK Government Department responsible for the lighthouse, has indicated that it would look favourably on a proposal to install a VHF link but my impression is that they would anticipate providing only the equipment at the lighthouse end of the circuit.

There are less expensive solutions but these would not provide an "on-demand" 24 hour service. I have in mind HF or VHF transceivers working into existing equipment at the R/T station.

For action, we need to (a) establish Government's responsibility, if any, for providing this service and (b) whether DTI require a 24 hour "on-demand" telephone service and if so to what extent they are prepared to provide finance for the equipment.


 W A Etheridge
 O.i/C & Postmaster

19 May

8

Department of Trade
Marine Division
Sunley House
90 High Holborn
London WC1V 6LP

Dear Sirs,

CAPE PEMBROKE LIGHTHOUSE - COMMUNICATIONS

The present telephone line to Cape Pembroke lighthouse, carried on poles, is constantly giving trouble - more so than in recent years.

2. If you refer to para 7 of Mr L A Turner's letter of 1 April 1977 (MNA 37/1/01) you will see that there was consideration of a UHF link, although this was too costly. Mr Turner went on to say that he thought a simple VHF R/T link with a twice-daily call was all that was needed.

3. The OIC Posts & Telecommunications has commented as follows:

"Provided DOT and lighthouse staff are satisfied with less than 24 hour 'on demand' service, and para 7 of DOT letter MNA 37/1/01 indicates that DOT certainly are, I can suggest a very much cheaper solution offering a better service than that envisaged by DOT in para 7.

"By installing a high frequency single sideband transceiver at the lighthouse, working on the same channels as the internal R/T service and into the R/T service we could offer 24 hour coverage for emergency services and the same telephone service as we now offer to Camp subscribers. At present this is available from 8.30 am to 10.30 pm (with a break from 12 noon to 13.30) from Monday to Friday (4.30 -10.30 pm Saturday & Sunday). This telephone has relatively low priority during the day and is offered provided the circuit is not required for higher priority traffic. Messages can, of course, be passed at any time.

"DOT could provide either an AEL (£1,000) or something cheaper if desired (we would provide the specification) or possibly they could lease an AEL from us - present hire charge £120 per annum.

/If ee

19 May 1980

314

-2-

"If we eventually provide a VHF service, obviously the lighthouse could come in on that and again we are talking in hundreds of pounds rather than thousands.

"Subject to para 1 above I would recommend that we lease DOT an AEL."

4. I should be grateful if you would let me know how you see the communications link with Cape Pembroke in the light of the foregoing, and advise what action you want taken.

Yours faithfully,

D R Morrison
for CHIEF SECRETARY



Department of Trade

Marine Division
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer back MARBOT London
Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403



The Chief Secretary
The Secretariat
Stanley Falkland Islands
South Atlantic

Your reference CUS/32/1
Our reference MNA 37/1/01
Date 16 June 1980

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

I have been asked to reply to your letter of 19 May 1980 under the above reference.

We have considered the proposals put forward by the OIC Posts and Telecommunications for a radio telephone link for Cape Pembroke Lighthouse, consisting of a transceiver at the lighthouse working into your internal R/T service. The type of service offered is noted and appears to us here to be fully acceptable and we assume it is agreed locally also that the service offered will meet the station's requirements.

We prefer the leasing arrangement suggested at the rate of £120 per year. We assume that details of the lease are such that all maintenance etc charges are met by Posts and Telecommunications who undertake to maintain the equipment in fully serviceable condition as continuously as is reasonably practicable.

If our assumptions are correct, then we are happy for you to proceed with the proposal and have the equipment installed as soon as possible and you may take this letter as authority to meet the charge of £120 per year.

Yours faithfully

L A TURNER
Lighthouse Engineer

317

2 July 1980

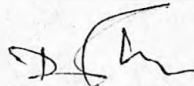
Chief Secretary

O i/c Posts & Telecommunications

CAPE PEMBROKE LIGHTHOUSE COMMUNICATIONS

You will see from the copy of the attached letter from the Department of Trade that they are happy about the installation of an AEL on lease terms.

2. Will you now proceed to install the equipment and let me know when it is operational so that I may inform the Department of Trade.



D R Morrison

for CHIEF SECRETARY

MEMORANDUM

315

reference PHONE/3/1

It is requested that this number and date should be quoted.

Date 7th July 1980



From Postmaster

To Chief Secretary

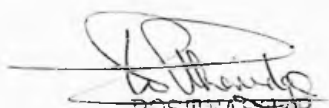
CUS/32/1

Subject:- CAPE PEMBROKE LIGHTHOUSE COMMUNICATIONS

I refer to your memorandum CUS/32/1 of 2nd July, 1980.

The line has deteriorated further in recent weeks and poles as well as line now require attention after strong winds. This is clearly beyond our capacity and that of PWD and in consultation with the Acting Customs Officer we had already planned to put in an AEL set as a stop-gap measure. We will now go ahead with a permanent installation and as requested I will let you know when installation is completed. We will also need to publicise it generally so that the public know the procedure for contacting the lighthouse.

There are two financial points which should be drawn to the attention of the Department of Trade. Firstly that the lease charge is due for review and will undoubtedly increase to take account of the increased cost of equipment since the original equipment was bought two years ago. We can confirm that installation, maintenance and spares backup are included in the lease charge. The second point is that there is a telephone conversation charge of 5p per minute and we would expect to charge the Department of Trade for official use and the individual staff for their private use of the circuit.


POSTMASTER

319

MEMORANDUM

Reference *Cus/32/1*

It is requested that this number and date should be quoted.

Date 28th January 1981.....

From Harbour Master



To Chief Secretary.

copy sent to D.P.W. 4/2/81

Subject:- CAPE PEMBROKE LIGHTHOUSE

The Principal Keeper of Cape Pembroke Lighthouse has reported to me that he is rather concerned about the Lighthouse. He states the reflector and magnifying glass casement is not running freely. It appears to run over some obstruction at one point of turning causing the whole structure to vibrate. He believes the reason for this is caused by the extremely worn state of the roller bearings. At times the upper casement stops turning and extra pressure is required by hand. Mr. Biggs further reports that the condition of the machinery as a whole has deteriorated considerably in the 8½ years he has worked at the Lighthouse and he feels strongly that an Engineer from Trinity House should be requested to visit and inspect the machinery etc. as soon as possible. I endorse Mr. Biggs' request.

I should also like the Department of Trade & Industry's attention drawn to the staffing problem at Cape Pembroke Lighthouse. I have on numerous occasions tried to engage a relief keeper without success. In June the Assistant Keeper, Mr. Butler, is retiring and we will be left with only two Keepers - the Principal Keeper and an Assistant. It will be virtually impossible to keep the Lighthouse running with only two people and this is very concerning. I will keep trying for a Relief Keeper but at the present moment we have more work than people and I cannot see the position getting any better.

[Signature]
Harbour Master.

It is high time we gave up the idea of a manned light station and settled for some automatic light or radio beacon.

DPM 28/1/81

320



Department of Trade

MARINE DIVISION

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

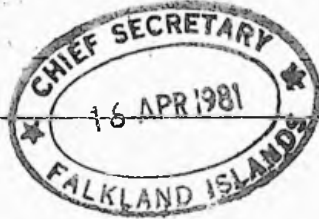
cus/32/

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference

Our reference MNA 37/1/01

Date *6* April 1981



Dear Sir

CAPE PEMBROKE LIGHTHOUSE

1 I refer to your recent request for various replacement items and regret that I have to ask you for some more information regarding the clockrope.

2 It is believed that the diameter of the wire is $5/32$ " and the overall length 60 feet. Would you please confirm these dimensions.

Would you also please advise what end fittings are on the rope, ie

- a) Thimble at each end
- or b) Stop at each end
- or c) Thimble at one end and stop at the other

If a thimble or thimbles are fitted please confirm dimensions eg $1/2$ " dia x $5/8$ " long.

3 It is hoped that the other items will be obtainable without great difficulty.

Yours faithfully

L C Tucker
Assistant Lighthouse Engineer

26' 10"

MNA 37/1/01

27th April

81

Mr L.C.Tucker,
Assistant Lighthouse Engineer,
Department of Trade (Marine Division),
Sunley House,
90, High Holborn,
London WC1V 6LP.

Dear Sir,

Cape Pembroke Lighthouse

Thank you for your letter MNA 37/1/01 of 6th April 1981, requesting more information regarding the replacement clockrope.

I can now confirm that the diameter of the wire is 5/32". The overall length of it is 66 feet 11 inches, and it is required with a stop at each end.

I look forward to receiving all the items requested, in due course.

Yours faithfully,



for Chief Secretary.

