

C.S.

PORT & MARINE
(Buoys & Beacons)

SHI/NAV/1 # 14

1926.

No.

608/26

Harbour Master.

SUBJECT.

1926.

3rd Decbr.

Previous Paper.

REPORTS DISAPPEARANCE OF THE MARK BOUY
TO THE NORTH-WESTWARD OF TUSSOCK POINT, PORT
WILLIAM.

MINUTES.

1. Minute from Harbour Master of 3 Dec. 1926.

^{y.E} Schmel for information. 1 M b.p.

13. 12. 26 for further report.

2. Re Harbour Master should also
report that reserve buoy he has in stone point
a similar contingency.

JMS

6. 12. 26.

[Signature]
6 Dec. 1926.

Harbour Master.

Subsequent Paper.

To you accordingly please

7. 12. 26

[Signature]

ay. Col. Dec.

Minute from Harbour Master of 13. Dec. 1926.

2.

g.2. Submitted for information.

2. Re Harbour Master to suggest cetina
to be taken in regard to spare buoy being
obtained.

JWS

13. 12. 26.

R

13 Decs, 1926

Harbour Master

Accordingly please.

J Muller

G. G. Sec.

14. 12. 26.

Submitted

I will see Lj: of I.I.C. & send in
a report

W. M. M.

H. M. M.

C. L. Sec^y

15/12/26.

Minute from Harbour Master. 20 Dec 1926.

3.



Y.S. Jethal. Re Harbour Master shall endeavor
to retrieve the lost buoy if it is still
serviceable -

2. I will obtain the necessary information
and quotation for the cost of the Harbour
Master will furnish me with the required
specifications. Probably these are previous papers
to be found in this office that may help.

C.C. Please?
Jm 2/12

Jm 20. 12. 26.

M.C. So proceed.

R.
31 Dec. 1926

Y.S.

A careful search has been made and no
papers relevant to this subject can be found

Jm
22/12/26

Harbour Master

Can you give me the required
specifications please? I regret that no
previous papers to help can be traced in
this office.

J. Williams Esq. Secy

24. 12. 26

29/12/26.

Submitted

I can give no specifications until I have measured the buoy, but there is no necessity for a buoy like of any size, as long as it can be seen from the necessary distance for taking the usual navigating precautions.

This is in order in this case.

The present buoy is of the same shape & colour as laid down in the sailing directions & the chart

W. M. M. M.

W. M. M. M.

∞

The Colonial Secretary.

P. Stanley.

∞

4. 9. 1. 27

Le 30. 12. 26.

Harbour Master

Has this buoy been received, please.

W. M. M. M.

W. M. M. M.

10. 1. 27.

11/1/27.

Submitted

As, I have not attempted to recover it yet. It is hard & fast ashore & the dockyard hands are working on "Penguin" & other boats at present.

If you consider desirable, I will go out & see what is necessary for getting it off, the first day it is possible to land.

W. M. M. M.

W. M. M. M.



J. Col. Secy.

Yr. Schttd. Re buoy has now been
ashore for over a week. It should
be well recovering at the Harbour Master
Munster will take action as he sees fit.

J.M.D.
13.1.27.

To
13 Jan. 1927.

Harbour Master

Records, please.

J.M.D.
G. Colledge

14.1.27

17/1/27.

Submitted

This will be done as soon as possible
& report rendered

W. M. M. M.
H. M. M.

7.2.27.

17.1.27.

To Col. Secy.

Harbor Master

For report please.

J. Muller

9. 6. 27

7. 2. 27.

8/2/27. Submitted.

This buoy has not been moved. I have been waiting for "Penguin" to pick it up, as the expense of "kelp" would, in my opinion be, unjustified, the present buoy being adequate.

W. H. Mackie.
H. H. Mackie.

The Cl. Sec^y

G. P. Schmitt. His vessel may

now out with "Penguin" is ready for service

but should receive early attention therefore.

J. Muller

9. 2. 27.

