

C.S.

PORT AND MARINE

MISC.

193

SHI/NAV/1#19

No.

119/34.

J.E.Hamilton.Esq.,

SUBJECT.

193 4.

April.

Previous Paper.

GIFT OF £1500 TO GOVT OF FALKLAND IS BY  
~~J.E.~~ HAMILTON. ESQ., FOR THE PROVISION OF A LIGHT  
ON THE WEST FALKLAND.

359/30 - E/22/34.

MINUTES.

①

Letter from J.E.Hamilton. Esq., April.1934.

*Hon. Director Public Works.*

*Will you kindly furnish  
particulars of type of light  
suitable and any estimate you  
can give regarding cost of erection  
re. The amount Mr. Hamilton  
offers will allow of a more  
powerful light than that  
erected on Porpoise Point E. I.  
C. S. 359/30 attached.*

*mch*

*as es.*

*16. v. 34*

Subsequent Paper.

Hon. Colonial Secretary.

The light on Porpoise Point is of 300 mm. lantern, flashing 1 flash of 1 second every 10 seconds with a range of light of 5 to 7 miles, with a A.C.A. K80 flasher, 300 mm. lens of 360° arc with sunvalve and square steel house below housing 4 acetylene cylinders working together giving a 12 months unattended service with an intensity of 270 candles. The light with 4 spare cylinders cost

F.O.B. England.	542. 5. 0.
Freight etc. to Stanley.	45. 9.10.
Erection complete and other attendant charges and hut near light and another on beach for storing cylinders.	189. 7. 7.
	<hr/>
	2775. 0. 5.

Annual upkeep is estimated at

F.I.Co's "Lafonia" charge & labour.	10.
4 recharged cylinders @ 3.	12.
	<hr/>
	22 year.

Transport and changing of cylinders done by camp labour.

2. The light at Port William is of 500 mm, 360° lens, with a light range of 12 miles. This beacon cost in 1911 delivered Stanley.

.....	954.
Erection etc. in 1921 and 1922.....	627.
	<hr/>
	1,581.

The light is mounted on a steel substructure which is not at all desirable at Cape Meredith on the score of upkeep etc.

3. In Reds 29 and 30 of M.P. 359/30, the Crown Agents for the Colonies state that a beacon with a 500 mm. lantern with a candlepower of 900 candles and a light range of 12 miles can be supplied for a fitting on a concrete base complete with 4 spare cylinders at a FOB cost England of £930. This light would be on similar lines to the one supplied for Porpoise Point but larger and more powerful. They state, however, that the period of unattended service would only be 6 months with 4 cylinders working together,

whereas, on account of isolation, transport etc, a twelve monthly period is desirable.

4. A beacon with an unattended service of 12 months is desirable. The light at Port William is of 500 mm lens, the same as the one mentioned in paragraph 3, and with 4 cylinders in service this light operates for 12 months, and no doubt it is possible to obtain a similar kind of light, without substructure, at a price below 21,000.

5. I understand from Mr. E.V. Dixon, who has traversed this part when on sealing operations last season, that a suitable landing place is to the East of Cape Meredith in the lagoon near the island and near a seal corral. The materials could be transported overland to Cape Meredith up a gradual rise interspersed in places with sparse tussock bogs. There is a shanty (uninhabited) to the North West of Cape Meredith which could possibly be made available for the men for sleeping situated about  $\frac{1}{2}$  hour's walk from the Cape. Hoste Inlet, the nearest inhabited farm house, is understood to be about 8 miles from Cape Meredith. A rough sketch is attached. Cape Meredith itself is a cliff of about 290 feet above high water and the land immediately behind rises steeply to about 800 ft., so that a beacon without substructure is considered to be suitable, on similar lines to the one supplied for Porpoise Point or as attached sketch taken from the Gas Accumulator Co's catalogue of 1912. I would suggest that before

Read 2-3

anything definite is done in this connection further information be obtained from a reliable source, e.g. from the Captain of S.S. "Lafonia" and from the Manager of Port Stephens.

6. Annual upkeep should be considered, and whether the camp station is prepared to transport etc. the cylinders and watch the light. If it is necessary to change the cylinders every 6 months annual upkeep is estimated at

"Lafonia" charge, labour etc.	30.
8 recharged cylinders @ 3.	24.
Paint materials.	1.
	<hr/>
	55.

7. If no substructure is required, I would suggest that the Crown Agents for the Colonies be asked whether a suitable beacon can be supplied at a F.C.B. cost not exceeding £1,000.

One - ASA acetylene lighted beacon, for fitting on a concrete base with no substructure, complete with sunvalve and flasher and the necessary A.50 cylinders and piping, valves etc., with a range of approximately 12 miles for fixing at Cape Meredith on a cliff at a height of approximately 300 ft. above high water - the southern extremity of the West Falkland Island, - similar to the one mentioned in paragraph 5 of their letter of 17th December, 1930, L.3934/1930 (W/Falkland Islands 3402), except that it is desired that the unattended light period should be 12 months and not 6 months as stated

or

One on the lines of the attached sketch taken from the Gas Accumulator Co's catalogue of 1912.

The complete installation to be contained within a steel house, and it is desirable that the unattended service period should be approximately 12 months.

A duplicate supply of A.50 cylinders to be included.

8. The flash period should be considered. The one at Porpoise Point - the southern extremity of the East Falkland Island - is of the single flash type of

1 flash of 1 second every 10 seconds.

and I would suggest that the one at Cape Meredith should be one of the multi-flashing type as described in paragraph 7 of (Red 29) in M.P. 359/30.

9. The cost of erection is an unknown quantity without first viewing the site, but it is estimated that £500 will cover freight charges and complete erection with the necessary huts for storing cylinders, etc.

*L. White*

for Director of Public Works.  
18th May, 1934.

1. Submitted. First of all it will be necessary to send a reply to Mr. John Hamilton. Mr. Hamilton asks that the word "acceptable" be telegraphed to him.

2. The type of light suggested (para 7) similar in power to the light on William Point might be referred to the C.A.'s. as the William Point type can only be left unattended for 6 months and it is necessary to have a light at Cape Meredith which could be left unattended for a longer period, on the score of expense.

3. I think it would be as well to obtain the views of Captain Roberts

regarding position of proposed  
lyric and also the type  
of flush required.

MCH  
by C.S.  
19. 5. 34.

M. C. S.

Letter to Mr. Hamilton

has been for fairing.

When the letter has been sent  
please let me know this A.P.  
again.

Yours

31. 5. 34.

Letter to J. Hamilton, Esq. 1/6/34

(1)

(4)

YE

Papers returned.

MCH  
by C.S.  
1. 6. 34.

M. C. S.

Please consult Capt.

Robert's, as you suggest.

2. Would not a light  
such as the Porpoise Point  
light be sufficient for all  
practical purposes?

*[Signature]*

56.34.

~~B. F. 22.6.34~~  
~~W. C. H. 6.6.34~~  
B. F. on return of  
Lafonia from S.  
Genoa. W. C. H.  
27.6.34

7E. I have discussed this matter  
with Captain Roberts of the S.S.  
"Lafonia". Captain Roberts is  
very strongly of opinion that  
a light similar to that on  
Porpoise Point would be of  
very little use and considers  
that if a light is placed

Cape Meredith W.F.  
Cape ~~Robert~~ is should be similar  
to the light at Point William  
and with the same period of  
flash.

2. Captain Roberts will  
be visiting Port Stephens in August  
next when he will take bearings  
with a view to ascertaining the  
best position at Cape Meredith to  
erec the light.

MCH  
A.C.S.  
4.7.34.

Jnr. C.S.

Please ask C.A.A. for a protection  
(Re supp of)  
for a light similar to the Port William  
light but without substructure and ~~with~~ to give  
unattended service, if possible, for a period of  
twelve months.

2. Thereafter please let. again  
when you have Capt Roberts's report as to  
sitings.

Jnr  
C.S.

4.7.34.



(56)

Letter to CMA 7/7/34

Hon. Director Public Works.

To see.

mch  
by c.s.

9.7.34.  
Hon. Col. Secretary.

seen please. The installation should include a duplicate supply of gas cylinders.

P. a.  
mch  
10.7.34.

W. J. G. G. G.  
9/7/34

(78)

CMA letter 5/7/34

Hon. Treas.

To note. The £2,000 referred to should be placed on deposit "John Hamilton - Gift to Col. Gove"

mch  
by c.s.  
8.8.34.

W. J. G. G. G.  
Notes, thank you.

W. J. G. G. G.  
10

VIII-34

V. Submitted. Mr. Hamilton has given a further £500. The total sum of £2,000 will be placed on deposit when it appears

in the C. A.'s apc's.

No letter has been received  
from Mr. Hamilton regarding  
the additional amount given by him.

McH  
by C.S.  
10. 8. 34.

Mr. C. S.

Dr of letter to Mr.

Hamilton herewith.

2. We have yet to

learn Capt. Roberts's opinion as to  
the most suitable location for the  
light at Cape Meredith.

3. Please let Mr. D.P.U.

(Mr. J. Roberts) see or his return  
for leave.

J.M.D.

12. 8. 34,

B. J. 30. 8. 34  
McH 14. 8. 34  
21

(19)

Letter to J. E. Sturinton, Esq 14/8/34

M. J. 20/1/34  
J. P. 15/1/34

Hon. Director Pub. Wks.

Passed to you to see.

MCH  
ay ch.  
29.8.34.

Hon. Col. Sec.

Noted.

C. J. Roberts.  
31/8/34.

p. a.

10-12.

C.A.'s letter of 14/9/34.

Y/C.

Submitted.

to Hon. D.P.W.

C. J. Jones.  
25/10/34

Hon. Col. Sec.

Ys. please.

MCH  
15. X. 34.

Hon. & P. W.

Referred to you please.

A. J. Jones  
10/10/34

Hon. Colonial Secretary.

I suggest that the order be placed for the beacon as recommended by the Engineer-in-Chief of Trinity House.

2. With regard to the flash, I submit this might be confirmed. I suggest that it is a question best left to the superior knowledge of the Elder Brethren.

3. It will be advisable to have two spare batteries of acetylene accumulators; time and money will be saved on transport and recharging the light.

4. I agree that the housing structure should be galvanized. It is essential in such an exposed position.

5. I can find no further mention of a report from Captain D.W. Roberts as to siting and bearings of the proposed light (vide His Excellency's minute of 4/7/34, page 3).

6. Prior to the erection of the beacon it will be necessary to visit the site, with, I suggest, the captain of S.S. "Lafonia" for the purpose of fixing the actual position from a navigating point of view, taking bearings, soundings for foundations, and arranging the route over which it is to be transported and generally preparing details for materials required, etc., so that an estimate can be prepared for the erection.

It is suggested that this might be arranged with the Manager of the Falkland Islands Company as early as convenient, so that an endeavour can be made to erect the beacon during the latter end of the summer prior to the bad weather setting in.