Correspondence and your account to this address quoting:-

Our reference: MNA 37/1/01
and Order No: 1209

DEPARTMENT OF TRADE

Marine Division Branch 3B
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer Beck MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext

Date 13 May 1981

To:- The Engineer-in-Chief
Trinity House Lighthouse Service
Trinity House
Tower Hill
London EC3N 4DH
F.A.O. E J Macnamara

OS2A
OS2B
OS2C
OS12
OS13
RSL
DEL

Please supply CAPE PEMBROKE LIGHTSTATION - FALKLAND ISLANDS

ONE CLOCKROPE.

Diameter of Wire 5/32". Overall Length 66' - 11".
Stop fitted at Each End.

L C Tucker
Assistant Lighthouse Engineer

Despatch by Parcel Post Deliver to Instructions of

Addressed to Cape Pembroke Lightstation
c/o The Chief Secretary
The Secretariat
Stanley
Falkland Islands

323

Correspondence and your account to this address quoting:-

Our reference: MNA 37/1/0.1
and Order No: 1211

DEPARTMENT OF TRADE
Marine Division Branch 3B
Sunley House 90 High Holborn London WC1V 6LP
Telax 264084 Answer Back MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext

Cus/32/1

Date 22 May 1981

To:- The Engineer in Chief
Trinity House Lighthouse Service
Trinity House
Tower Hill
London EC3N 4DH
F.A.O. R J Shergold Esq



OS2A
OS2B
OS2C
OS12
OS13
- RSL
DEL

Please supply CAPE PEMROKE LIGHTSTATION. - FALKLAND ISLANDS

Service and repair PVB equipment Valves ex H.M.S. Endurance.

L C Tucker
Assistant Lighthouse Engineer

Despatch by	Sea Freight	Deliver to Instructions of	Tallack Stott & Co Ltd
Addressed to	Cape Pembroke Lightstation		Town Hall Chambers
c/o	The Chief Secretary		32/34 Borough High Street
	The Secretariat		London SE1 1XU
	Stanley		Tel: 01-403-0802
	Falkland Islands		

324



Department of Trade

MARINE DIVISION

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference

Our reference MNA 37/1/01

Date 27 May 1981



Dear Sir

CAPE PEMBROKE LIGHTHOUSE

Further to my letter dated 6 April concerning replacement PVB items I have been unable to identify the item referred to in your requisition as "10 KINDLERS". Would you please let me have more information concerning this item. Perhaps it has an 'H' number on the old Hood drawing?

I apologise for causing this extra trouble.

Yours faithfully

L C TUCKER
Assistant Lighthouse Engineer

cust 1321

325

MEMORANDUM

Reference

It is requested that this number and date should be quoted.

Date 5th June, 1981.....



From Harbour Master

To Chief Secretary c.c. Sen. Magistrate

Subject:- Mr. R. Silvey.

I enclose herewith an application from Mr. R. Silvey for permission to erect a building at Cape Pembroke Lighthouse.

The site Mr. Silvey would like to erect this building on is, I think, the property of the Board of Trade and I presume building permission would be required from them for this. Some years ago a Mr. W. Cletheroe, an Assistant at the Lighthouse, erected a garage but as far as I can remember he was not permitted to build on the land owned by the Board of Trade and it was erected on the land to the West of Cape Pembroke which is Government land. Unfortunately I have been unable to trace any files or correspondence in the Secretariat regarding this. Mr. Bennett of the Legal Department might be able to advise on this and a copy of this memorandum is being forwarded to him for his advice.

[Handwritten Signature]
 Harbour Master.

CAPE PEMBROKE

25th May 1981.

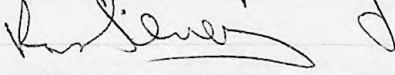
Dear Sir,

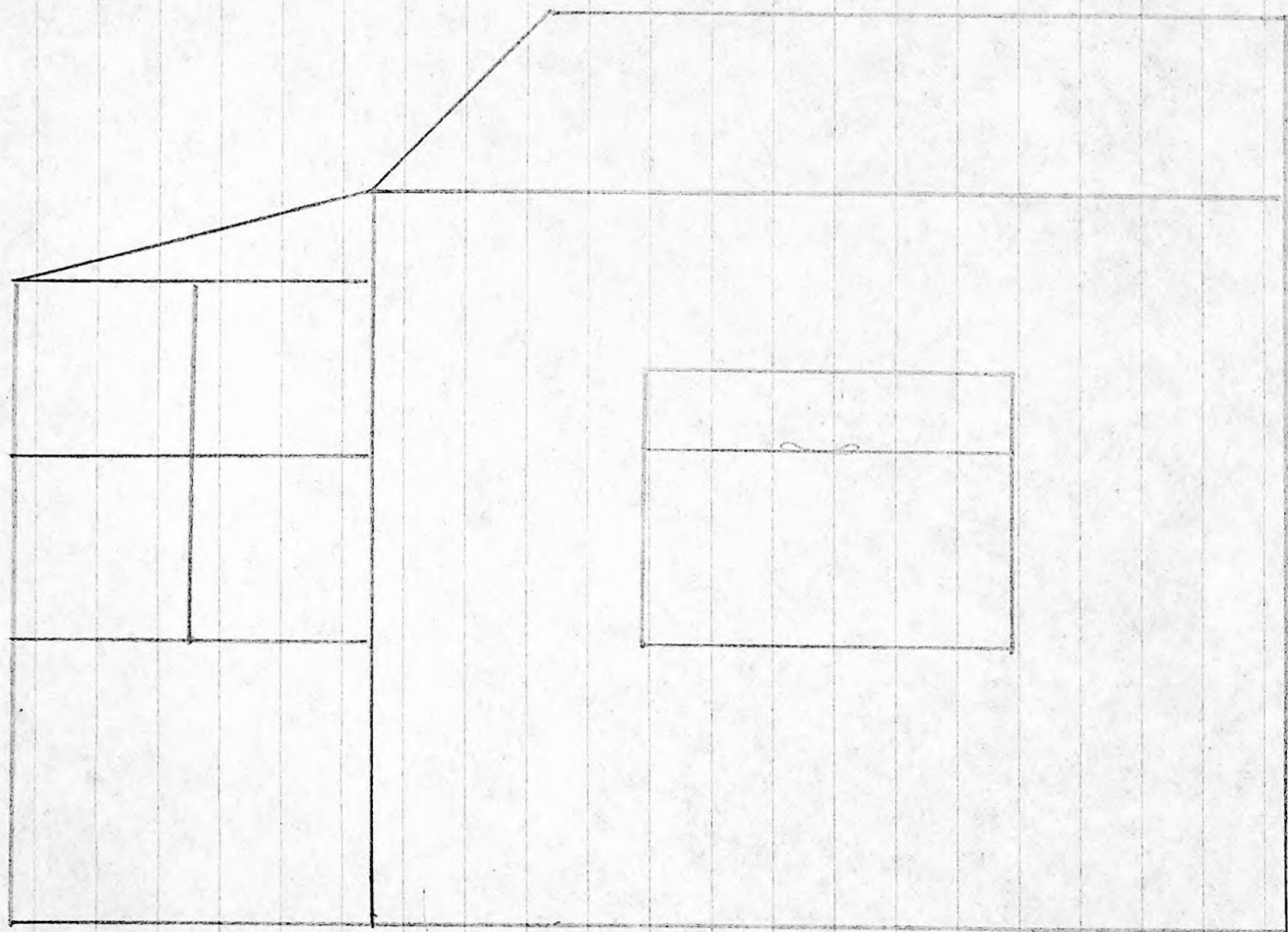
I apply for permission to erect a building at Cape Pembroke.