9 Feby. 1927.

Harbor Master

Please look

J. Muller 9. 6. 27

9. 2. 27

10/2/27

Submit
Litch
Wheeler
H. Macchi

To C.O. Sec^y

Y 21. 2. 27
J 21. 2. 27
L 21. 2. 27
Y 9. 3. 27
L 21. 2. 27

Y 29. 3. 27
L 9. 3. 27

Starting Mack

how that "Penguin" is going
it should be possible for you to file your
statement to this matter.

Wheeler
9. 6. 26

30. 3. 27.

30. 3. 27. Submit
"Penguin" went for this buoy & it was discovered to
be badly leaking & not worth mending.
Several large holes were in the lower portion. I informed
the crew ~~that~~ they should leave the buoy there

To C.O. Sec^y

Wheeler
H. Macchi

4. Letter from J. S. Co. ca. 27/11/29
 5. Letter to Manager, J. S. Co. ca. 14/12/29.

48.

I have spoken to Capt Roberts on this subject. I also discussed the question of replacing the buoy with Capt Cox of the 'Ballena' and Capt Dunn of the 'Laquna'. As your Excellency will see from ^{the} Red ~~at~~ the Master of the 'British Light' reported the absence of the buoy to Mr Young.

2. Capt Roberts is of opinion it is inadvisable to replace the buoy unless it carries a light at night; if it is not lighted after dark it is liable to be rammed by any boat entering. Capt Dunn and Capt Cox both told me the buoy was useful to vessels.

entering in daytime.

3. With your Excellency's approval I will consult the navigating officer of H.M.S. 'Delhi' in the matter.

4. In the meantime, I will report absence of the havy to the Board of Trade and Hydrographic Departments of the Admiralty and say that the question of replacing it is under consideration.

W.R.
26.1.30

Hon C.S

Please. Put up papers again when
you have seen officer referred to.
AD

27/30

Letter to the Board of Trade 28/1/30.

" " Hydrographer Admiralty, 28/1/30.

6.
7.

12/3/30
lf.

Inside Minute Paper.

8-10 Letter from Captain Fair, HM's 'Delhi'
10th March 1930.

A.C.B.

Despatch letters to Capt Fair,
Admiralty and Bd of Trade
submitted.

2. I will ask the Mr. J. Roberts
of Liverpool an estimate of the cost
of installing new lights.

3. May I withdraw tracing
for filing in Harbour Master's Office?

G.P. 18
A.C.B.
28. 11. 30

G.P. Suggested for approval.

2. Re automatic light with
skeleton is actually in store having
been removed for the work
done of Port Williams by G.P.'s
direction in 1927/28. J.M.D.

30. 3. 30.

1/4/30

S.P. [unclear]

(2/30)

- Letter to the Hydrographer, Admiralty, 1/4/30 11.
- Letter to the Board of Trade, 1/4/30 12.
- Letter to Capt. W. E. C. Tait, 1/4/30 13.

Hon Colonial Engineer.

For info. Will you please
 say what day will suit you to
 visit site of light. Would suit
 Tuesday be convenient when the
 Penguin will have steam?

S.P. [unclear]
 for C.S.
 2. IV. 30

Hon Col Gen

Your Tuesday will suit
 me

Cs Roberts
 3/4/30

Hon Colonial Engineer,

We visited the site together
 to day.
 2. I will be glad if you will
 submit estimate of cost of erection
 at your convenience.

S.P. [unclear]
 for C.S.
 8. IV. 30

Hon Col. Sec.

The cost of installation will be £18-10-0, + cost of upkeep for the year, which will be £25 making a total of £43-10-0.

The money can be found from Harbour lights xviii P.W.R. 16.

The light we have in store flashes 100 per minute & will be fitted with a sunvalve.

If the work is to be carried out I should like approval as early as possible please, so that the work can be completed before the bad weather sets in.

C. N. Roberts.

14/4/30.

V.B. Submitted for approval,
work being carried out.