7. In the event of approval being given to order the light the indent will be prepared for forwarding by next mail; or is it proposed to reply by wire? The latter proposal

would give this department more time as it will be almost impossible to work at this exposed spot during the winter months.

*E. Roberts.*

Director of Public Works.  
17th October, 1934.

*J.P.*  
Submitted.

*C.D.J.*  
*18/10/34.*

Hon. Col. Lee.

Beacon may be ordered by telegraph. Kindly ask Hon. Director Pub. Works to furnish particulars required in telegram.

2. Hon. L. W. H. Young was asked to arrange for Captain Roberts to furnish a report regarding Siding re. I will speak to Mr. Young about this and also regarding arrangements to visit the site.

*MCH*  
*18. 10. 34.*

Hon. D.P.W.

To note and will you please furnish particulars for telegram.

*C.D.J.*  
*19/10/34.*

Hon. Colonial Secretary.

Draft telegram to the Crown Agents for the Colonies submitted.

"With reference to your letter of 14th September  
"3937 please proceed with order for the unattended  
"beacon for Cape Meredith as recommended by  
"Trinity House with exception that two spare  
batteries of cylinders be supplied (stop)  
"flash suggested confirmed (stop) housing  
"structure to be galvanized (stop) Please arrange  
"ship Highland Monarch 22 December consigned  
"Messrs Maclean & Stapledon Montevideo for  
"transhipping to Port Stanley".

*C. Roberts.*

Director of Public Works.  
19th October, 1934.

*Y/B*  
Submitted

*C. Roberts.  
19/10/34*

Hon. Col. Sec.

Please send Telegram.

*McH.  
20. X. 34.*

Telegram to Crown Agents of 20. 8. 34. 18.

Hon. D. W.

to note.

*C. Roberts.  
22/10/34*

Hon. Col. Sec.

Noted.

C. Roberts.

D.P.W.

22-10-34.

14. Telegram from G.H. of 25. 10. 34.

Hon. D.P.W.

For your comments please.

C. Roberts  
for Lt.  
26/10/34

Hon. Col. Sec.

It is to be regretted that the Gas Accumulator Co misquoted, apparently they did not include the price for the spare battery.

It is essential that we have the further spares. If this is not supplied the recurrent expenditure for upkeep will be at least £50 more each year, as it will mean 2 visits instead of one. Without going into details at this stage, I estimate that the completed job will cost £1,700. I suggest that a reply be sent to Red 14, in the following sense.

Your telegram 25<sup>th</sup> October Beacon Cape Meredith. Further spare battery required

making 3 in all → total cost of outfit F. O. B. London

£1,200

C. Roberts.

D.P.W. 27-10-34.

Telegram to Assess Agents of 29/10/34 15.

Hon. Col. Sec.

I discussed this matter with Mr Roberts and as a result it was decided to send red 15.

MCH  
29. 10. 34.

P.A.  
21/11/34

Letter from Mr Hamilton of 15. 10. 34. 16  
Telegram to Mr Hamilton of 5. 11. 34 19.

Minutes from Hon. D.P.W. of 1/11/34 18.  
Hon. Treasurer. of 2/11/34. 19.

yk.

Reas 16-19 submitted.

A.J.G.  
6/11/34.

Hon. Col. Sec.

With regard to (16) I have written Mr Hamilton.

Proposals in red (18) approved.

Red (19) has been dealt with in red (17) I have also written and explained the matter to Mr Hamilton.

MCH  
6. 11. 34.  
Hon. Treasurer, and for Mr. Hamilton  
7. 11. 34.  
Hon. D.P.W.

to note

A.J.G.  
6/11/34.



Hon. Col. Sec.

noted.

D. P. W.  
4-11-34.

~~lf. 15/11/34.~~  
~~lf. 8/11/34.~~  
~~lf. 30/11/34.~~  
~~lf. 2/12/34.~~

yfb

A reply has not yet been received to Red (17).

C. J. M.  
30/11/34.

Hon. Col. Sec.

Please send a reminder.

m c H

Sv. XI. 34

(20)

Telegram to Mr. John Hamilton of 1/12/34.

~~lf. 15/12/34.~~  
~~C. J. M. 3/12/34.~~

Minutes from Hon. Treasurer, of 10/2/34 (21)

YH.  
Submitted.

C. J. J.  
for Sec.  
11/12/34.

Hon. Col. Sec.

Thank you - this is  
satisfactory. Would Mr Beardmore  
put up a copy of the letter or  
an extract therefrom.

MCH  
11. 12. 34.

Hon. Treas.

In necessary action please.

C. J. J.  
for Sec.  
11/12/34.

Hon Col Sec. a copy of Mr Hamilton's letter is put  
up — (enclosure 22).

Out for Col Treas.  
13. 12. 34.

YH.  
Submitted.

C. J. J.  
for Sec.  
12/12/34

Hon. Col. Sec.

Thank you Sir.

MCH  
13. XII. 34.

~~Hon. D.P.W.~~ 218 10-12-34.  
Local affairs. C.E. R. for L.A.  
10 see. 18-12-34.

C.I.J.  
for cs.  
15/12/34.

C.A.  
18/12/34.

23-29.

Minute from Hon. D.P.W. of 10/1/35.

Y.M.

Submitted.

It seems evident that to place the light on Cape Meredith will be most costly both as regards installation and maintenance.

A copy the report by the Director of Public Works together with the drawings might be forwarded to Mr. J. Hamilton for his information. He could be asked at the same time whether he would have any objection to an alternative site.

C.I.J.  
for cs.  
14/1/35

Hon. Col. Sec.

I thank Mr<sup>r</sup> Roberts for his report and also for the verbal description he gave me regarding the difficulty of erecting a light on Cape Meredith, but as Mr<sup>r</sup> Roberts pointed out it can be done. I am of opinion that it would be inadvisable to proceed with the erection of the light at that place not only on account of the difficulty and risk which ~~would~~ attend the work but also on the score of expense of future maintenance.

2. Please inform Mr<sup>r</sup> John Hamilton that the Director of P. W. S. has recently visited Cape Meredith N. Z., for the purpose of selecting a site suitable for the erection of the light, presented by him, and forward for his information a copy of the report submitted by Mr<sup>r</sup> Roberts. Add that he will observe from the report that there are considerable difficulties and risk in the way of the erection of a light on the site indicated and in consequence cost of erection and annual upkeep would be heavy. Add that in view of the difficulties disclosed perhaps he would be prepared to consider an alternative site as suggested in para. 3 of the report, and if so perhaps he will be good enough to telegraph his decision.

MCH  
15.1.55

30. Letter to J. Hamilton Esqr. of 15/1/35  
Hon. D.P.W.

to note.

C. J. J.  
for A.  
15/1/35

Hon. Col. Sec.

noted.

C. Roberts.

D.P.M.  
14-1-35.

C.A.  
17/1/35

31-32. Minute from Hon. D.P.W. of 21/1/35.

J.B.

Submitted.

? the exp may be paid as  
suggested by Hon. D.P.W.

C. J. J.  
for A.  
22/1/35

Hon. Col. Sec.

Approved.

MCH  
22.1.35.

Hon. S.P.W.

to note.

C. J. P. W.  
23/1/35

Hon. Col. Sec.

Noted.

C. J. Roberts.  
D.P.W.  
25-1-35.

P.A.  
20/1/35

~~Original Shipping Advice of 17/1/34~~ 33-38

~~Hon. S.P.W.~~

~~to note.~~

~~C. J. P. W.  
1/2/35~~

Extract from letter received from manager, J. E. Coy. 12" Seby, 1935. 33.

V.L. Papers submitted for information. MCH  
CS.  
13. 2. 55

Thanks a very handsome  
Sgt  
13/2/35

P. A. Mich

34. Letter from J. Hamilton, Esqr., of 25/2/35.

Director Pub. Wks.

To see.

Mr. John Hamilton

evidently desires the light placed on Cape Meredith and no other place. I do not

agree with the views expressed in the last part of his letter. Qualified Master Mariners

have already stated that the light should not be placed high up. In your observations

please.

M. C. H.  
C.S.  
7. 3. 35

Hon. Colonial Secretary.

My report of 10th January, 1935

(Enclosures 28 & 29) deals with the question of position, maintenance, etc.

2. From the constructional and upkeep point of view it would be easier to site the beacon at a point higher up. The most important questions to be settled are the bearings on to Castle Rock or Bird Island and Albermarle Rocks, the height above sea level, and distance back from the sea. I submit that these points are most important from a navigators point of view, and that before the work is put in hand the site should be actually fixed and bearings

determined by a qualified Master Mariner.

3. Looking at the chart it appears easy to select a site, but when actually at the Cape it is difficult as there are so many obstructions which would obscure the light, and it is, I imagine, essential that the bearings should be taken on to the islands and rocks East and West of the Cape. When visiting the Cape last January it was unfortunate that Captain Adair, Acting Captain of S.S. "Lafonia", was unable to accompany me owing to an injury to his leg. I understand that Captain D.W. Roberts will shortly be returning to resume his duties. He is thoroughly conversant with the coast and light requirements and would, no doubt, be the best person to site the light and give bearings.

4. I submit that the question of maintenance (enclosure 25) is one which requires the Government's consideration.

*D. Roberts.*

Director of Public Works.  
11th March, 1935.

*YH*  
Submitted. The site selected at Cape Meredith was considered the best if the light was to be seen under all weather conditions. The Director Pub. Wks. visited the proposed site and as result of his report led to was sent to Mr Hamilton asking whether he would be prepared to consider an alternative site. Mr Hamilton in his reply makes it clear that he wants the light erected at Cape Meredith.

2. I understand that it would not be so difficult to erect the light on the high



land of Cape Meredith but it would be of little use in such a position for the reason that the high land is often obscured by fog.

3. The question of site might be referred to Captain Roberts of the S.S. "Lafonia" who has considerable experience of the locality.

4. I fear the cost of annual upkeep will be heavy (red 25) In addition there may be additional expense for delay of vessel as Cape Meredith is a well known bad weather spot.

MCH  
Ed  
12.5.55

I quite agree. Please lay the whole question before Captain Roberts. He sh. see (23) - (29) (30), (34). I will discuss the matter with him when next

Director Pub. Works. 12/3/55

Would you kindly furnish tracings of 23-24.

MCH  
Ed  
14.5.55

Hon. Colonial Secretary.

Drawings attached, please.

G. Roberts.

D.P.W.  
18/3/35

Letter to Capt. Roberts, 15/3/35. 35.

Director Pub. Wks.

For your information.

MCH  
19. 5. 35

Hon. Col. Sec.

Noted.

G. Roberts.

19-3-35.

P.A.  
19/3/35

Yk.  
Captain Roberts came to see me regarding red 35. I now understand that he has given certain observations to the D.P.W. Captain Roberts told me that the light would be of more value on Cape Bougainville but I pointed out that Mr Hamilton had definitely stated that he wished it placed on Cape Moresby.