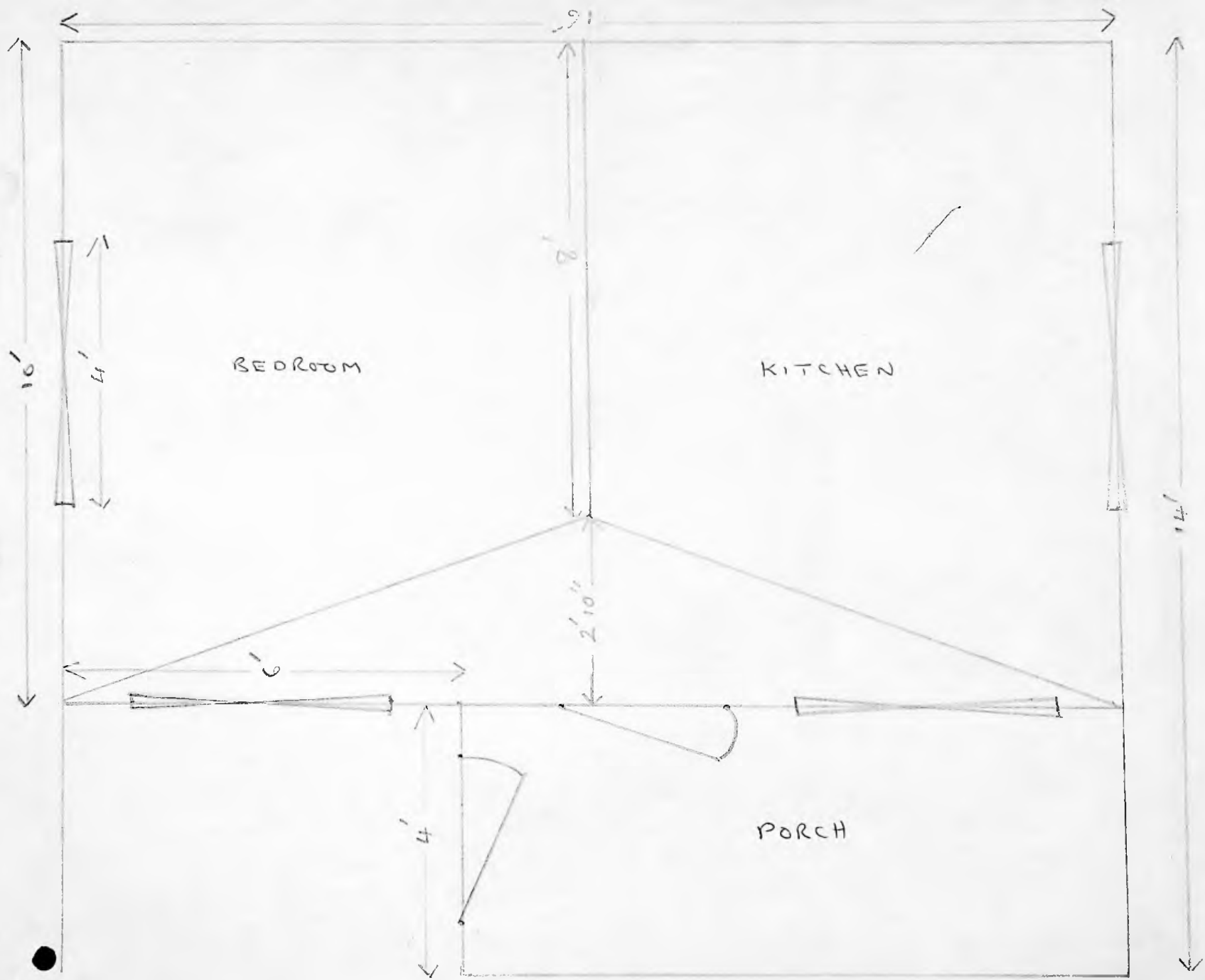
The site I have in mind is some one hundred yards east of the domestic accommodation.

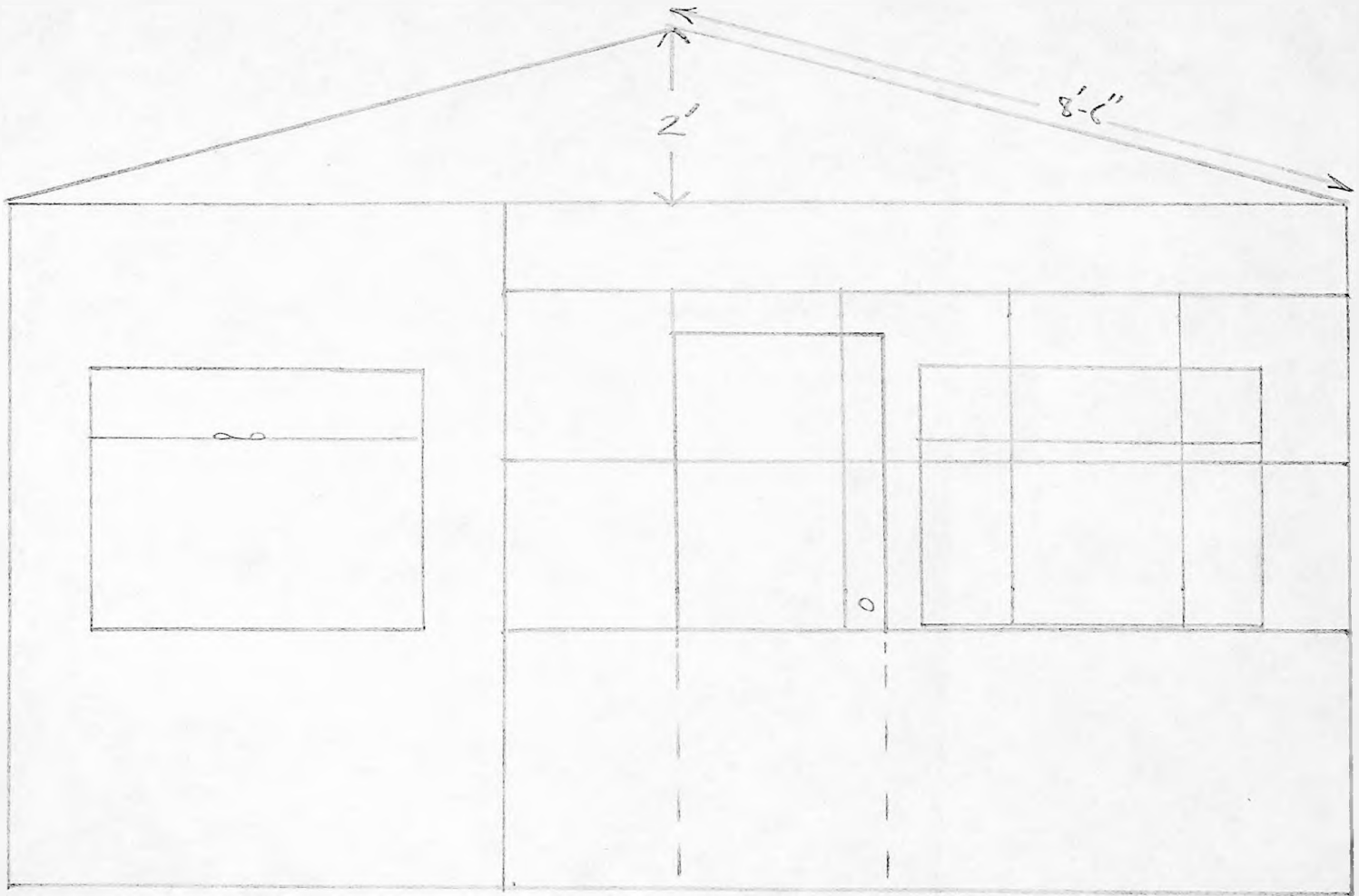
The building is of wood frame construction with 'Agrolux' corrugated sheathing. For ease of erection/removal the framing bolts together in sections. The porch has an exterior door facing east and opens onto a kitchen area which opens onto a bedroom.

I enclose some rough drawings of the building which I hope gives some idea of its shape and size.

Yours faithfully,

R. SILVEY







13th July 81

Mr L.C. Tucker,
Assistant Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90, High Holborn,
London WC1V 6LP.

Dear Sir,

Cape Pembroke Lighthouse

Thank you for your letter MNA 37/1/01 of 27th May, 1981, requesting more information regarding 10 "Kindlers".

The Principle Keeper advises that the "Kindlers" required are the wick burners for the 'WELSTEAD' cooking stove in the living quarters at the Lighthouse.

I trust you will now be able to identify the items required and apologise for the inconvenience caused.

Yours faithfully,



P.G. Summers.

AG. CHIEF SECRETARY.

cc. Harbour Master & Collector of Customs.

13th July

81

Mr R. Silvey,
Cape Pembroke Lighthouse,
Stanley.

Dear Sir,

I wish to refer to your letter of 25th May, 1981 and regret to inform you that permission for you to erect a building at the Cape Pembroke Lighthouse cannot be granted.

Yours faithfully,



AG. CHIEF SECRETARY.

cc. Harbour Master & Collector of Customs.

mb

27th July

81

Mr R. Silvey,
Stanley.

Dear Sir,

Further to your verbal request to erect a small dwelling in the area of Christina Bay I have to inform you that as this is Crown Land it will first be necessary for you to obtain a lease on a suitable plot of land in the area.

Any application for a lease of land will have to be submitted to Executive Council for their approval. If approval is obtained then there should be no objection to the erection of your building.

If you wish to proceed further then you should make formal application for a lease, and in order that as much detail as possible can be made available to Executive Council, give full reasons for the erection of a building in this area. Further a detailed plan of the proposed building and also what arrangements you would make for toilet facilities and water supply should also be submitted.