E.R. 13
for CS
15. iv. 30

Hon C. S

J. D. Sprunt

AA

$\frac{15}{4} 30.$

Hon Colonial Enquiry.

Com. m. l. e.

Sp. l. e. / for C. S.

16. 11. 30

Hon Col Sec

Noted

C. Roberts.

19/4/30.

$\frac{P.A.}{24/4/30.}$

Letter from Hydrographer. R. N. 1/4/30

(14)

" " " " " 20/4/30

(15)

$\frac{P.A.}{11/6/30}$

Letter to Hydrographic Dept. 13/10/30 16-17

See M. P. 43/27 + 710/24

Letter to Board of Trade 13/10/30. 18-19.

$\frac{P.A.}{17. 10. 30.}$

Letter from Hydrographic Dept. 1/12/30 (16)

$\frac{P.A.}{5/2/31}$

No. _____

MINUTE.

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

.....3.....12.....1926.

From.....*M^r Maslin*.....

To

.....*P. Stanley*.....

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Submitted

I regret to report the disappearance of the Mack Bury to the N.W. coast of Inssack I^l. I consider this is probably due to wear & tear, as it had not been lifted for a considerable period. I am having a new buoy prepared as soon as possible, & it will be put down as soon as ready. I will have ships warned by wireless if it is not done before the arrival of the next craft, but I think it can be done before that.

Approved.

M^r Maslin.

13/12/26. (2)

Submitted

There are no troops in motion at present.

The buoy was in course of preparation and to be ready
for laying by Thursday 16th inst.

W. P. P. P.

W. P. P. P.

To Col. Sec's
P. P. P. P.

20/12/26.



Submitted

The I.I.C? are unable to furnish information re buoy
& this price.

I have found however a spare buoy, on my charge,
belonging to the gear of the cable ship here, & this
can be utilised as a spare if necessary.

The previous buoy has been found in York Bay, & as
soon as I can get "kelp", I will go & see what
the prospects are of retrieving it.

The new buoy has been laid

W. Hudson,
Lt. Machi.

The Colonial Sec^y
P. Staitly

(4)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

27th November, 1929.

Sir,

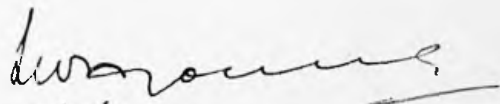
It was reported to us by the Master of R.F.A. "British Light" that there is now no buoy marking the Forth Shoal in Port William.

As the buoy is given in the "South American Pilot" and is of some importance, we shall be glad to know what steps are being taken to replace it.

I am,

Sir,

your obedient servant,



Manager,
The Falkland Islands Co., Ltd.
Lloyds Agents.



The Harbour Master,

Stanley.

608/26.

17th December, 29

Sir,

With reference to your letter of the 27th November, I am directed by the Governor to inform you that the question of the advisability of replacing the buoy marking the Forth Shoal in Port William by a leading light on the south shore of the harbour is being considered.

2. I am to invite the opinion of Capt. D. Roberts in the matter. I shall be glad if he will call and see me at the first convenient opportunity.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

of the
Islands Company, Limited,
l's Agents,
WANLEY.

608/26.

28th January, 30.

Sir,

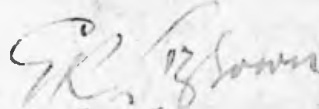
I am directed by the Governor to inform you that the Forth Shoal at the entrance to Stanley Harbour, two cables westward of Tussac Point in Port William, is not now marked by a buoy the former buoy having been rammed and sunk by a vessel entering the Harbour.

2. I am to say that the question of replacing the buoy is under consideration and that a further communication on the subject will be addressed to you in due course.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade,
LONDON, S.W. 1.

608/26.

28th January, 30.

Sir,

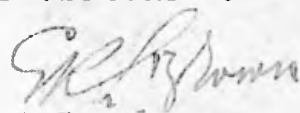
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2. I am to say that the question of replacing the buoy is under consideration and that a further communication on the subject will be addressed to you in due course.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Hydrographer,
Hydrographic Department,
Admiralty,
Whitehall,
LONDON, S.W. 1.