2. If its erection is to be proceeded with it will be necessary to arrange for its transport near Sep<sup>th</sup> when the D.P.W. can go to Port Stephens to supervise

119/34

12

its erection. Certain provisional arrangements were made with Mr C. Robertson when in Stanley regarding transport to the Site.

3. The D.P.W. has asked that it may be confirmed that the light is to be erected at Cape Meredith.

MCH  
es.  
13. 11. 35

Yes the light is to be at Cape Meredith  
It is to be hoped that approach from the lagoon may be easier than the route taken on Mr Roberts' survey which involved the precipitate descent he describes. I examined it as closely as possible from the sea and the lagoon approach tentatively suggested by Capt. Roberts shd. be further examined

MCH  
14/5/35

Director Pub. Works.

To note for information and guidance.

MCH  
es.

14. 5. 35

Hon Col Sec.

The light has been erected and tested  
in the Dockyard. I am very pleased with  
the result.

I have discussed the question of site,  
landing and transport, with Capt Roberts  
and Mr C Robertson, and as a result it  
has been decided to land the materials  
at Kitts Creek in Sept next.

To facilitate transport over the camp  
Mr Robertson has promised to have some  
of the worst logs cut off and to bridge  
two ditches, during the coming winter.

A. Roberts.  
20/5/30.

H. Submitted for information.  
mch  
es.  
22.5.35

22/5

P.A.  
mch  
22.4.35

(367) Letter from Capt W.W. Roberts 25/6/35

38. Letter to Capt. W.W. Roberts of 27/6/35:

Director Pub. Works.

To see red 37 and section of Chart in red 36.

mch  
—  
et.  
26.6.35

Hon. Col. Sec

Noted. The information given by Capt Roberts will be of assistance in determining the final position.

When taking the bearings the chart will be of use to me. I have therefore withdrawn same.

W. Roberts  
28/6/35

J.P.A.  
mch  
—  
29.6.35

Director Public Works.

Will you kindly state the approximate date you propose to proceed to Lake

Meredith.

MCH  
—  
CS.  
15.8.55

Hon. Col. Sec.

The present arrangement is to sail from Stanley on the 15<sup>th</sup> Sept, and to visit Porpoise Point light for the purpose of changing cylinders and if time permits, painting structure, on the outward trip.

Capt Roberts hopes to give me 5 clear days at the Cape. If weather conditions are good and not too many difficulties encountered it will just be possible to complete the erection of the beacon, in which case I would return to Stanley about the 25<sup>th</sup> Sept.

C. Roberts.

14/8/35.

Yr. Arrangements proposed submitted for Yr's approval.

MCH  
—  
CS.  
16.8.55

App'd

16/8

Director Public Works.

To note.

MCH  
—  
CS.  
16.8.55

PA ✓

Hon. Col. Sec.

noted.

C. Roberts.  
17/8/35.

(39) Minute from DPW 18/9/35

Submitted. If Mr. Roberts cannot complete the work in the time allotted then I think he should return, otherwise there will be some difficulty in getting him back to Stanley.

mch  
C.  
12.9.35

Yes

~~12/9~~ 12/9

Director P. Wks.

To note.

mch  
12.9.35

Hon. Col. Sec.

noted.

C. Roberts.  
12/9/35

P.A.  
mch

Minutes from Hon. D.P.W. of 16/9/35. (40)  
Telegram to Robertson, Port Stephens of 16/9/35 (41)

Director P. Wks.

To note.

MCH  
es

Hon. Sec. Secretary

Noted.

18/9/35

PA.  
18/9/35

Minute from D.P.W. 2/10/35 (41-3)

-----  
2/10/35 (44)

1. Submitted. The D.P.W. and those associated with him did extraordinarily good work in completing the erection of the beacon under trying and difficult conditions in the short space of 6 days. Photographs put up.

2. Completion of the erection was considerably facilitated by Mr Robertson, manager of Port Stephens, by working hard himself and providing men and horses. I do not know what form of recognition could be given to Mr Robertson - I do not think he would care to be offered payment so there only remains a letter



Thanking him for his ready assistance and good work in facilitating the erection of the beacon.

WCH  
et.  
3. 2. 35

This has been most creditable to the D.P.W. A fine achievement in the time. I would have liked a fuller report giving weights of material transported with details of how it was done conditions of ground and weather with working hours

2. Mr. Robertson, should be thanked cordially and a copy sent to Mr. Maclean Dean

WCH 4/10/35

(45) Letter to C.H. Robertson, Esq., 4/10/35.

(46) Telegram to Crown Agents, 4/10/35.

Director's Public Works.

To see reos 45-6. and  
note Mr's minute of 4<sup>th</sup> October.

MCH  
C.S.  
7. X. 35

Don. Col. Sec.

reos 47/52 noted thank you. Further report  
attached for information

C. Robertson

D.P.W.  
10/10/35.

Yh.

Letter of thanks was sent  
to Mr. C.H. Robertson, reos (45).

2. Detailed report from D.P.W.  
submitted. I notice that Mr.  
Robertson states that Cape Meredith  
abounded with Seal. It would  
seem that the 9000 odd taken  
by the Sealing Coy in that vicinity  
made no appreciable difference to  
the Stock.

MCH  
C.S.  
11. X. 35

Exceedingly interesting Mr. Hamilton's.  
I am sure like to have a copy

The "further notes" with one or two photos  
are worth sending to the Royal Empire Society  
or the Oceanic League for publication. Do  
you know who the local secretaries are?

ttttt 11/2/35-

Office

In copy of 117-52 please  
MCH

(53)

Letter to J. Hamilton, Esq. 18/10/35.

Director Public Works.

Could you kindly supply two or three photographs for publication. It would of course be made clear that the photos were taken by you.

MCH  
ES.  
19. 10. 35

Hon. Col. Sec.

I have been too busy to take off the photographs required. Failing an opportunity to do them prior to my departure to Fox Bay, I suggest that the copies in this file be sent with a request that they might be returned. I think that a short article in the "Penguin" would be of interest.

C. A. Roberts.  
D.P.W.  
25/10/35.

Done  
MCH

Yk. 2

There is in this colony  
no representative of the Overseas  
League. Mr G. I. Turner is  
the corresponding Secretary of  
the Royal Empire Society.

2. I suggest for Yk's  
consideration that it would be  
preferable to send the article  
to the Crown Colonist in  
which journal works of  
importance in various colonies  
are recorded.

MCH  
cl  
1. XI. 35

App<sup>n</sup>

Will 1/11

Letter to Manager, the Crown Colonist of 4/11/35.

Director P. Wks.

To note (55). The Manager,  
Crown Colonist has been asked to  
return the photographs when  
finished with.

MCH  
cl

4. XI. 35

Hon. Col. Sec.

Noted.

C. Roberts

D.P.W.

8/11/35.

✓

P. A. mch

(56) Letter from John Hamilton of 18/2/35.

Yh. Submitted.

mch

10. 1. 36.

Lucifer Public Wks. still 10/1/36

To see.

mch

10. 1. 36.

Hon. Col. Sec.

Noted.

C. Roberts.

D.P.W.

11/1/36.

✓

P. A. mch

Letter from Editor's Crown  
Colonist 2/1/36.

(57)

yh.  
Submitted.

mch  
es

25.1.1936

Ack please and say that I have read  
this communication with interest.

TTTT 27/1/36

Letter to the Editor, Crown Colonist, of 29/1/36.

(58)

Director Pub. Wks.

To see

mch  
es

29.1.36

Hon. Col. Sec.

Noted.

C. Roberts.

D.P.W.

29/1/36.

✓

P.A. mch

Minute from Hon Roberts 2/3/36

(59)

office

Telegram to go.

mch

(60) Telegram to Robertson, Port Stephens of 6/2/36  
Director Public Works.

To note that telegram has  
been sent as desired.

mch  
C.  
6.2.36

Hon. Col. Sec.

Thank you.

C. Roberts.  
D.P.W.  
7/2/36.

(61) Telegram from Robertson, Port Stephens, of 6/2/36.

Director Public Works.

To note re 61.

mch  
C.  
7.2.36

Hon. Col. Sec.

Noted.

C. Roberts.  
D.P.W.  
10/2/36.

(62) Crown Agents Invoice of 6/1/36.

~~D.P.W.~~ To note & withdraw  
Registered baggage, please  
~~Robert~~  
10/2/36

Hon. Col. Sec.

Package withdrawn thank you.

CMP.  
D.P.W.  
14/2/36.

Minute from DPW. 14/2/36.

(62-4)

Letter to Capt. W. W. Roberts of 17/2/36.

(65)

~~of 22/2/36.~~  
~~of 22/2/36.~~

of 29/2/36.  
and 21/2/36.

Letter from Capt W. W. Roberts 21/2/36

(66-7)

Director Public Works.

To see. Captain Roberts  
Suggests certain amendments  
in the particulars.

MCH  
C.  
22.2.36

Hon. Col. Sec.

I agree with the amendments a  
form with particulars corrected is  
attached for forwarding to the authorities  
concerned.

C. R.  
D.P.W.  
24  
2  
36.



- (68) Telegram to Hydrographer, Whitehall of 25/2/36.
- (69) Letter to Hydrographer, London of \_\_\_\_\_

✓  
mch

Arrange for W/T. Station to broadcast to Shipping.

Publish postcard in Penguin

✓  
mch

also

cl.  
25.2.36.

Telegram to Mr. John Hamilton  
Punta Loyola telling him light  
was put in operation on 12<sup>th</sup>  
Feb. mch

- (70) Telegram to Mr. John Hamilton of 25/2/36.

- (71) Minute to Senior Operator of 26/2/36.

✓  
mch

Harbour notes,  
to note.

C. J. J.  
mch  
27/2/36

Saved notes  
Jm  
28/4/36

PA.  
27/3/36

Letter from Assist. Editor, Crown Colonist of 20/1/36.

Article on the erection of the  
Bencom at Cape Moresby appeared  
in the Crown Colonist for Feb'y, 1936.

The Hon. G. Roberts.

To withdraw the photographs  
you kindly lent.

MCH  
30. 1. 36.

Hon. Col. Sec.

Noted thank you. I have  
left the photographs in this  
M/P for record. I have copies  
in my works album.

G. Roberts.

D.P.W.  
30/3/36.

✓  
p.a. MCH  
31. 3. 36.

Letter from Mr. J. Hamilton, of 22/3/36. (143)

✓ p.a. MCH

(74) Letter from Hydrographer, London of 9/4/36.

P.A.  
9/5/36  
(45-44)

Minutes from D.P.W. of 18/6/36.

Y.E.

Submitted: Will Y.E. grant the permission  
congrat to the Gas Accumulator Co.?

P. E. S.  
25/6/36

Certainly saying that if accompanied  
by letter from the S.W. with a  
statement included that the light  
at Cape Wessell was the gift of  
Mr John Hamilton Esq. of Wexford  
Ireland.