You should note that it will be some time before a decision can be expected as it is unlikely that Executive Council will meet again before October 1981.

Yours faithfully,



Ag. Chief Secretary.

cc. Harbour Master.

C 05/32/11

AgCS

Is this something H.M. has
been in correspondence about?

329

ZB 14/10/11

**ACTION
COPY**

TO:
214 GOVERNOR FKE
214 GOVERNOR FKE
214 GOVERNOR FKE FROM DEPT OF TRADE MARINE DIV LONDON

URL NO 2093 OF 13/8/81

TO THE CHIEF SECRETARY, THE SECRETARIAT STANLE FALKLAND ISLANDS
REFERENCE CAPE PEMBROKE LIGHTHOUSE FROM LIGHTHOUSE ENGINEER.

PROVISION OF SPARES FOR PUB LIGHTING EQUIPMENT NOW VERY DIFFICULT.
DESIGN WORK ON SCHEME TO REPLACE THIS OBSOLETE EQUIPMENT COMMENCED.
SITE VISIT AND INSPECTION REQUIRED IN FAIRLY NEAR FUTURE.
OTHER COMMITMENTS SUGGEST OCTOBER 31 OR JAN/FEB 32 AS
SUITABLE DATES WITH LATTER PREFERRED AT PRESENT.
HELPFUL IF YOU COULD INDICATE EITHER OR BOTH THESE DATES
CONVENIENT TO YOU WHEN WILL WRITE IN MORE DETAIL.

TURNER

NNNN

SENT 1405 13/3/81 DB#
214 GOVERNOR FK
264034 MARBOT G



CABLE AND WIRELESS

CABLE

5/47

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS
OFFICE STAMP AND DATE		NO. OF WORDS	DATE	TIME		330
		17.8.81.				
		INSTRUCTIONS				
		VIA CW				

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS
AND

ADDRESS LTF DEPARTMENT OF TRADE, MARINE DIVISION, SUNLEY HOUSE, 90, HIGH HOLBORN

NO. 178.....

LONDON WC1V 6LP.

FOR ATTENTION LIGHTHOUSE ENGINEER

YOUR SRL NO. 2093 OF 13.8.81. CAPE PEMROKE LIGHTHOUSE.

EITHER DATE FOR SITE VISIT AND INSPECTION WILL BE CONVENIENT.

CHIEF SECRETARY.

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER

TELEPHONE

28

NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

CUS/32/1



DEPARTMENT OF TRADE
MARINE DIVISION
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer Back MARBOT G
Telegrams Marbot London WC1
Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference

Our reference MNA 37/4/01

Date 4 September 1981

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

Thank you for your prompt reply to my telex concerning a site visit and inspection. As you are aware the time has come to replace the obsolete petroleum vapour burner equipment, the maintenance of which is becoming increasingly difficult and expensive.

The new equipment will almost certainly be electrically operated and will be chosen to produce the same character (Fl W 10 sec) and similar optical performance as the present equipment. It will of course require an electric power supply and thought will be given to the possible use of wind power or other available alternatives. The mode of operation ie automatic, semi-automatic or fully manual will also be considered.

Outlined schemes will be prepared before my site inspection, the main object of which will be to investigate and discuss local conditions with a view to resolving such questions as the preferred power supply and method of operation, temporary light arrangements during the installation of the new equipment, the installation and contract arrangements to be adopted as well as to obtain all information necessary to prepare a detailed scheme. The station will be inspected with a view to assessing any repairs or other modifications arising as a result of the installation of the new equipment. When the station was last inspected in 1959, measurements were made of the verticality of the tower, using a theodolite provided locally. I may wish to repeat these measurements and would like to know whether a simple theodolite can be borrowed or hired in Stanley. While in the Falkland Islands I will, of course, be happy to discuss any matters concerning the Cape Pembroke establishment and operation or indeed any other navigation aid problems.

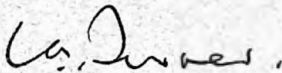
I cannot foresee the need for any special facilities or assistance during my visit apart from the theodolite mentioned above. Any manual help I need can readily be provided by the keepers on duty. I will want to stay at the Lighthouse, if this is possible, for at least one night. I will of course require transport to and from the Lighthouse and will be glad to hear whether you can arrange this for me. Can you also let me know please whether you can arrange suitable accommodation for me in Stanley or suggest what I should do about this.

So far as the date for the visit is concerned, it is now clear that I will not be able to arrange this for October and so arrangements will be made for a visit during January/February. The current airline schedules show only one LADE flight a week from Comodora Rivadavia on Tuesday but I understand it is possible that this will be

increased to two per week again by January. If schedules are arranged as previously, I would have the option of three or four days in the Falkland Islands (which might span a weekend) or seven days. If all went very well without any snags whatever, I think the shorter period might just suffice but it would be wiser to allow for the longer stay and I will plan accordingly. At present it looks as if the visit will be arranged within the period 18 January to 6 February 1982 and I will let you know as soon as definite dates have been decided.

Please let me know if you have any questions arising from these proposals.

Yours faithfully



L A Turner
Lighthouse Engineer

8th October

81

L.A. Turner Esq.,
Lighthouse Engineer,
Department of Trade,
Marine Division,
Sunley House,
90, High Holborn,
London WC1V 6LP.

Dear Sir,

Cape Pembroke Lighthouse.

Thank you for your letter NWA 3/4/01 of 4th September 1981.

We look forward to seeing you, a visit at sometime during the period 18th January to 6th February 1982 will be convenient to all concerned.

I have spoken to the Director of Public Works who advises that a theodolite and transport can be made available to you. He is also prepared to give you any other assistance should you require it.

The Principal Keeper advises that he will arrange his duties to enable him to be present at the Lighthouse and that accommodation will be available there for you. We will also arrange accommodation in Stanley at the Upland Goose Hotel.

L.A.D.E. are again operating two flights a week, the details are:

Tuesdays by F.26 from Buenos Aires to Stanley via Comodoro Rivadavia, flight Nos. LD 306 & LD 350. This flight arrives Stanley at approximately 15.30 local time. The return flight is on Wednesday morning leaving Stanley at approximately 8.00 a.m.

Saturdays by F.27 from Comodoro Rivadavia to Stanley, flight No. LD 200, arriving Stanley at approximately 17.30 and returning at approximately 18.15. For this flight it is necessary to fly to Comodoro Rivadavia by Aerolineas Argentina flights either on Saturday morning or Friday evening.

Please do not hesitate to let us know if there is anything further we can do for you.

Yours faithfully,



P.G. Summers.

for Chief Secretary.

333



Department of Trade
MARINE DIVISION
Sunley House 90 High Holborn London WC1V 6LP
Telex 264084 Answer Back MARBOT London
Telegrams Marbot London WC1
Telephone 01-405 6911 ext

THE CHIEF SECRETARY
THE SECRETARIAT
STANLEY
FALKLAND ISLANDS
SOUTH ATLANTIC

Your reference *CUS/32/1*
Our reference MNA 37/4/01
Date *15* December 1981

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

X I enclose one of two sets of drawings relating to Cape Pembroke Lighthouse which the Lighthouse Engineer will require during his forthcoming visit and would be grateful if they could be safely kept until his arrival. In order to ensure safe receipt the second set is being despatched under separate cover.

Mr Turner will be writing in the near future regarding arrangements for his visit.

Yours faithfully

L C TUCKER
Assistant Lighthouse Engineer



X Sent to his drawing office for retention on the advice of the Harbour Master. - not sent to PWD, now in DCS's safe *off* Forwarded to Mr Turner *off* 20/1/82

DCS

HM YDOW

TV
SWBD POS 1 FK
214 GOVERNOR FK
3313324 UK PLS
SORRI NCL
214 GOVERNOR FK
214 GOVERNOR FK
264084 MARECT G

to be consulted?

both advised H/S

334

23 "1/2"

**ACTION
COPY**

*5 "1/2"
Ref
8/1*

FROM DEPT OF TRADE MARINE DIV LONDON

SRL NO 63 OF 3/1/32

TO THE CHIEF SECRETARY THE SECRETARIAT STANLE FALKLAND ISLANDS

REFERENCE CAPS PEMBROKE LIGHTHOUSE AND VISIT BY LIGHTHOUSE
ENGINEER. ARRIVING BY LD 350 ON TUESDAY 19 JANUARY AND
PROPOSING TO LEAVE BY LD 351 ON WEDNESDAY 27 JANUARY BUT
LATTER FLIGHT NOT YET CONFIRMED. PLEASE TELEX IF THIS IN
ANY WAY INCONVENIENT.