No. A.83/2.

H.M.S. "DELHI",
at Port Stanley,
Falkland Islands.
22nd. March, 1930.

Sir,

I have the honour to forward for
Your Excellency's information the following :-

- i. Report of investigation into position for additional navigation light in the approaches to Port Stanley. (Enclosure No. 1)
(Two tracings attached).
- ii. Report of survey held on board the S.S. "Fleurus" on the hull and life-saving appliances of that vessel.
(Enclosure No. 2).

*Separate
6. 20/3*

I have the honour to be,
Your Excellency's obedient Servant,

A. Gait
CAPTAIN.

His Excellency,
The Governor and Commander-in-Chief,
Falkland Islands.

9

H.M.S. "DELHI",
at Port Stanley,
Falkland Islands.
21st. March, 1930.

Sir,

I have the honour to report that at the request of the Assistant Colonial Secretary I have selected a position for an additional navigation light in the approaches to Port Stanley.

The position selected is at the Western end of Port William in Blanco Bay. I consider that a light in this position will greatly assist vessels wishing to anchor in Port William or Port Stanley at night. With this light kept on a bearing of 270° a ship will pass up Port William clear of all dangers until after Doctor Point is passed, when course can be altered by bearings of Navy Point or Engineer Point Lights. The position chosen for the light is 11.3 cables, $322\frac{1}{2}^{\circ}$ from Navy Point Light, on Admiralty Chart No.1774, and was fixed by the following angles, viz.-

Angle between left extreme of William Island and left extreme of Ordnance Point. $9\frac{1}{2}^{\circ}$.

Angle between left extreme of Ordnance Point and Engineer Point Light. $33\frac{1}{2}^{\circ}$.

Angle between Pembroke Point Lighthouse and Engineer Point Light. $35\frac{1}{2}^{\circ}$.

When fixing the position I made use of the only suitable objects on the south shore of Port William which are visible from that spot. I found that when fixing onshore in the vicinity of the above spot, the position obtained when making use of objects on the north shore did not coincide with those found from objects on the south shore of Port William. It would seem therefore that the coastline in Port William is not correctly charted.

2. The Red buoy formerly marking the position of Forth Shoal off the entrance to Port Stanley has been removed. I do not consider that the buoy is required to be replaced because the Leading Beacons by day and bearings of Navy Point and Engineer Point Lights by night will shew whether a ship is approaching the shoal.

3. The positions of the Hulks in Stanley Harbour are no longer as shewn on Admiralty Chart No.1374. The Hulk "Lady Elizabeth" has been moved from her former position to the

M. P. 526/27

3.(continued).

position to the eastern end of the harbour. The "Great Britain" is 50 yards north eastward of her charted position, and another Hulk the "Fennia" is in the middle of the fairway two cables northward of the (F.I. Co.) West Jetty.

The position of these Hulks were fixed as follows, viz.-

"Lady Elizabeth". Painted black & with 3 masts.
Angle between Cathedral and left extreme of oiling jetty. 20½°.

Angle between left extreme of oiling jetty and Navy Point Light. 23°.

Angle between Monument and Navy Point Light. 30½°.

Angle between Cathedral and ^{From} First Leading Beacon. 32½°.

"Great Britain". Painted black & with 3 masts.
Angle between ^{From} First Leading Beacon and Cathedral. 105°.

Angle between Cathedral and Monument. 34°.

Angle between Cathedral and Government House Flagstaff. 26½°.

"Fennia". ^{From} Painted red & with 4 masts.
Angle between ^{From} First Leading Beacon and Cathedral. 64 1/3°.

Angle between Cathedral and Monument. 77½°.

Angle between Cathedral and Government House Flagstaff. 63½°.

With the Hulks in these positions there is enough room for a cruiser to moor midway between the "Fennia" and "Great Britain", and for another to moor abreast Government House, but when the wind is from the S.W. or South these hulks are swung right across the fairway thereby making the approaches to the berths difficult.