*[Signature]* 26/6/36

(78) Minutes to D.P.W. of 27/6/36.

P.A.  
27/6/36

Hon. Col. Sec.

Photographs from Red 41 have been  
withdrawn. They will be returned ~~to~~  
when copies have been taken in connection  
with Red 46.

C. Roberts  
17/7/36.

Hon. Col. Sec.

Copy of letter sent to the Gas Accumulator Co  
enclosed for record.

OMB  
17/7/36.

P.A.  
17/7/36

Minute from Director of Public Works of 27.4.38. 80-83.

Submitted. The cylinders at the  
Cape Mendocino Beacon are urgently  
required. The D.P.W. might so  
inform Mr. Robertson by telegram  
and offer him say 30/- per cylinder  
as suggested. In the meantime  
perhaps the D.P.W. can consider  
the question of transport.

W.H.

28.4.38  
He had better make the offer 35/- as a  
temporary arrangement. In the letter it  
is v. probable that he will do the work for  
5/- only per m. W.H. 28/4

D.P. Wks.

To note H's minute.

M.H.  
cl.  
24.4.38

Non Col Sec

Noted, and copy of  
wire as attached sent to  
Mr Robertson.

M.H.  
29/4/38.

84

P.A.  
30/4/38

85-87.

Minute from W.D.W. of 23.5.38.

D.P. Wks.

I concur. Please proceed.

M.H.  
cl.  
25.5.38

Non Col Sec.

Noted.  
C. Roberts.  
26/5/38.

P.A.  
26/5/38

Memo. from A.T. of 23. 7. 49

88

A.T.

88. AppA. Lhs.  
27/7.

Houses

noted 14.

Sh  
2/8.

W/M  
2/1/49

to The

Governor

Government House

Port Stanley.

Your Excellency,

I am anxious to assist the people on the West with a new light on Cape Meredith, to cost Fifteen hundred pounds (£1500:-) to facilitate the safety of ships in approaching Fox Bay, and the great Sound dividing the two main Islands.

The Governments' acceptance of the gift would please me greatly, and from what I have heard myself, the people on the West would appreciate it, as a mark of progress in the larger development of the Colony.

If agreeable to your Excellency, the single word 'Acceptable' cabled to Sheepfold, would justify me in depositing the amount with the Crown Agents, to the credit of the Treasury in Stanley. This would facilitate immediate purchase, and ward off unnecessary public attention.

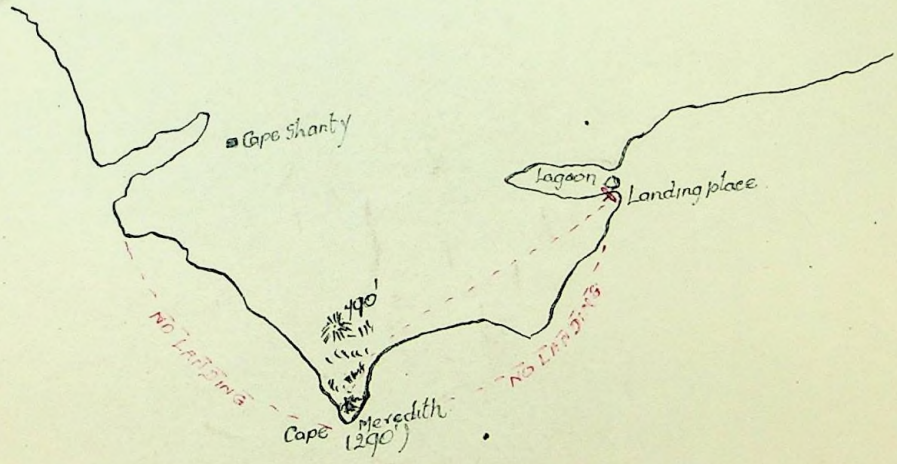
I have the honour,

to be,

Your Excellency's Obedient servant.

*John Hamilton*

Hoste  
Inlet  
↑ about 8 miles  
from Cape Meredith.





It is stated in the specification of this 500 m.m. beacon under

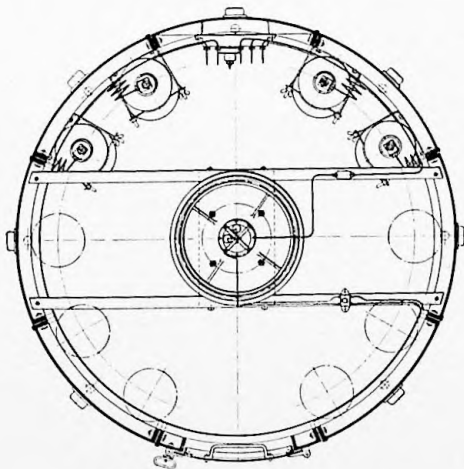
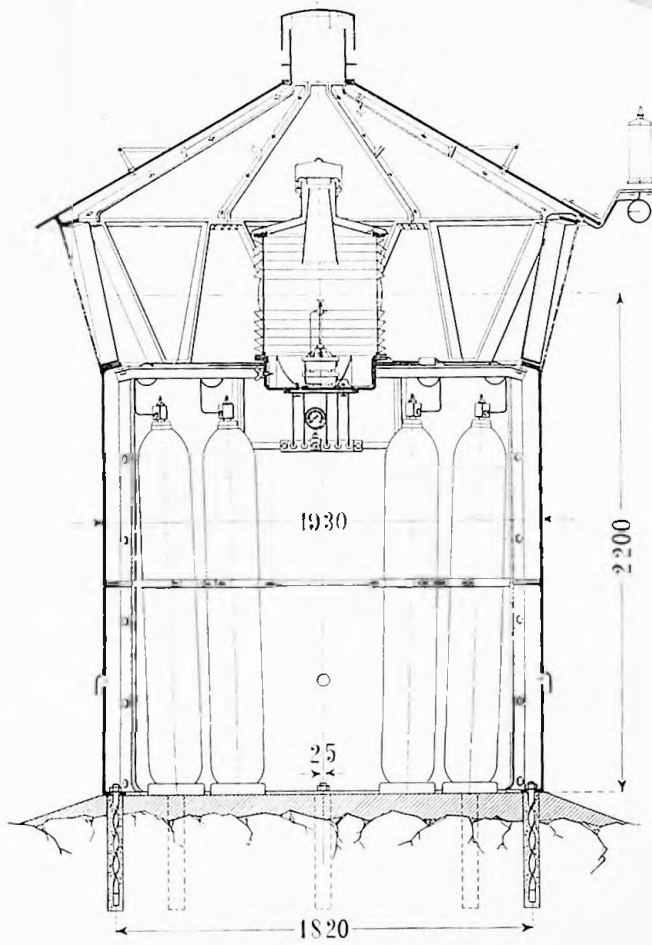
Lighting Power and Range of Light.

Through a 375 mm lens a 25 lit. burner will develop 480 Hcp., visible at a distance of about 12 naut. miles in clear weather.

Through a 500 mm lens a 25 lit. burner will develop 670 Hcp visible at a distance of about 13 naut. miles in clear weather.

SERVICE CAPACITY.

With 6 - A.50, a 25 lit. burner and a luminous time of 1/10 (0.3 sec. light plus 2.7 second dark) the gas consumption per 24 hours will be about 70 litres. Considering the saving effected by the sunvalve at about 40% the gas supply will last for more than 18 months. (WITH 4 - A.50 CYLINDERS ABOUT 12 MONTHS).



AGA Lighthouse type F-3700.

9/34.

1st June,

54.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter dated April, 1934, and to say that His Excellency has much pleasure in accepting on behalf of the Colony your generous offer to construct a Light at Cape Meredith, West Falkland, at a cost of £1,500.

2. I am to add that His Excellency has no doubt but that this public-spirited action on your part will be of great service to the sea-faring element in the Colony and will give rise to a general feeling of grateful appreciation.

3. I am to add that the annual cost of maintaining the Light is estimated to amount approximately to £50 and to ask, with some diffidence, whether you would wish to assist in this way also by the gift of, say, a further £500 for investment to such end.

I am,

Sir,

Your obedient servant,

*MCH*

Acting Colonial Secretary.

Esq.,  
Milton & Saunders,  
Magallanes,  
CHILE.

19/34.

7th July,

34.

Gentlemen,

I am directed by the Acting Governor to request that you will be so good as to cause to be supplied a quotation for an unattended acetylene lighted beacon required for installation at Cape Meredith, West Falkland Island.

2. I am to say that the type of light required is similar to the AGA light supplied by you to this Government in the year 1911, and to the beacon with a 500 m/m lantern mentioned in paragraph (5) of the letter from Trinity House dated the 17th December, 1930, forwarded with your letter 203/W/Falkland Is/3402 of the 13th December, 1930, but without substructure and prepared for fitting on a concrete base and to give unattended service, if possible, for a period of twelve months.

3. I am to add that having regard to the isolated position of Cape Meredith, consequent difficulties of transport etc., a beacon with an unattended service of months is considered desirable. In this connection I state that the light supplied in 1911, which at Point William, is of 500 m/m with a range up to with four cylinders in service this light operated months, and no doubt it will be found possible

Agents for the Colonies,  
Millbank, Westminster,  
LONDON. S.W.1.

for the supply of a similar type of light, without substructure, at a cost approximating £950. The light should be of the multi-flashing type.

I am,

Gentlemen,

Your obedient servant,

*m ch*

Acting Colonial Secretary.

A/411

MESSRS. D.W. GEORGESON AND SON TO THE CROWN AGENTS.

Bridge Street,

Wick.

20th June, 1934.

Gentlemen,

By instructions of Mr. John Hamilton, Punta Loyola, Rio Gallegos, Argentina, received by cable to we enclose cheque for £2,000 to be paid over to the Falkland Islands Government. Mr. Hamilton explains that the purpose for which the payment is made is known to the Governor, and we are advising the Governor of the payment.

Kindly acknowledge receipt.

We are,

Yours faithfully,

(Sgd) D.W. GEORGESON & SON.



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

A/411

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

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

5th July, 1934.

Sir,

20.6.34.

I have the honour to enclose a copy of a letter which we have received from Messrs. D.W. Georgeson & Son regarding a payment to the Government of Falkland Islands on account of Mr. John Hamilton, Punta Loyola, Rio Gallegos, Argentina. The amount of £2,000 has been received and will be found credited in our account for the month of July.

I have the honour to be,

Sir,

Your obedient servant,

*E. Maunders*

for Crown Agents.

The Colonial Secretary,  
Falkland Islands.

119/34.

14th August, 34.

Sir,

I am directed by the Acting Governor to refer to my letter No. 119/34 of the 1st June, 1934, and to say that the sum of £2,000 has been received from the Crown Agents for the Colonies at your order and, presumably, for the purpose of constructing and maintaining the Light at Cape Meredith, West Falkland.

2. I am to express to you His Excellency's renewed thanks on behalf of the Colony for this magnificent gift.

3. I am to say that the appropriate enquiries are being made of the Crown Agents for the Colonies in regard to a suitable type of Light and that it is hoped to undertake the work at an early date.