REGARDS
TURNER

NNNN

*accomodation
Upland Goose arranged at
H/S*

SENT 1425 8/1/82 DB

214 GOVERNOR FK
264084 MARECT G




CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

5/47

CHARGE <i>CVS/32/1</i>	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS <i>335</i>	
OFFICE STAMP AND DATE		NO. OF WORDS		DATE <i>11.1.82</i>	TIME		
		INSTRUCTIONS					
		VIA CW					

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS
AND
ADDRESS

TELEX 264034 HARBOT G.

NO. *3*.....

FOR MR TURNER DEPARTMENT OF TRADE - MARINE DIVISION

YOUR SRL NO. 08 OF 8.1.82.

DATES QUOTED FOR YOUR VISIT ARE CONVENIENT, ACCOMMODATION ARRANGED. REGARDS.

CHIEF SECRETARY.

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER

TELEPHONE *28*

NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

Harbour Master

P/A cus/sky i.

I am afraid I had rather overlooked this letter. Could we pl. discuss.

337

ZS 2/VIII



Foreign and Commonwealth Office
London SW1A 2AH

Telephone 01- 233 8986

F E Baker OBE
Chief Secretary
Port Stanley
Falkland Islands

Your reference

Our reference

Date 30 June 1982

Dear Sir,

CAPE PEMBROKE LIGHTHOUSE

The Department of Trade would like to know whether and to what extent the lighthouse has been damaged by the recent invasion.

I should be grateful, in due course, for any information to enable me to reply to the DOT's enquiry.

Yours ever

Alan

A D Smith
Falklands Unit

Cus/32/1 ✓

338

3 August

82

A D Smith Esq
Falklands Unit
Foreign & Commonwealth Office
LONDON SW1A 2AH

CAPE PEMBROKE LIGHTHOUSE

I must apologise for not having replied sooner to your letter of 30 June enquiring about damage to the Cape Pembroke Lighthouse. However, one of the Harbour Master's assistants has now had an opportunity to visit the lighthouse with one of the keepers and reports that although the building itself has not suffered structural damage there is considerable minor damage, rubble, refuse, etc in evidence. More seriously, however, they were unable to find any mantles or burners for the light itself and the keeper was of the opinion that in the present circumstances it would be impossible to operate the light.

2. Access is also difficult at the moment due to the fact that the area has still not been completely cleared of mines and unexploded ammunition etc.

3. In the Harbour Master's view the best course of action would be to leave things as they are until access has improved, by which time it might be possible for an engineer from the Department of Trade to visit. I understand that such a visit is planned in the near future in connection with the possible installation of a new automatic light. Perhaps it is now an appropriate time for this to be given serious consideration and for such a visit to be arranged as soon as passages to the Islands are more easily available.



F E Baker
CHIEF SECRETARY

18th August

12

Marine Division 3,
Department of Trade,
Sunley House,
90/92 High Holborn,
London WC1V 6LP.

(attention Mr B T Cladding)

Dear Sir,

Cape Pembroke Lighthouse

Thank you for your letter WMA 37/2/01 of 2 August, 1982.

It is a fact that Cape Pembroke Lighthouse is still not operational, see Chief Secretary's letter CUS/32/1 to A D Smith, Dep., Falkland Unit, Foreign and Commonwealth Office, copy attached for ease of reference.

The Principal Keeper Mr Biggs is still on pay, Mr Silvey and Mr McRenzée were paid up to 30th June, 1982. Mr McKenzie resigned with effect from 1st July and has taken up other employment. Mr Silvey advised the Harbour Master that he would not accept any pay after 30th June as he did not like accepting payment when he was not working. He did not resign and has now in fact gone to the United Kingdom where it is understood he had the chance of employment. He was in fact born in the United Kingdom.

Yours faithfully,

[Signature]
P. H. Summers,
for Chief Secretary



Department of Trade

Marine Division

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer back MARBOT London

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

340

Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/4/1

Our reference MNA 37/2/01

Date 7 September 1982

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

Thank you for your letter of 18 August about the present position of the lightkeepers.

You enclosed with that letter a copy of your letter of 3 August to Smith of the Falkland Unit, FCO. This reported on the extent of the damage to the lighthouse and, in particular, to the mantles and burners for the light. Our Lighthouse Engineer agrees with the opinion of the keeper that if the complete service burners and all the stock of burner spacers have been taken it is impossible to operate the light. Furthermore, he considers that it would be difficult, very expensive, and a lengthy exercise to re-equip the lighthouse with the necessary items in order to operate again on the old system.

He agrees, therefore, with your view that it is now appropriate to think in terms of installing an automatic light. In order to draw up a programme of automation it would be helpful if you could possibly indicate when the area will be cleared to permit safe access to the light and when civilian passages to the islands are likely to be available. It would also be helpful in enabling him to plan his visit to initiate the necessary work if you could say whether any months of the year are not suitable for outside work to be undertaken (most of the work would be inside the buildings but some outside work is also required).

Until the automation can be arranged we concur with the Harbour Master's view that things are best left as they are. We will continue of course to pay the salary of Mr Biggs in the meantime.

I am copying this letter to Mr Smith.

Yours faithfully

D E GLADDING

Reply dictated
JF

341

Chief Secretary's Office

The Secretariat

Stanley

Falkland Islands

Ref: CUS/32/1 ✓

10 November 1982

Mr D E Gladding
Department of Trade
Marine Division
Sunley House
90 High Holborn
London WC1V 6LP

CAPE PEMBRUKE LIGHTHOUSE

Many thanks for your letter ref MNA 37/2/01 of 7th September on the above subject.

I am glad to learn that your Lighthouse Engineer agrees with our view that it might be an appropriate time to think in terms of installing an automatic light, and we are now in a position to give you the information which you requested in order to draw up a programme with a view to bringing this about.

With regard to safe access, the Bomb Disposal Unit here now report that the track to the lighthouse and the area immediately around it are now considered to be clear.

Civilian passages are already available from UK but these must be arranged through the Ministry of Defence and the Foreign & Commonwealth Office. The route is by RAF Transport Command VC 10 from Brize Norton to Ascension Island and thence to Stanley either by sea or by Hercules aircraft. This latter route can sometimes be arranged if the Civil Commissioner indicates that it is a matter of priority.

If you wish to send someone within the next few months it would be necessary to let us know approximately when so that we could request the Foreign & Commonwealth Office to arrange for the Ministry of Defence to make a seat available. In the longer term we hope that a civilian air route may be opened up but this is still a matter for negotiation and it is unfortunately impossible to predict when such a route might be opened.

As to timing, we consider that it would be best to try to avoid the period from, say, April to September.

Please let me know if there is any further information you need at this stage.

F E Baker
CHIEF SECRETARY

By PE Walete
23.29/21

342



DEPARTMENT OF TRADE

MARINE DIVISION

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT G

Telegrams Marbot London WC1

Telephone 01-405 6911 ext 403

F E Baker Esq, OBE
 Chief Secretary
 The Secretariat
 Stanley
 Falkland Islands

Your reference CUS/32/1

Our reference MNA 37/2/01

Date 22 November 1982

Dear Mr Baker,

CAPE PEMBROKE LIGHTHOUSE

Thank you for your helpful letter of 10 November 1982 addressed to David Gladding. Work has already commenced on the design and procurement of the equipment needed to convert Cape Pembroke to automatic operation and the information you give has enabled us to formulate a realistic programme.

Unfortunately, it will not be possible to complete the design and procurement work and to have the equipment delivered to Stanley in time to tackle the site work before April 1983 and so, from the dates you give, the earliest site work can commence will be around October 1983. It is not easy to look that far ahead with any accuracy at this stage of the work but we anticipate site work and completion of the scheme during the period October 1983 to January 1984 depending mainly on material delivery time. I will keep you in touch with progress and let you see the proposals as soon as details of the local control and Attendant requirements are known.

I am sure detailed arrangements for passages and delivery can be left for some months yet. I am copying this letter to Mr A Smith at F&CO.

Len Turner



L A TURNER
 Lighthouse Engineer

Reg re update to file to AGDCS 23/5

FROM: J A BATTERSBY, ASSISTANT SECRETARY, MARINE DIVISION 3

343



DEPARTMENT OF TRADE
SUNLEY HOUSE
90/93 HIGH HOLBORN
LONDON WC1V 6LP

Telephone: 01-405 6911 Ext 380

F E Baker OBE
Chief Secretary
Stanley
Falkland Islands
South Atlantic

13 May 1983

Dear Baker

CAPE PEMBROKE LIGHTHOUSE

For many years our professional engineers have looked after the lighthouse at Cape Pembroke, but because of staff changes we will not be able to continue this service much beyond the end of 1983.