I am informed by the Assistant Colonial Secretary that before the end of 1931 the "Fennia" will replace the "Great Britain", and the latter moved to the eastern end of the harbour close to the "Lady Elizabeth".

I have the honour to be,
Sir,
Your obedient Servant,

M. P. 566/27

LIEUTENANT-COMMANDER.

The Commanding Officer,
H.M.S. "DILIGENCE".

608/26.

1st April, 30.

Sir,

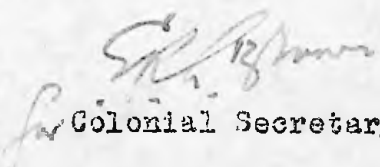
With reference to the letter from this Office No. 608/26 of the 28th of January, 1930, I am directed by the Governor to enclose herewith an extract from a report by Lieut.-Commander Woods, Navigating Officer of H.M.S. "Delhi" regarding an investigation made for the purpose of suggesting improvements to the approaches to Stanley Harbour.

2. I am to inform you that in accordance with the recommendations contained in the report the buoy formerly marking the Forth Shoal will not be replaced and that steps will be taken as soon as practicable to instal an additional light in the position selected, regarding which you will in due course be informed.

I am,

Sir,

Your obedient servant,


for Colonial Secretary.

The Hydrographer,
Hydrographic Department,
Admiralty,
Whitehall,
LONDON, S.W. 1.

608/26.

1st April, 30.

Sir,


With reference to the letter from this Office No. 608/26 of the 28th of January, 1930, I am directed by the Governor to enclose herewith an extract from a report by Lieut.-Commander Woods, Navigating Officer of H.M.S. "Delhi" regarding an investigation made for the purpose of suggesting improvements to the approaches to Stanley Harbour.

2. I am to inform you that in accordance with the recommendations contained in the report the buoy formerly marking the Forth Shoal will not be replaced and that steps will be taken as soon as practicable to instal an additional light in the position selected, regarding which you will in due course be informed.

I am,

Sir,

Your obedient servant,


for Colonial Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade,
LONDON, S.W. 1.

608/26.

1st April,

30.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter No. A 83/2 of the 22nd of March, 1930 enclosing (a) a report on the proposed additional navigation light in the approaches to Port Stanley and (b) a report of the survey held on the hull and life-saving appliances of the s.s. "Fleurus"

2. I am to express His Excellency's thanks for the kind assistance thus rendered by you to this Government.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Captain W. E. C. Tait, M.V.O., R.N.,
H.M.S. "DELHI".

In replying please address:—

The Hydrographer,

Admiralty,

London, S.W.1.

quoting H 2255/30.

14

Hydrographic Department,

Admiralty,

London, S.W.1.



1st. April, 1930.

Sir,

I beg to acknowledge, with thanks, the receipt of your letter 608/26 of the 28th. January, regarding the sinking of the buoy which formerly marked the Forth Shoal at the entrance to Stanley Harbour.

I am, Sir,

Your obedient Servant,

B. Jewsey

for Hydrographer.

H.B.M. Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

In replying please address:—

The Hydrographer,

Admiralty,

London, S.W.1.

Hydrographic Department,

Admiralty,

London, S.W.1.

quoting H 2906/30.

29 April, 1930.

Sir,

I have to acknowledge with thanks the receipt of your letters Nos.566/27 and 608/26 of the 1st April, regarding the positions of hulks in Stanley Harbour and the additional light in the approaches thereto respectively.

I am,

Sir,

Your obedient Servant,

E. Jowsey
for Hydrographer.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley, Falkland Islands.

608/26.

13th October,

30.

Sir,

In continuation of my letter No. 608/26 of the 1st of April, 1930, I am directed by the Governor to attach herewith, as required by Colonial Regulation 193, particulars of the harbour light installed in Port William, together with a tracing from Admiralty Chart 1664, showing the position of the light.