4. I am also to say that I shall not fail to keep you informed as to developments in this matter.

I am,

Sir,

Your obedient servant,

MCH

Acting Colonial

J. Hamilton. Esq.,  
C/o Hamilton & Saunders,  
Magallanes,  
CHILE.





11

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

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

W/Falkland Is. 3937

TELEGRAMS: "CROWN, LONDON."

TELEPHONE: VICTORIA 7730.

14th September, 1934.

Sir,

I have the honour to acknowledge the receipt of your letter No.119/34 dated 7th July, 1934, with reference to an unattended acetylene lighted beacon for Cape Meredith, West Falkland Islands.

In accordance with your request, the Elder Brethren were asked to furnish quotations for the proposed beacon and I enclose a copy of a letter from Trinity House dated 12th September No.L.1496/1934 giving particulars of and a quotation for the beacon recommended. In the event of your decision to order the beacon proposed we shall be glad if, when sending the authority to purchase, you will confirm the character of two white flashes approximately 3/4 second duration each, every 15 seconds, proposed by the Elder Brethren. Meanwhile no action is being taken pending the receipt of your further instructions.

12.9.34.

I have the honour to be, Sir,

Your obedient Servant,

for Crown Agents.

The Colonial Secretary,  
FALKLAND ISLANDS.

r

GRL

RA

W/Falkland Is. 3937.

COPY OF LETTER FROM TRINITY HOUSE TO CROWN AGENTS.

Trinity House,  
London,  
E. C. 3.

12th September, 1934

Gentlemen,

In reply to your letter dated the 14th ultimo (W/Falkland Islands 3937) relative to the proposal to establish a beacon light at Cape Meredith, West Falkland Island, I am directed to inform you that the Engineer-in-Chief has worked out a scheme which will accord with the requirements of the position as outlined in the letter from the Colonial Secretary dated the 7th July last which accompanied your letter.

2. The proposed beacon comprises a 500 millimetre lantern complete with lens and flasher all mounted direct on the housing containing the battery of acetylene accumulators thus eliminating the substructure. A platform would be incorporated on top of the housing to permit the attendance being given to the light as required.

3. The light would be under sunvalve control and a battery of six accumulators provided which would enable the light to function without attention for twelve months.

4. The cost of the equipment, including a spare battery, is estimated at £860 f.o.b. London. A saving of £20 on that figure could be effected if the housing structure were not to be galvanised, but the Elder Brethren are advised that the extra cost is fully justified owing to the increase in the life of the steel thus obtained. The structure should be painted

/three

three months after erection by which time the galvanising coat would have had time to weather.

5. The Elder Brethren suggest a character of two white flashes of approximately  $\frac{3}{4}$  second's duration each every fifteen seconds, and the intensity of the light would be about 900 candle power.

6. The Elder Brethren will be glad to learn in due course whether the Crown Agents for the Colonies desire them to take any further action in the matter of supplying the apparatus in question.

I am, Sir,

Your obedient Servant,

(Sgd.) H. T. Miller.

Secretary.

*HTM*

DECODE.

TELEGRAM.

*From* Colonial Secretary. Stanley.

*To* Crown Agents for the Colonies.

---

*Despatched:* 20th October, 19 34 *Time:* 1200

*Received:* ... .. 19 .. *Time:* .....

With reference to your letter of 14th September 1937 please proceed with order for the unattended beacon for Cape Meredith as recommended by Trinity House with exception that two spare batteries of cylinders be supplied. Flash suggested confirmed. Housing structure to be galvanized. Please arrange ship Highland Monarch 22nd December consigned Messrs Maclean and Stapledon Monte Video for transhipping to Port Stanley.

SECRETARY.

DECODE.

TELEGRAM.

From Crown Agents for the Colonies.

To Colonial Secretary. Stanley.

---

*Despatched*: 25th October, 1934 *Time*: 1320

*Received*: 26th October, 1934 *Time*: 1100

Your telegram 20th October Beacon Cape Meredith Case Accumulator Company have misquoted. Quotation paragraph 4 Trinity House letter dated September 12th should be 1031 Pounds F. O. B. London including one spare battery. If further spare battery required extra cost 171 pounds telegraph instructions.

CROWN AGENTS.

DECODE.

TELEGRAM.

*From* Colonial Secretary. Stanley.

*To* Crown Agents for the Colonies.

---

*Despatched*: 29th October,                      19 34      *Time*: 1100

*Received*:     ...     ...     ...                      19 ..      *Time*: ....

Your telegram 25th October Beacon Cape Meredith further spare battery required making 3 in all. Total cost of outfit F.O.B. London £1202.

COLONIAL SECRETARY.

The Honourable,  
M. Craigie Halkett O.B.E.,  
Acting Colonial Secretary  
Port Stanley,  
Falkland Islands.

Punta Loyola  
RIO GALLEGOS  
ARGENTINA.  
15th October 1934.

Sir,

I have duly received your letter No II9/34 of the 14th August, and note that the Crown Agents for the Colonies have already received the sum of £2,000 for the purpose of a Light on Cape Meredith, and that the work will be put under way at an early date.

The gift does not include the maintenance of the Light as stated in your letter; but £500:- was added to the original sum offered at the request of his Excellency the Governor to assist in maintaining the Light without any further compromise.

It would seem reasonable that £1,500:- should be ample to supply a light with a radius of 15 miles, if we take the Cape Porpoise Light as a basis of cost. Less than the above radius would not I feel assured serve any very useful purpose on Cape Meredith. Here on this property we are practically surrounded by similar Lights of various sizes and distances one from the other, and this daily experience enables me to form some judgement of what is essential for the West Falklands in this matter of usefulness and safety for the People.

I have the honour to be,

Your obedient servant,

*John Halkett*

DECODE.

(19)

TELEGRAM.

*From* Colonial Secretary. Stanley.

*To* Hamilton. Sheepfold Magallanes.

---

*Despatched:* 5th November, 1934 *Time:* 1600

*Received:* ..... *Time:* .....

Owing to an oversight two thousand pounds for light has been credited your Bank account in error and receipt sent you. Error has been corrected Please telegraph your confirmation of correction and cancellation of deposit in your Bank account.

COLONIAL SECRETARY.



No.  
(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

MINUTE.

1st November, 1934

~~From~~ To  
  
THE COLONIAL SECRETARY,  
  
Stanley, Falkland Islands.

From  
~~X/26~~ Director of Public Works,  
  
Stanley.

In connection with the survey for a beacon at Cape Meredith, recently discussed with His Excellency the Acting Governor, I beg to report that I have seen the Manager of Messrs Falkland Islands Co. Ltd., and he proposes to re-arrange voyage C.28 so that a quick trip can be made to suit our convenience. It is proposed that the "Lafonia" will proceed direct to Port Stephens about the 17th December, 1934. With fine weather the survey should take one day. The ship will then return to Stanley via Fox Bay. In anticipation of your approval a letter has been sent to Mr. Robertson of Port Stephens asking him if he can possibly manage to accompany Captain Adair and myself to the site. It is anticipated that we will leave the "Lafonia" at Port Stephens and proceed by motor boat down the cove inside the entrance, land there and walk to the site. Mr. Robertson's knowledge of local geography should be of great assistance.

It will be necessary whilst on the visit to make arrangements for the transport of materials when the light is to be erected, which will probably be in February next, this being a convenient time to fix a trip in with the "Lafonia's" itinerary.

*G. Roberts.*  
Director of Public Works.

No. C.S. 119/34

MINUTE.

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

2nd November, 19 34

*From* The Colonial Treasurer,  
Stanley.

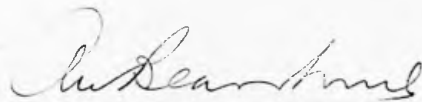
*To*

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

Gift to Col. Government; John Hamilton, Esq.,

I beg to refer to Crown Agents Accounts (July, 1934) Receipt-Voucher No. 7, whereby the Crown Agents received the sum of £2,000 being amount of a gift from Mr. John Hamilton to the Colonial Government. Through an error the amount was credited to Mr. Hamilton's Savings Bank Account during September, 1934, and a Govt. Savings Bank receipt mailed to Mr. Hamilton at the time. In order to rectify the error it will be necessary to ask Mr. Hamilton to effect a withdrawal of the amount from his Savings Bank Account. This should be put through our books before

the 31st December next in order to avoid the payment of a quarter's interest on the £2,000.

A handwritten signature in cursive script, appearing to read "J. S. [unclear]". The signature is written in dark ink and is positioned above the typed name.

for Colonial Treasurer.

No. C. S. 119/34

MINUTE.

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

10th December, 19 34

From Colonial Treasurer,

To

Stanley.

THE COLONIAL SECRETARY.

Stanley, Falkland Islands.

With reference to my minute of the 2nd November, 1934, reporting that the sum of £2000 received from Mr. J. Hamilton had been credited in September to his Savings Bank Account instead of to the credit of account for the provision of a new light on C. Meredith, I beg to inform you that I have now received a letter from Mr. Hamilton asking that the matter be rectified by the cancellation of the deposit in his S.B. Account. This has been done, and the £2000 placed on deposit under "Gift to Col. Government: J. Hamilton, Esq."



for Col. Treasurer.

COPY.

Punta Loyola,  
Rio Gallegos,  
Argentina,  
26th November, 1934.

The Manager,  
Falkland Islands Savings Bank,  
Port Stanley.

Dear Sir,

I enclose herewith deposit note for £2,000 -  
for the purpose of cancellation, in favour of the  
Government with relation to a new light at Cape Meredith.

I am,

Yours faithfully,

(signed) JOHN HAMILTON.

20

No.

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

MINUTE.

10th January, 19 35

From Director of Public Works,

To

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

CAPE MEREDITH - PROPOSED BEACON.

Further to my minute of the 1st November, 1934, in connection with the proposed light on Cape Meredith, I beg to report having carried out the survey as suggested, and submit a summary of my movements whilst away from port, with a report on the general conditions at the Cape, and sketches in duplicate.

Friday 28th December, 1934.

Sailed from Stanley @ 2 a.m.

Tuesday 1st January, 1935.

Arrived at Port Stephens at 8 a.m. Arranged with Mr. Robertson to send guide and horses to Kitts Creek.

Sailed from Port Stephens at 7 p.m. for Kitts Creek, but owing to rough weather the "Lafonia" was obliged to anchor at Cross Island at 8.20 p.m.

9 p.m. Packed a box of stores and blankets and accompanied by one man left with the "Lafonia's" motor boat and dinghy for Kitts Creek some 3 miles distance.

10 p.m. - Arrived at Kitts Creek, and failing to meet guide, we searched for the shanty, said to be at the head of the creek; shanty found at midnight some way inland. Horses were procured and stores and instruments transferred from beach to shanty at 1 a.m.