I am writing now to ask whether the Falkland Islands administration would wish to take on the responsibility (on the assumption that the cost continued to be borne by the General Lighthouse Fund, but without prejudice to that financial arrangement continuing indefinitely). The alternative would be for us to ask Trinity House to act as our agents (we understand informally that they would be willing). In that case the situation so far as the Falkland Islands administration is concerned would be very much the same as at present: we would retain the financial responsibility (but without prejudice to continuing it indefinitely) and would do whatever else was needed that could not be looked after locally. (As I am sure you will know, Trinity's lighthouse engineering resources are altogether larger than ours).

We envisage fitting new automatic equipment at Capt Pembroke in 6-9 months' time. The plans are well advanced and the work could equally well be done by Trinity House if necessary: some advice could be provided by us for continuity's sake. Once the new light was working no resident keepers would be needed but it would be necessary for someone to call at the station regularly to carry out simple checks and maintenance. This should save a good deal in running costs and ease the local administrative burden.

I would be grateful if you would let me know as soon as possible which course you would prefer.

Yours sincerely
JAB

J A BATTERSBY



CUS/32/1

12th July 1983

Chief Secretary

Director of Public Works
Harbour Master

Cape Pembroke Lighthouse

- 1. Attached is a copy of a letter from the Marine Division of the Department of Trade dated 22nd November 1982, for your information.
- 2. Also attached is a further letter from the Marine Division of the Department of Trade dated 13th May 1983. I should be grateful for your comments on this letter, after consultation with each other as may be necessary.



for Chief Secretary.

16 July

83

J A Battersby Esq
Assistant Secretary
Marine Division 3
Dept of Trade
Sunley House
90/93 High Holborn
London WC1V 6LP

D70

CAPE PEMBROKE LIGHTHOUSE

I must apologise for not having replied earlier to your letter of 13th May on the above subject, action on which I am afraid has been delayed due to staff problems and the usual post hostilities difficulties which are only too common here at the moment.

2 However now that our new Director of Public Works is at post we have submitted this matter for his consideration and the Harbour Master has already been asked for his views. I imagine they will both be in favour of your asking Trinity House to act as your agents in this matter but we will let you know their reactions as soon as possible.

3 Meanwhile please be assured of our appreciation of your assistance with regard to Cape Pembroke lighthouse both now and in the past.



F E Baker
Ag Civil Commissioner

349

TLX 032



264084 MARBOT G

212 CWBOOTH FK

FROM DEPT OF TRANSPORT MARINE DIV LONDON

SRL NO 2232 OF 12/09/83

TO THE CHIEF SECRETARY, THE SECRETARIAT STANLEY FALKLANDS ISLANDS

FURTHER OUR LETTER 13 MAY 1983 WE NOW APPOINTING TRINITY HOUSE TO DEAL WITH AUTOMATION CAPE PEMBROKE LIGHTHOUSE ON OUR BEHALF. CAN YOU PLEASE REPORT URGENTLY.

- A) WHETHER LANTERN ROOM AT TOP OF TOWER IS STILL IN REASONABLE CONDITION OR WAS IT DAMAGED.
- B) IS LISTER GENERATING SET IN WORKING ORDER AND ENGINE ROOM IN REASONABLE CONDITION.

WOULD ALSO APPRECIATE REPLY TO QUESTIONS DEALT WITH IN LETTER.

REGARDS
TURNER

NNNN

THIS IS A REPEAT OF MESSAGE SENT 22.7.83 SRL 2232 AS REQUESTED

212 CWBOOTH FK
264084 MARBOT G

CABLE & WIRELESS
KEEPS YOU IN TOUCH

CABLE & WIRELESS
KEEPS YOU IN TOUCH

MEMORANDUM

Cus/32/11

350

Reference

Date 19th September 1983

It is requested that this number and date should be noted.

From Building Superintendent

To Chief Secretary

Subject:- Cape Pembroke Lighthouse

The lighthouse structure has received no visible signs of damage, and the lantern room at the top of the tower is still in reasonable condition. Most of the equipment however has been vandalised. The fire alarm system is now non-existent, and the Lister generation set is not working. It will need a complete overhaul, and there are no spare parts available if required. The buildings, including the engine room are still intact and weather-proof, but will need repairs to the doors, windows etc, and extensive cleaning, plus repainting to make them servicable.

CHIEF SECRETARY
19 SEP 1983
FALKLAND ISLANDS

D. J. Jones



DEPARTMENT OF TRANSPORT Marine Directorate

Sunley House 90 High Holborn London WC1V 6LP

Telex 264084 Answer Back MARBOT G

Telegrams Marbot London WC1

Telephone 01-405 6911 ext

The Chief Secretary
The Secretariat
Stanley
Falkland Islands
South Atlantic

Your reference CUS/32/1
Our reference MNA 37/2/01
Date 28. November 1983

to DCS

Dear Sir

CAPE PEMBROKE LIGHTHOUSE

I refer to previous correspondence regarding the transfer of responsibility for the administration of Cape Pembroke Lighthouse from the Department to Trinity House and wish to inform you that this has now been agreed.

With effect from 1 January 1984 all correspondence should be addressed to the following:-

The Secretary
Trinity House Lighthouse Service
Trinity House
Tower Hill
London
EC3N 4DH

I trust that the revised arrangements still prove to be helpful to you.

Yours faithfully

H A FEGAN (MISS)

CHIEF SECRETARY

- 5 DEC 1983

FALKLAND ISLANDS

cus/32/1

353

From : L. N. POTTER
The Secretary



TRINITY HOUSE,
LONDON, EC3N 4DH.
Telephone
01 480 6601

Our Ref : L(LH)1001/4/1

21st February 1984

Dear Sir,

Cape Pembroke Lighthouse

As you will be aware from previous correspondence, Cape Pembroke Lighthouse has been transferred to our jurisdiction as from 1st January this year. We are anxious to set up clear lines of communication for matters concerning the Lighthouse and are advised by the Department of Transport, London, that the local day to day responsibility for the Lighthouse and its affairs has previously been carried out by your Department. Whilst we do not seek to disturb the existing arrangement unnecessarily, we have found it useful in similar situations elsewhere to appoint an individual to the position of Trinity House Agent. All communications concerning the Lighthouse can then be channelled through that person who will be able to act with authority on our behalf, making the detailed arrangements locally for the effective operation of the Lighthouse, as well as seeing that the necessary administrative functions are carried out, and generally looking after our interests.

It occurs to us that these duties would be best fulfilled by the present Harbour Master, Mr. L. Halliday. It would be appreciated if you would advise whether you see any objection to Mr. Halliday taking on this appointment, and, if not, ascertain on our behalf whether he would be prepared to do so. Alternatively you may feel that the position would be better filled by some other member of the local administration, and of course we would be guided by your advice. We should be pleased to pay a retainer and have the sum of £300 per annum in mind.

2.

352

Enclosed for your information is a copy of a report prepared by members of our Engineer-in-Chief's Department following a visit last year to the Falkland Islands to assess the action necessary to re-instate Cape Pembroke Lighthouse. During the visit the Harbour Master and the Assistant Queens Harbour Master both expressed the view that the re-instatement of other local navigation marks was of the greatest priority.

Whilst this is not a matter for Trinity House we would be prepared, if requested, to assist, on a repayment basis, in obtaining the necessary equipment for local assembly, and by providing technical knowledge where required, if this would be of help.

Yours faithfully,



Secretary.

Enc.

The Chief Secretary,
Falkland Islands Administration,
The Secretariat,
PORT STANLEY,
Falkland Islands.

7.9.84

354

FOR GOVERNMENT SECRETARY

WE HAVE BEEN CONTACTED BY CAPTAIN SMITH, NAVAL ELDER BROTHER OF TRINITY HOUSE, WHO HAS BEEN SINCE 1.1.84 RESPONSIBLE FOR CAPE PEMBROKE LIGHTHOUSE.

HE HAS NOT HAD AN ANSWER TO HIS LETTER (REF I(LH) 1001/4/1) OF 21 FEBRUARY, MAIN POINT BEING REQUEST FOR FIG'S VIEWS ON POSSIBLE APPOINTMENT OF HARBOUR MASTER AS TRINITY HOUSE AGENT.

SHOULD YOU APPROVE THIS WE COULD PUT CAPTAIN SMITH DIRECTLY INTOUCH WITH HALLIDAY.