2. I am to state that the bay in which the light is situated is known locally as Blanco Bay and that it would be convenient if this name could be inserted in future charts.

I am,

Sir,

Your obedient servant,

for Colonial Secretary.

The Hydrographer,
Hydrographic Department,
Admiralty,
Whitehall,
LONDON, S.W.1.

24th September, 1930.

COLONIAL ENGINEER.

HARBOUR LIGHTS.

I beg to report that the additional 'leading in' light approved to be fixed in Blanco Bay, has been erected and working as from the 15th of September, 1930.

2. Particulars required for the Board of Trade, &c. given below.

Name of Light.	Blanco Bay.
Place.	Port William (Western end).
Position.	Angle between left extreme of William Island and left extreme of Ordnance Point. $9\frac{1}{2}^{\circ}$ Angle between left extreme of Ordnance Point and Engineer Point Light. $33\frac{1}{2}^{\circ}$ Angle between Pembroke Lighthouse and Engineer Point Light $25\frac{1}{2}^{\circ}$
Number of Lights.	One.
Particulars of Lights.	Flash.
Interval of revolution of flash.	$\frac{1}{2}$ sec. light period $1\frac{1}{2}$ sec. dark (30 flashes per minute.) period.
Miles seen in clear weather from a ship's deck.	Seven.
Time light is shown.	Unattended, controlled by sunvalve
Colour or any peculiarity.	Steel Standard, 7'6" high, painted white sector.
Height in feet of centre lantern above high water.	32' 0".
Height in feet of building from base to vane.	8' 8".
When lighted.	Permanently burning after sun-down, uncontrolled.
Character of illuminating apparatus.	Automatic flasher.

(Sgd.) G. Roberts.
Colonial Engineer.

The flasher was reduced from 100 to 30 flashes per minute 24/9/30.

608/25.

13th October,

30.

Sir,

In continuation of my letter No. 608/25 of the 1st of April, 1930, I am directed by the Governor to attach herewith, as required by Colonial Regulation 193, particulars of the harbour light installed in Port William, together with a tracing from Admiralty Chart 1664, showing the position of the light.

2. I am to state that the bay in which the light is situated is known locally as Blanco Bay and that it would be convenient if this name could be inserted in future charts.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade,
LONDON, S.W.1.

FALKLAND ISLANDS.

PARTICULARS OF HARBOUR LIGHT IN
BLANCO BAY, FORT WILLIAM, AS
REQUIRED BY COLONIAL REGULATION
NO. 123.

Name of Light.	Blanco Bay.
Place.	Fort William - 11 cables from extreme north-east point of Navy Point 53° East of North true. Admiralty Chart 1614.
Latitude.	51° 40' 21" S. } Admiralty Chart 1774
Longitude.	57° 56' 37" W. }
Number of Lights.	One.
Colour of Light.	White.
Fixed or Flashing.	Flashing.
Interval of revolution of flash.	½ second flash 1½ seconds dark flash occurring every 2 seconds.
Miles seen in clear weather from a ship's deck.	Seven miles.
Time light is shown.	Unattended, controlled by sunvalve.
Colour and any peculiarity of lighthouse.	Steel standard 7' 6" high, pointed white sector.
Height in feet of centre of lantern above high water.	32' 0".
Height in feet of building from base to vane.	3' 3".
When lighted.	Permanently burning after sundown uncontrolled.
Character of illuminating apparatus.	Automatic flasher.
Date of installation.	24th September, 1930.

(10)

In replying please address:—

The Hydrographer,

Admiralty,

London, S.W.1.

Hydrographic Department,

Admiralty,

London, S.W.1.

quoting H 8154/30.

22 December, 1930.



Sir,

Recd 19

I beg to acknowledge with thanks the receipt of your letter No.608/26 of the 13th October, regarding the installation of a light in Blanco Bay, Port William, and forwarding a tracing showing its position.

I am,

Sir,

Your obedient Servant,

b. Jowsey

for Hydrographer.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.