Wednesday 2nd January, 1935.

4 a.m. - Geared up horses, but owing to very heavy squalls we were unable to start for the Cape. 4.45 a.m. - Started for the survey, riding first to the top of the Cape some 800 feet above sea level, thence down through tussac bogs to about 550 feet above sea level, at which point it became impossible to ride owing to the steepness of the slope and the density of the tussoc. The rest of the survey was completed on foot, and a return made to the ship at 9.30 a.m.

During the whole of the 12½ hours we were absent from the "Lafonia" the wind was blowing gale force with heavy hail squalls. These conditions continued until 4 a.m. on Friday the 4th January, when we sailed for Stanley, which was reached at 6 a.m. on Saturday the 5th January, 1935.

2. Having visited Cape Meredith for the purpose of fixing the actual position of the light and selecting a route over which materials and gas cylinders would have to be transported, I have to strongly recommend that further consideration should be given to the siting of this beacon. As you are no doubt aware the Cape rises sharply from the sea to a height of 790 feet. The slopes are densely covered with thick tussac with an occasional outcrop of rock. During the greater part of the year the Cape is enshrouded in mist, and for this reason a site nearer sea level was selected. This site is a comparatively small red granite point which stands out into the sea some 400 feet, and is approximately 150 to 200 feet above high water. Here it was proposed to site the beacon, but the inaccessibility of this the only likely spot and the difficulty of even getting to the top of the hill which looks down on this point make it almost impossible for the transport of the gas cylinders necessary for the maintenance. It is not possible for a horse to go within  $\frac{3}{4}$  mile of the proposed site, and the steepest part of the slope is approximately 1,400 feet back from the point; only by hanging on to the thick tussac and lowering oneself down is it possible to reach the point. Most of the lower part of the slope is inhabited by seal, in fact at the bottom there is a very large rookery. A glance at the attached sketches and notes will give one an idea of the position and the nature of the surrounding country.

27

I have no wish to imply that it is impossible to erect the light at Cape Meredith; I have no doubt it can be done, but it would prove very costly. The installation with the first set of gas cylinders would last some 12 months, but when considering the question of upkeep and maintaining the service in such an isolated, exposed and practically inaccessible position one is bound to say that the cost in after years will be heavy, and I suggest that with the present financial position this item is worthy of serious consideration.

3. Attached are revised estimate and estimated cost of maintenance, and in conclusion I would recommend that other sites may be considered for the light, such as, say, Rodney Bluff, or perhaps some point on Weddell Island would be suitable. This, however, is a point on which navigators should be consulted, after which the selected site might be surveyed with a view to drawing up further estimates.

*S. Roberts,*  
Director of Public Works.



CAPE MEREDITH - PROPOSED BEACON.

ESTIMATED COST FOR THE COMPLETE INSTALLATION.

	£	s	d
Cost of installation, f.o.b. England.	1202.	0.	0.
Trinity House fees and inspection charges. (say).	30.	0.	0.
Freight, landing etc. charges."	68.	0.	0.
	1,300. 0. 0.		
Test and re-pack in Stanley for transport over rough country.			18. 0. 0
Transport from Stanley to Kitts Creek, and delay of steamer at Port Stephens.			75. 0. 0.
Hut at Kitts Creek and Hut at Cape Meredith for storing spare cylinders.			55. 0. 0
Erection of light at the Cape.			
Labour.			275. 0. 0
Materials and tools.			50. 0. 0
Hire of transport for men and materials whilst at the Cape.			74. 0. 0.
Cooking utensils and survey.			11. 0. 0
Messing for men at the Cape.			24. 0. 0
Passages by "Lafonia" for 6 men.			18. 0. 0.
Unforeseen.			58. 0. 0.
			1,958. 0. 0
	<u>SAY.....£1,960.</u>		

CAPE MEREDITH - PROPOSED BEACON.

Estimated cost of Annual Maintenance of Light.

		£	s.	d.
6 recharged cylinders	0 23.	18.	0.	0.
Delivery of full and return of empty gas cylinders from Stanley to Kitts Creek.		30.	0.	0
Transport of full and return of empty gas cylinders from Kitts Creek to Cape Meredith.		21.	0.	0
Cleaning, chipping and painting installation.		3.	0.	0
Part cost of passage and food for the light attendant from Stanley to inspect connections, gauges, clean burners, test flash and change over cylinders, and wages whilst on voyage. (say).		10.	0.	0
		<hr/>		
		82.	0.	0.
		<hr/> <hr/>		

119/34.

15th January,

38

Sir,

With reference to previous correspondence, I am directed by the Acting Governor to inform you that the Director of Public Works visited Cape Meredith recently for the purpose of selecting a site suitable for the erection of the light kindly presented by you and to enclose herewith for your information a copy of a report submitted by him.

2. You will observe from the report that there are considerable difficulties and risk in the way of the erection of a light on the site indicated and in consequence the cost of erection and annual upkeep would be heavy.

3. In view of the difficulties disclosed I am to ask whether you would be prepared to consider an alternative site as suggested in paragraph 3 of the report and if so perhaps you would be so good as to telegraph your decision.

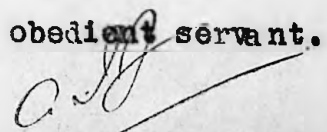
4. I am to add that the Light has been actually ordered and is expected to arrive in the Colony within a few days.

I am,

J. Hamilton, Esqr.,  
C/o. Hamilton & Saunders,  
Magallanes,  
CHILE.

Sir,

Your obedient servant.



for Colonial Secretary.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

*Stanley.*

18th January, 1935.

Sir,

I enclose our bill for call of s.s. "Lafonia" at Kitts Creek, Port Stephens in connection with the proposed erection of a light on Cape Meredith.

You will observe that a charge has been made for detention of the vessel whilst storm bound and it is hoped that Government can see their way clear to pay half the cost.

No charge has been made for passage and messing of the Director of Public Works which is included in cost of detention of the vessel.

I am,

Sir,

your obedient servant,



Manager.

The Director of Public Works.

Stanley.

MC.

*Reflected in memo  
to Secretary  
23/1/35*

Stanley, 18th January, 1935.

*M. G.* THE COLONIAL GOVERNMENT. STANLEY.

To the Falkland Islands Company, Limited.

*Folio (S/D)*

Voy.C 29.	To detour to anchorage near Kitts Creek, Port Stephens (for Cape Meredith) One day @ £30.	30	-	-
	., 1½ extra days at above anchorage <del>stom</del> bound £45, say 50%	22	10	-
		<hr/>		
		£	52	10 -
		<hr/>		

32

No. \_\_\_\_\_

MINUTE.

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

21st January, 1935

From Director of Public Works,

To

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

CAPE MEREDITH - PROPOSED BEACON.

Submitted.

Attached letter and bill received from Messrs Falkland Islands Company Ltd., for transport in connection with the survey for the proposed light at Cape Meredith.

2. The delay was due to a storm which made it impossible to leave Kitts Creek and pass through the narrows from Port Stephens outer entrance. It would have been possible to have gone through and so on to Fox Bay when first leaving Port Stephens, but during the delay at the creek the weather became worse. I therefore submit that half the charge for delay, i.e. £22. 10. 0., is quite a fair charge and should be met from the "John Hamilton Gift" for the proposed beacon.

*G. Roberts.*

Director of Public Works.

Extract from letter received from Manager, Falkland  
Islands Company, Limited, dated 12th February, 1935.  
Original filed in M.P. 359/30.

---

. . . . .

He (Captain Ross of m.v. "Reina del Pacifico") also  
said that a light on Cape Meredith would be of little  
or no use to deep sea ships as they would pass it at  
least 15 miles off.

I am,

Sir,

Your obedient servant,

(Sgd.) L. W. H. Young,

Manager.

Morro Chies

Napallemun (34)

25<sup>th</sup> February 1935

To the Honorable  
The Colonial Secretary,  
Stanley.

Sir, I have the honor to acknowledge the receipt of your letter with plan of light proposed attached for purpose of new light.

I regret having been unable to reply by telegraph. The matter required careful study and consultation with men familiar with that dangerous part of the Coast.

Personally I am of opinion that the light should be placed in the high land near the beach and that the yearly difficulty of transport and replacing the lamp be dealt with in an other occasion. Should such necessary.

The height and position of the light is of great importance. its upkeep and maintenance will I feel assured, be accepted by the people on the West and the Sea during Commemorative is particularly with pleasurable interest and satisfaction. I have the honor to be, your obedient servant,  
John MacArthur



119/34.

15th March,

35.

Sir,

I am directed by the Governor to transmit the accompanying copies of correspondence on the subject of the proposed erection of a light at Cape Meredith, West Falkland, and to request that you will be so good as to consider the question of the siting of the light.

2. I am also to request that you will kindly furnish bearings of the position at Cape Meredith you may consider suitable for the erection of the light.

3. I am to add that His Excellency will discuss the matter with you on his forthcoming tour.

I am,

Sir,

Your obedient servant,

*W. C. H.*

Colonial Secretary.

CAPTAIN D. W. ROBERTS,  
S.S. "LAFONIA",  
AT STANLEY.

Moro Chico

Magallanes,

25th February, 1935.

To The Honourable,  
The Colonial Secretary,  
STANLEY.

Sir,

I have the honour to acknowledge the receipt of your letter with plan of Cape Meredith attached for purpose of new light.

I regret having been unable to reply by telegraph. The matter required careful study and consultation with men familiar with that dangerous part of the coast.

Personally I am of opinion that the light should be placed in the high land near the beach and that the yearly difficulty of transport and re-placing the tubes be dealt with in another occasion, should such be necessary.

The height and position of the light is of great importance, its upkeep and maintenance will I feel assured be accepted by the people on the West and the Sea faring community in particular with pleasurable interest and satisfaction.

I have the honour to be

Your obedient servant.

(sgd) JOHN HAMILTON.

(37)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

*Stanley*

25th June, 1935.

19

TELEGRAMS: "FLEETWING PORTSTANLEY" VIA RADIO.

119/34.

Sir,

CAPE MEREDITH LIGHT.

*Heass*  
With reference to your letter of 15th March, the question of siting the above Light was fully discussed with His Excellency the Governor during his recent tour.

Enc.

2. I am of the opinion that the Light should be placed at a point a little to the Eastward of that marked on the sketch enclosed. There is a cliff of grey rock which from seaward appears more easy of access for transport purposes than the red granite point referred to. The Light could be placed at a height not exceeding 200 feet above sea level.

3. It was not possible to take reliable bearings from sea. These are best taken from shore on the site. I would add, however, with regard to the arc of visibility, that it would not be necessary for the Light to be visible from a point North-westward of Bird Island unless, of course, a suitable position can be found giving visibility as far Northward as Castle Rock. This can only be determined by examination on the site on a clear day.

Enc.

4. A section of the chart is attached which will illustrate this point.

Enc.

5. I return herewith copies of correspondence.

I am, Sir,  
Your obedient servant,

*D. W. Robert.*

Marine Superintendent.