REGARDS
ALASTAIR+
8950476FIGLON GR
2423 FIGSEC FR

V

0950476 FIGLON 6

355
CHIEF SECRETARY

1 NOV 1984

FALKLAND ISLANDS

1.11.84 REF:700

FOR BERNARD PAUNCEFORT

CAPE PEMBROKE LIGHTHOUSE : REF OUR TELEX OF 7.9.84

WE HAVE BEEN CONTACTED BY MR. CANNON OF TRINITY HOUSE
THEY STILL AWAIT FIG'S VIEWS ON THEIR PROPOSAL.

GRATEFUL IF YOU COULD PURSUE AND ADVISE.

REGARDS
ALASTAIR+

B.

does 353 refer? →

T E L E X

TO: FIGO LONDON
FROM: GOVERNMENT SECRETARY
DATE: 8 NOVEMBER 84

PEMBROKE LIGHTHOUSE.
YOUR TELEX 1 NOVEMBER.
NO OBJECTION TO SMITH TALKING DIRECT WITH HALLIDAY
AS PROPOSED.

REGARDS
BERNARD.

A handwritten signature or set of initials, possibly 'RS', written in dark ink. The signature is stylized and appears to be written over the typed name 'BERNARD'.

357

Blm on file plm.
✓
Bel

5

0
0
0

0423 FIGSEC FM
8950476FIGLON 0

9.11.84 REF:700

FOR GOVERNMENT SECRETARY

FEMBROKE LIGHTHOUSE
YOUR TELEX OF 8.11.84

- 1. HALLIDAY DEPARTED PER 2 NOVEMBER "UGANDA".
- 2. TRUST TRINITY HOUSE LETTER OF 21.2.84 HAS BEEN SIGHTED AND FIG IS IN POSITION TO REPLY.

REGARDS
ALASTAIR+

8950476FIGLON 0
0423 FIGSEC FM

358

12 November 1984

CUS/32/1 ✓

L N Potter Esq
The Secretary
TRINITY HOUSE
LONDON EC3

It was the approach by your Captain Smith to our London Representative, Mr Alastair Cameron, that alerted us to the fact that you had not had a reply to your enquiry about someone such as the Harbour Master taking an active part to look after your interests vis-a-vis the Cape Pembroke Lighthouse.

Unfortunately the Harbour Master left Britain earlier this month otherwise it would have been possible for you to have discussed your ideas with him. However, letters are not subject to undue delays and I will ask him to make contact with you soon after his return to the Colony.

B E Fauncefort

ms

359

2423 FIGSBC FM
884300 NAVAID G

13.11.84 1355

TO: THE CHIEF SECRETARY
FALKLAND ISLANDS ADMINISTRATION

FROM: THE OPERATIONS MANAGER
TRINITY HOUSE LIGHTHOUSE SERVICE

OUR REF: O(LH) 1001/4/1

CAPE PEMBROKE LIGHTHOUSE
=====

AS YOU ARE AWARE CAPE PEMBROKE LIGHTHOUSE WAS TRANSFERRED TO OUR JURISDICTION WITH EFFECT FROM 1-1-84. WE WROTE TO YOUR OFFICE ON 21.2.84 CONCERNING ASPECTS OF THE ADMINISTRATION OF THE LIGHTHOUSE BUT HAVE NOT AS YET RECEIVED A REPLY AND WONDER WHETHER OUR LETTER WAS IN FACT RECEIVED. OUR PARTICULAR CONCERN IS TO APPOINT AN INDIVIDUAL IN THE FALKLANDS TO THE POSITION OF TRINITY HOUSE AGENT IN ORDER THAT ALL COMMUNICATIONS CONCERNING THE LIGHTHOUSE CAN BE CHANNELLED THROUGH THAT PERSON WHO WILL BE ABLE TO ACT WITH AUTHORITY ON OUR BEHALF TO MAKE DETAILED ARRANGEMENTS LOCALLY FOR THE RESTORATION AND SUBSEQUENT EFFECTIVE OPERATION OF THE LIGHTHOUSE. IT WAS OUR SUGGESTION THAT THE PRESENT HARBOUR MASTER, MR L HALLIDAY, WOULD BE THE PERSON IN THE LOCAL ADMINISTRATION BEST SUITED TO TAKE ON THIS APPOINTMENT, AND WONDERED WHETHER YOU COULD SEE ANY OBJECTION. IF NOT IT WOULD BE APPRECIATED IF YOU COULD APPROACH HIM ON OUR BEHALF TO ASCERTAIN WHETHER HE WOULD BE PREPARED TO ACCEPT THIS POSITION. WE HAVE IN MIND PAYMENT OF A SUM OF £300 AS A RETAINER FOR THESE DUTIES. ALTERNATIVELY YOU MAY FEEL THAT THE POSITION WOULD BE BETTER FILLED BY SOME OTHER MEMBER OF THE LOCAL ADMINISTRATION, AND OF COURSE WE WOULD BE GUIDED BY YOUR ADVICE, WHICH WOULD BE APPRECIATED PLEASE.

2423 FIGSBC FM
884300 NAVAID G

360

0403 FIGGEC FM
884300 NAVAID G

14.11.84 1540

TO: THE CHIEF SECRETARY
FALKLAND ISLANDS ADMINISTRATION

FROM: THE OPERATIONS MANAGER
TRINITY HOUSE LIGHTHOUSE SERVICE

CHIEF SECRETARY
14 NOV 1984
FALKLAND ISLANDS

CAPE PEMDROKE LIGHTHOUSE
=====

FURTHER TO MY TELEX OF 13.11.84, PLEASE NOTE THAT REFERENCE
TO PAYMENT OF A RETAINER FOR TRINITY AGENTS DUTIES
SHOULD READ.

''WE HAVE IN MIND PAYMENT OF A SUM OF £300 PER ANNUM
AS A RETAINER FOR THESE DUTIES''.

0403 FIGGEC FM
884300 NAVAID G

MEMORANDUM

Reference COS/32/1

It is requested that this number and date should be quoted on your reply.

Date 17 January 1985

362

From Senior Admin Asst

To Customs and Harbour Master

Subject:- Cape Pembroke Lighthouse

We have received an approach from Trinity House regarding "the appointment of an individual (here) to the position of Trinity House agent in order that all Communications concerning the lighthouse can be channelled through that person who will be able to act with authority on our behalf to make detailed arrangements locally for the restoration and subsequent effective operation of the Lighthouse." The operations Manager at Trinity House thought you might be willing to take on this responsibility. A retainer of £300 per annum is proposed.

Perhaps you could let me know your reaction to this proposal in due course?

Caroline Armstrong
Senior Administrative Assistant

rs

MEMORANDUM

363

Reference

It is requested that this number and date should be quoted on your reply.

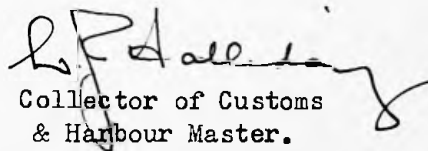
Date 24th January, 1985....

From Collector of Customs & Harbour Master To Senior Admin. Asst.

Subject:- Cape Pembroke Lighthouse

Please refer to your Memo. CUS/32/1 of 17th January.

I would be willing to accept the position of Trinity House agent if the retainer fee is increased to £360 per annum.


Collector of Customs
& Harbour Master.

364

PTS
051884300+
884300 NAVAID G
2423 FIGSEC FK

25.1.85

YOUR REFS 0(OPS) 1001/41/1 AND 278A 02/01/85

CAPE PEMBROKE LIGHTHOUSE

HARBOUR MASTER WOULD ACT AS YOUR AGENT IF THE RETAINER FEE IS
INCREASED TO L360 PER ANNUM.

CAROLINE ARMSTRONG
SENIOR ADMINISTRATIVE ASSISTANT
FALKLAND ISLANDS

☒
884300 NAVAID G
2423 FIGSEC FK

AD=0011

Y E:

CAPE PEMBROKE LIGHTHOUSE

1 Captain Woodfield came to see me, partly in connection with the Cape Pembroke lighthouse and partly for a general talk about development matters. We mainly talked about the Lighthouse.

2 I understand that he has something like £80,000 to £100,000 available for its repair and wishes to know how he may best proceed with this. I have advised him in the first instance to talk with DMW to discuss generally the availability of resources for this sort of work in the Falklands. Given that the sum of money appears reasonably large, it may well be that his best course will be to put the work in the hands of PMA.

3 Further technical work will need to be done by specialist engineers once the building has been restored and he asks whether FIG would like to have them assist with the restoration of any other navigational aids when they come down. By copy of this minute I am asking the Harbourmaster to advise us about this; doubtless he will consult as appropriate with the Navy. I understand that the equipment involved would be likely to cost several thousands of pounds.