The Honourable  
The Colonial Secretary,  
STANLEY.

119/34.

27th June,

35.

Sir,

I am directed by the Governor to acknowledge and thank you for your letter dated the 25th of June, 1935, transmitting your observations regarding the siting of the Light it is proposed to erect at Cape Meredith, West Falkland, and forwarding a Section of a Chart illustrating the point regarding the bearings of the Light referred to in paragraph 5 of your letter.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

Captain D.W. Roberts,  
S.S. "Lafonia".

No.

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

MINUTE.

12th September 1935

From Director of Public Works,  
Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

CAPE MEREDITH BEACON.

Submitted for instructions please

In the event of it not being possible to complete the erection of Cape Meredith light in the 4 to 5 days allotted, is it your wish that I should return to Stanley by the "Lafonia" or remain to complete the work?

*C. Roberts*

Director of Public Works

*Lafonia leaves Stanley on 11.11.35 and does not return until 27.11.35*

No.

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

MINUTE.

16th September, 19 35

From Director of Public Works,  
Stanley.

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

CAPE MEREDITH BEACON.

I beg to submit that the following telegram may be sent to Mr. Robertson at Port Stephens:-

"Leaving Stanley Tuesday 17th with 4 men bringing bread and stores except meat for my gang.  
"If weather permits will land with materials at the lagoon. Hut for Kites Creek will be landed and erected on the return trip of Lafonia.  
"Will give fuller details from Fox Bay".  
Roberts.

*L. Blahute*  
for Director of Public Works.

DECODE.

41

TELEGRAM.

From MR. ROBERTS,

To TO MR. ROBERTSON, PORT STEPHENS.

---

Despatched: 16th September, 19 35. Time: ...

Received: ... .. 19 ... Time: ...

Leaving Stanley Tuesday 17th with 4 men bringing bread and stores except meat for my gang. If weather permits will land with materials at the lagoon. Hut for Kitts Creek will be landed and erected on the return trip of Lafonia. Will give fuller details from Fox Bay.

Roberts.

No.

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

MINUTE.

2nd October, 1935

From Director of Public Works, To

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

CAPE MEREDITH BEACON.

I beg to report that the Cape Meredith beacon has been erected. It was not left alight, although there was a good pressure of gas in the lantern and the pilot burner lit up. The flasher failed to function. The fault may be due to some small mechanical part becoming disarranged during the rough transport which was experienced, or to atmospheric pressure. It is difficult to say the exact cause. In an effort to make it function I broke the seals and took certain parts to pieces for examination, but could find no defects. After making several attempts I brought the flasher back to Stanley and am dealing with the subject in a separate report.

2. On looking up old records I find that exactly the same thing occurred with the light at Port William in 1922, when a replacement flasher was obtained. It would seem that certain parts of the internal mechanism are delicate and will not stand rough handling.

3. I submit a number of snapshots of the work which may prove of interest.

4. We were at Cape Meredith 6 days and worked from daylight to dark each day. Completion of the work was only made possible by the splendid work put in by Mr. C. Robertson and his men. The former worked with



42

his gang the whole time on the most difficult task of transporting the materials over 5 miles of very rough country. Five men and 20 horses were engaged from the station and I am making payment for these.

5. I would like to recommend for consideration that some recognition be given to Mr. Robertson for the splendid work which he performed.

6. I have taken position and bearings of the light, details of which will be forwarded later when the light is in action.

41

*G. Roberts.*

Director of Public Works.

44

No.

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

MINUTE.

3rd October, 1935

From Director of Public Works,  
Stanley.

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

M.P. 119/34.  
CAPE MEREDITH BEACON.

I beg to report that the flasher to the lantern of the Cape Meredith beacon would not work when fitted, and was brought back to Stanley. It is proposed to send this to England for overhaul, but in the meantime I would suggest that a telegram be sent to the Crown Agents for the Colonies, as draft below. We have a spare flasher in store for the Port William light, and as funds under the "J. Hamilton Gift" permit, it is considered essential that there should be a spare flasher for the Cape Meredith light. The damaged flasher will be sent to England by first opportunity.

Draft telegram.

"With reference to your letter of, 14th September, 1934,  
"number, 3937 / please forward as replacement, via Monte  
"Video / one, new, flasher, complete with, pipe, connections  
"(stop), Flasher, supplied with, beacon, for, Cape, Meredith,  
not, working, being, returned for, adjustment (stop)  
"Altitude of, beacon, 202 feet".

*G. Roberts*  
Director of Public Works.

119/34.

4th October,

35.

Sir,

With reference to the recent erection of a beacon at Cape Meredith, West Falkland, I am directed by the Governor to inform you that the Director of Public Works has reported the valuable assistance he received from you in providing transport, men, and lending your own services in connection with the carrying out of this important work.

I am to convey to you the expression of His Excellency's appreciation of your services and to thank you most cordially for your ready assistance in facilitating the expeditious and successful completion of this work undertaken and performed by the Director of Public Works under difficult and trying conditions. All concerned are to be complimented in completing the erection of the beacon in the limited period of six days.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

C.H. Robertson, Esq.,  
Manager,  
Port Stephens Station,  
WEST FALKLAND.

DECODE.

46

TELEGRAM.

From COLONIAL SECRETARY, .....

To CROWN AGENTS FOR THE COLONIES,

---

Despatched: 4th October, 19 35. Time: ...

Received: ... .. 19 ... Time: ...

Red 12

With reference to your letter of September 14th, 1954, number 5937 please forward as replacement via Montevideo one new flasher complete with pipe connections. Flasher supplied with beacon for Cape Meredith not working being returned for adjustment. Altitude of beacon 202 feet.

Colonial Secretary.

No.

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

MINUTE.

9th October, 1935.

From Director of Public Works,  
Stanley.

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

CAPE MEREDITH BEACON.

With reference to His Excellency's minute of the 4th October, 1935, I did not give details of the work performed at Cape Meredith owing to pressure of work during the first few days after my return. I suggest that the following notes written up from my diary may prove of interest.

Tuesday the 17th September, 1935.

Sailed from Stanley with materials and 4 men on the S.S. "Lafonia" at 5 p.m. Wind blowing three quarter gale from the South. At 8 p.m. - 3 miles off Cape Pembroke Lighthouse - ship turned back for shelter in Port William.

Wednesday 18th September.

Weather bound in Port William, heavy snow squalls and blowing three quarter gale from the South.

Thursday 19th September.

Sailed from Port William at 4 a.m. and arrived at Fitzroy at 3 p.m. Sailed from Fitzroy at 3 p.m. and arrived at Darwin at 8.30 p.m. Arrangements were made with Mr. G.M. Goddard for horses and sleigh to meet a landing party at Bull Cove for the purpose of transporting and changing the gas cylinders in the beacon at Porpoise Point.

Friday 20th September.

Sailed from Darwin at 7 a.m. Arrived at Bleaker Island at 11.30 a.m. Sailed at 1.30 p.m. and arrived at North Arm at 7 p.m. Crew unloading cargo all night.

Saturday 21st September.

Sailed from North Arm at 5.30 a.m. and arrived at Bull Cove at 7.30 a.m. Here gas cylinders were landed and transported by horses and sleigh, which had arrived from Fanny Cove, to the light at Porpoise Point a distance of 1 1/2 miles. The cylinders were changed, connections and light tested and empty cylinders returned to the "Lafonia", which sailed for Fox Bay at 11 a.m. and arrived there at 5 p.m. Here a visit was made to the W/T Station and Caretaker's house.

Sunday 22nd September.

Sunday the 22nd September.

Sailed from Fox Bay at 3.30 a.m. and passed Cape Meredith close in at 5.30 a.m. Captain D. Roberts and myself inspected the possible sites for the light from the sea, and decided that the best spot for the light was an outstanding shoulder of bare rock situated between the main and the false cape, and being approximately 180 feet above high water. It was difficult at the time to get a good sight from the ship owing to the heavy roll, so bearings were not taken.

Arrived at Port Stephens at 8.30 a.m. Unloaded cargo, and after taking on board sheep skins for bedding, horse gear and stores, sailed at 3 p.m. for Cross Island which is the nearest anchorage to Kitts Creek. Anchored at Cross Island at 3.45 p.m. and unloaded materials from "Lafonia" into scows. Left "Lafonia" with scows in tow by motor boat and arrived at Kitts Creek in the pitch dark with heavy hail squalls at 8.10 p.m. A landing place was only found with difficulty after making several attempts to get on to the beach. This creek is some  $3\frac{1}{2}$  miles in length and there are several small islands at the head. At one time we almost landed with the materials on one of these, as a small bay in one of them was mistaken in the darkness for the landing place at the end of the creek. A bad squall lifted just in time to discover the mistake, otherwise the next day would have seen the party making a raft for reaching the mainland. Near the head of the creek one of the party fell overboard and was completely submerged in the icy waters. He was very cheery about it and thanks to a visit to the medicine chest which contained some rum he suffered no ill effects.

Materials from scows unloaded by midnight and motor boat returned to ship.

Mr. Robertson left our party to round up horses for the purpose of carting skins, stores, etc., to the hut. He returned at 1 a.m. During his absence the materials had been stowed above high water mark and the cart, which had been brought from Stanley, was out together, loaded with perishables and so away to the hut situated some  $1\frac{1}{2}$  miles from the creek. It was a great relief to have some hot coffee and crawl between the skins for a well earned rest at about 1.45 a.m.

Monday the 23rd September.

Up at 5.30 a.m. All hands down to the creek to erect the cylinder house, sort out materials and tools in the order in which they would be required at the Cape. Three pack horses were loaded with surveying instrument, drills and hammers and driven to the Cape distant some 5 miles, for the purpose of selecting the site for the beacon. Arrived at the edge of tussac growing on the Cape at 9 a.m.; after proceeding through the bogs some 200 yards on a steep slope one of the pack horses in careering away from the seals plunged into a bog and became buried up to the neck. All hands quickly dismounted and dragged the beast through the bog down hill on to harder ground, reloaded and continued the journey, progress being slow owing to the horses being shy of travelling through the tussac which abounded with huge sea lions. After some 2 hours survey a suitable site was found which proved to be the same spot as that looked out from the ship on the previous day. The site is within 4 feet of the cliff's

edge and consists of a fairly level bed of red granite. Bearings were taken, foundations for drilling set out, and a start made on clearing site for the spare cylinder house. All hands returned to the hut at 7.30 p.m. after a very unpleasant but successful day. It had been blowing hard from the South with frequent snow and hail squalls, the ground having a thin covering of snow.