4 He also wonders about ongoing arrangements. He would like to pay the Harbourmaster personally to be the Trinity House agent in the Falkland Islands and I said that there would be no objection in principle to this, although he might need to have some formal permission from FIG. At the same time he would like in due course to ask FIG to undertake the maintenance of the light which would, I understand, cost of the order of £20,000 a year and involve the appointment of a caretaker who would need to pay regular visits to check the machinery and to replace fuel.

5 Finally, there is the problem of the compensation for the damage done to the Lighthouse during the war which is now being repaired. I understand that at that time the Lighthouse was the property of the Board of Trade but it appears that no claim was made for its restoration. I believe that claims under WDCS are now time expired but I have mentioned the problem to the Command Secretariat. Perhaps it is something which Trinity House should take up with the FCO.

Acting Civil Commissioner

cc DFW
H/M

19 March 1985

eem

366

2423 FIGSEC FK
884388 NAUVID G

REF : 1889A / 83/84/85 / 16:06
TO : FALKLANDS ISLANDS GOVERNMENT
FROM : T.H. LONDON

TO THE CHIEF EXECUTIVE FALKLANDS
ISLAND GOVERNMENT PORT STANLEY
FOR MR D TAYLOR
FROM CAPT T WOODFIELD
OUR REF (OPS) 1881/41/1
U R G E N T

N

1. I CAN NOW CONFIRM THE APPOINTMENT OF MR. L. HALLIDAY
(HARBOUR MASTER, PORT STANLEY) AS TRINITY HOUSE AGENT, CAPE
PEMBROKE WITH EFFECT FROM 18TH MARCH, 1985, SUBJECT TO H.E. THE
GOVERNOR'S APPROVAL). A RETAINER FEE OF \$360 PER ANNUM WILL
BE PAID AND IT IS SUGGESTED THAT THIS BE PAID HALF YEARLY IN ADVANCE
IT WOULD BE HELPFUL IF YOU COULD CONFIRM THAT THIS IS ACCEPTABLE
AND ADVISE THE MOST SUITABLE METHOD OF PAYMENT IE, A/C NO. ETC.

2. COULD YOU PLEASE ASK THE HARBOUR MASTER TO INFORM THE DIRECTOR
OF PUBLIC WORKS THAT IT IS OUR INTENTION TO REFURBISHMENT INVOLVED,
AND THEREFORE EARLY SUBMISSION OF THE REPORT AND ESTIMATE WOULD BE
VERY MUCH APPRECIATED.

} See 367

3. FUTURE CORRESPONDENCE WILL BE ADDRESSED DIRECT TO MR. L. HALLIDAY
AT THE FALKLANDS ISLAND GOVERNMENT OFFICE.
REGARDS
WOODFIELD.

884388 NAUVID GW
2423 FIGSEC FK

367

x PWD.

2423 FIGSEC FK
884300 NAVRID G

REF : 1816A / 83/04/85 / 17:29
TO : FALKLANDS
FROM : T.H. LONDON

TO FALKLANDS ISLANDS GOVERNMENT
FROM T.H. LONDON
TO CHIEF EXECUTIVE FALKLANDS
ISLAND GOVERNMENT PORT STANLEY
FOR MR D TAYLOR
FROM CAPTAIN T WOODFIELD

CORRECTION TO TELEX SENT 3.4.85 AT 1611

PSE READ SECOND PARA AS FOLLOWS:-

2. COULD YOU ASK THE HARBOUR MASTER TO INFORM THE DIRECTOR OF PUBLIC WORKS THAT IT IS OUR INTENTION TO REFURBISH THE LIGHTHOUSE AS SOON AS POSSIBLE, BUT THAT THIS IS SUBJECT TO HIS SURVEY REPORT AND THE ESTIMATED COSTS OF REFURBISHMENT INVOLVED, AND THEREFORE EARLY SUBMISSION OF THE REPORT AND ESTIMATE WOULD BE VERY MUCH APPRECIATED.

APOLOGIES FOR ERROR.

884300 NAVRID G@
2423 FIGSEC FK

368

PTG

0510004300+
004000 NAVID G
0400 FIGSEC FX

4.4.85

REF: 1916A

ATTN CAPT T WOODFIELD

THANKS YOURTEL.

- 1 APPOINTMENT OF MR HALLIDAY ON BASIS DESCRIBED IS ACCEPTABLE TO MYSELF IN ACCORDANCE WITH GENERAL ORDERS 82.
- 2 WILL ASK MR HALLIDAY TO ADVISE AS TO PAYMENT DETAILS.
- 3 YOUR CORRECTION ADVISED DIRECTLY TO DPM TO ACT AS QUICKLY AS HE CAN.

REGARDS
DAVID TAYLOR

1300 NAVID G
7 FIGSEC FX

OUR REF: CUS/32/1

THE SECRETARIAT,

370

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

It is requested that
number and date
should be quoted.

YOUR REF:

..... 9th April 1985.

Mr.L.J.Halliday
Stanley

Dear Sir

I am directed to write to you with reference to the retainer fee which Trinity House proposes paying you as Trinity House Agent, Cape Pembroke Lighthouse, and to inform you that the matter has now been considered and in accordance with General Orders B2 written permission is given to you herewith this to allow you to receive the fee.

2. The retainer fee will be £360 per annum payable half yearly in advance, commencing with effect from 18th March 1985.

3. Would you now kindly indicate to me where you would like the retainer to be paid, ie. the name of the bank, account number, etc. so that I can in turn advise Captain Woodfield of Trinity House.

Yours faithfully



Ag Government Secretary

cc. CUS/32/1 ✓
TREASURY
P/290 II

373

COS/32/1



Foreign and Commonwealth Office

London SW1A 2AH

Telephone 01-

R N F Fletcher-Cooke Esq
Government House
Stanley
FALKLAND ISLANDS

Your reference

Our reference

Date 10 February 1986

Dear Fletcher-Cooke,

Gov. Secretary

Can you reply to this for FIG? 17 1/2

COST OF COLONIAL LIGHTHOUSES

1. The Secretary of State for Transport has expressed to us his concern at the financial burden on the British shipping industry which results from expenditure on lighthouse services that are currently financed from the General Lighthouse Fund (GLF). Mr Ridley has asked if the cost of maintaining colonial lighthouses, of which Cape Pembroke is one, can be transferred from the GLF to the administration of the territories concerned. It is, we are informed by the DTp, the view of Trinity House and the General Council of British Shipping that Cape Pembroke serves only the needs of local navigation and that it is anachronistic and anomalous that British ship owners should continue to fund it.

2. Our understanding is that Cape Pembroke was gutted by Argentinian troops and has yet to be restored. It would, I believe, cost about £150,000 to install automatic equipment and running costs prior to 1982 were about £30,000 a year. Since the lighthouse has been out of action for 4 years it may be that local navigation no longer has a need for it. I should be grateful for the confirmation of the FIG that any future costs arising from the restoration and maintenance of Cape Pembroke shall no longer be a charge on the GLF. If the FIG considered that the lighthouse should be restored and brought into use this would need to be a charge on the local budget, unless aid funds were available.

Yours etc.

David Broad

David Broad
Maritime, Aviation and
Environment Department

374

27th February,

86.

Mr. L. Holliday,
Customs & Harbour Master
Stanley.

Cape Pembroke Lighthouse

I enclose a copy of the letter I have received recently from the Foreign Office about the future of Cape Pembroke Lighthouse.

I understand the light has not been in use since the conflict, if that is the case, is there now a requirement for it at all?

Derek Fernyhough
Government Secretary

MEMORANDUM

375

Reference

It is requested that this number and date should be quoted on your reply.

CW 132/11

Date ..12th March, 1986.....

From Collector of Customs & Harbour Master To Government Secretary

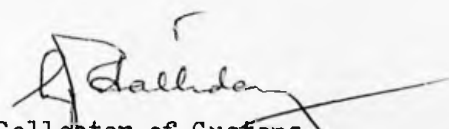
Subject:- Cape Pembroke Lighthouse.

Please refer to the Foreign Office letter regarding the future of Cape Pembroke Lighthouse.

Cape Pembroke Lighthouse has not been in use since the invasion and unfortunately the place was gutted but not by Argentine forces.

I am afraid DTp, Trinity House and the General Council of British Shipping are wrong in their assumption that it would only service the needs of local navigation. I am sure the many fishing fleets working in this area would appreciate a working Cape Pembroke Lighthouse.

I have spoken to the Master of Monsunen and Forrest and they both think there is a need for it.


Collector of Customs
& Harbour Master

376

Reference _____

Government Secretary:

Councillors were enquiring in Select Committee about the situation on lighthouses and you may well wish to draw their attention to your recent exchanges on this subject (folios 373 and 376) in this file.



Chief Executive

4 June 1986

eem