#### Tuesday the 24th September.

Up at 5 a.m. Weather a little brighter than the previous day, but still squally. After coffee and chops the gang geared up, half going to the creek with cart and pack horses for the purpose of transporting the remainder of the tools and the cylinder house to the Cape. The other hands started for the Cape with 2 sleighs, kettle, mugs and food for the day with the object of drilling for the foundation bolts and erecting cylinder house. On arrival at the Cape an immediate start was made on the drilling which proved to be in moderately hard granite. The drilling was completed before nightfall, the cylinder house erected, and the exact height of the site above sea level determined. To obtain the latter it was necessary for a man and an assistant to go over the face of the cliff with ropes and so obtain a direct measurement. Messrs Pettersson and Gleadell volunteered to do this work, and very well they did it. They both proved their capabilities as mountaineers. Much time was saved in taking the height in this manner. I had a dumpy level in my kit, and not knowing the conditions prevailing, I had thought it would have been possible to work up the slope with this, but on inspection it was necessary to traverse some  $1\frac{1}{4}$  miles over slimy surfaced peat with practically the whole area covered with sea lions and a few occasional ones coming down from the high ground above the rookery. It would have been a long and very unpleasant job. I was therefore gratified to get the height taken as mentioned and much valuable time was saved. 3 cart loads of materials were brought from Kitts Creek on this day, also 4 pack horses with some of the smaller articles made 3 trips. Returned to the hut for the night at 7 p.m.

#### Wednesday the 25th September.

All hands up at 4.45 a.m. Rounded up the horses, and geared up in the corral ready for an early start. Coffee and chops at 5.15 a.m., and a start made for Kitts Creek and Cape Meredith at 5.45 a.m. Steel lantern house, 6 gas cylinders, part of platform and drums of cement with small pipe fittings and paint transported to site this day. A very disappointing start was made with the transport from the creek owing to 3 pack animals becoming fractious. Apparently they objected to their strange loads and commenced bucking, and ended in stampeding across the camp with small articles such as pipe connections, tins of paint, brushes, bread, tea and mutton being scattered over a wide area. Mr Robertson and his men put in some very fine horsemanship and the animals were soon rounded up. Their loads were re-arranged, and one animal, apparently the cause of the trouble, was discarded as a pack horse, and put alongside the cart as a trace. This animal

continued to be sulky. It was threatened with all kinds of terrible ends. I imagine the men in the settlement will in the near future be making gear from its hide. The day's weather was fair and before nightfall, the steel lantern house had been stood up, levelled, and holding-down bolts grouted up. No clean water fit to mix the cement with could be found nearer than one mile from the site. It was therefore necessary to make several journeys with buckets for this purpose. A good day's work had been put in and so away to our hut at 6.30 p.m.

Two men complained of feeling unwell. Their temperatures were taken and proved to be above normal. In view of the epidemic of influenza prevailing throughout the Colony I took the precaution of dosing everyone with quinine, giving them also aspirin tablets and a tot of hot brandy before they turned in for the night.

#### Thursday the 26th September.

Up at 5 a.m. Blowing hard from the South East and raining. Had breakfast and started for the Cape at 7 a.m. The rain ceased towards mid-day, but the strong wind made work very unpleasant. Erection of beacon was completed and gas cylinders stood up in position to settle. The base of the house was grouted up with cement and the usual trips made with materials by the cart, sleighs and pack horses. Another slight incident happened towards the end of the day. One of the sleighs, traversing over one of the many ditches and probably being slightly overloaded, broke in halves. The horses took fright and one made off with a part of broken shaft dangling round its legs. It was eventually rounded up. The load was lightened and transferred to a spare sleigh. This arrived at the site without further incident.

The heaviest and most delicate parts of the beacon, viz. the lantern and lens, were brought to the site to-day. The lantern and case weighed 8½ cwts. It was hauled on a sleigh with three cart horses, and many anxious moments were spent when negotiating ditches and steep slopes. It was necessary to have the assistance of the whole gang over the last mile and half. It was a great relief to Mr. Robertson and myself when it arrived safely at the site. Returned to the hut at 6.30 p.m. Had supper, dosed all hands with aspirin and hot coffee before turning in.

#### Friday the 27th September.

Up at 5.30 a.m. Weather dull but fine. Painted beacon, made all gas pipe connections and completed everything ready for test by mid-day. Transport engaged on returning tools and plant to the Creek and carting spare gas cylinders to the hut at the Cape. Attempts made to light the beacon at 3.30 p.m. The pilot light worked and there was a good pressure of gas at the flasher but gas failed to work the diaphragms controlling the flasher. Great disappointment was felt, but it was decided to leave the gas to settle a little longer, and provided the "Lafonia" did not call to pick us up, a further test would be carried out the next day.



Saturday the 28th September.

Away to the Cape at 5.30 a.m. Flasher again refused to function. Flasher taken out, and I returned to the hut with it for examination. The flasher was taken to pieces and a close examination failed to reveal any defect except that the filtering medium seemed too tightly packed. This was loosened and sent to the Cape for another test. As it failed again, and I was expecting the "Lafonia" to call at any minute, I decided to bring the flasher to Stanley.

Mr. Robertson and his men, excepting two, returned to Port Stephens at 5.30 p.m.

Food at the hut was running short. No new provisions had been sent for as we were expecting to leave any hour. By supper time on the last day we were reduced to bread, 16 day's old, and a few tins of condensed milk, but the gang were very cheerful about it all, although sly glances were made at the fattest member of the gang. However, it did not become necessary to kill the fatted calf as the "Lafonia" arrived, and, after packing up and loading tools, etc., into scows we arrived on board at 1.30 a.m. and sailed for Stanley at 2 a.m., which port was reached at 10 p.m. on Sunday the 29th September, 1935.

Furthur Notes.

After landing at Kitts Creek the materials had to be transported by a circuitous route of approximately 5 miles.  $3\frac{1}{2}$  miles of fairly rough camp with outcrops of rock, balsam bogs and small ditches was covered with horses and cart and pack horses - the last  $1\frac{1}{2}$  miles by sleighs and pack horses. The latter part was on the slopes of the Cape which is thickly covered with tall tussac bogs. It was soft and treacherous going in places, and the last half mile was made the more difficult for horse transport by the fact that it abounded with seal and the only possible track lay through a seal rookery. In transporting the materials and when riding to and fro one had to be constantly on their guard, and even when a concerted drive was made the beasts would all be back again within half an hour.

It is well known that horses are very shy of going near seals, and it was solely due to the fine work put in by Mr. Robertson and his men that made it possible for the materials to be taken right up to the site.

The total materials, tools and plant transported was 20 tons measurement. The heaviest piece was  $8\frac{1}{2}$  cwts. It was not only weight that had to be considered but the awkward shaped pieces such as platform rings which had to be taken resting partly on a sleigh and partly on a horse's back. There were also 12 gas cylinders weighing  $2\frac{1}{4}$  cwts each. These were taken across the back of a horse on a special saddle with a rider on each side to steady them and prevent the horse from being thrown down by the uneven distribution and overhang. Twenty horses were used each day, many of them not being used two days running as the going was too hard especially over the last section.

The weather generally left much to be desired. It was bitterly cold with strong winds, and during the first day there were constant snow squalls, but fortunately there was very little rain. This enabled work to proceed without interruption. On the whole I consider we were fortunate for had there been rain for say 12 hours it is very questionable whether it would have been possible to have completed the transport over the last section.

I would like to have given more illustrations, but practically every minute was taken up with various duties, and on account of weight only a small inexpensive camera was carried and a few random shots made, but I trust that this report with the few snaps sent in will give His Excellency such information as he requests in his minute of the 4th October, 1935.

*G. Roberts.*

Director of Public Works.

119/54.

18th October,

35.

Sir,

With reference to previous correspondence on the subject of the erection at Cape Meredith, West Falkland, of the beacon kindly presented by you, I am directed by the Governor to inform you that the erection of the beacon was successfully accomplished on the 27th of September, last.

2. I am to transmit for your information the accompanying copy of a report by the Director of Public Works on the subject, from which you will observe that the work was carried out under very difficult and trying conditions.

3. I am also to transmit the accompanying photographs taken by the Honourable G. Roberts, M.E.C., showing the work in progress and the beacon as it appeared when finally completed.

I am,

Sir,

Your obedient servant,

*M. C.H.*

Colonial Secretary.

J. Hamilton, Esq.,  
c/o Hamilton & Saunders,  
Magallanes,  
CHILE.

# Falkland Islands

## S. F. A. P. T.

### ERECTION OF AN AUTOMATIC BEACON LIGHT ON CAPE MEREDITH, WEST FALKLAND.

The difficulties attending the transport of materials overland /in the Falkland Islands are ~~well~~ <sup>well</sup> indicated in the following brief report relative to the erection of a new 500 m/m Automatic Light, of the flasher type, recently installed on Cape Meredith, West Falkland Island.

*by the Hon. G. Roberts, Director Public Works*

*Correct?*

Kitts Creek, situated <sup>3 1/4</sup> ~~1 1/2~~ miles direct from the site selected for the Light, was found to be the most suitable place for the disembarkation of men and materials.

The surrounding country, however, -devoid of roads - consisted in the main of balsam and tussock bogs, ditches, and outcrops of rock, necessitating a detour approximating five miles in length in order to reach the head of the Cape.

The ground was soft and treacherous, so much so that one of the twenty horses, used in the process of haulage, sank to the neck and required all the assistance available to extricate it.

Transport facilities for the twenty odd tons of plant, tools, and materials, were of necessity primitive in nature, consisting principally of improvised sleighs and pack saddlery.

Anxiety for the safe conduct of the more delicate parts of the light was usually tense, but was particularly so within a half mile of their destination. The ground, ~~rising~~ rising sharply, abounded in seal, whose presence caused the horses to become fractious and almost unmanageable. Concerted efforts to remove the cause of the annoyance proved futile,

Weather conditions left much to be desired; snow squalls hindered proceedings during the first day, whilst strong winds and extreme cold obtained throughout the course of the operations.

Cape Meredith Light, standing at an altitude of 180 feet above sea level, was completed and ready for use within six days of landing. Truly, a remarkable achievement considering the divers difficulties encountered.

*Wood*  
*18/10/35*

119/34.

4th November,

35.

Sir,

I am directed by the Governor to transmit for publication in your journal the accompanying article regarding the erection of an Automatic beacon light at Cape Meredith, West Falkland.

2. The enclosed photographs illustrate the progress of the work. They were taken by the Hon. G. Roberts, Director of Public Works, and I have to request that they may be returned to me when finished with.

*Contents of Red 4/1*

I am,

Sir,

Your obedient servant,

*McH*

Colonial Secretary.

The Manager,  
The Crown Colonist,  
33, Tothill Street,  
WESTMINSTER,  
LONDON, S.W.1.

119/34

Punta Loyola

The Honourable,

RIO GALLEGOS

M. Craige Halkett, O.B.E.,

Argentina S. A .

Colonial Secretary,

December 18th . 35

PORT STANLEY.

Dear Sir,

I have the honour to express my warm thanks for your kind appreciative letter of the 27th November 1935, and also for your previous communication with full details of the work and difficulties experienced in the erection of the new Light on Cape Meredith, which let us hope will be of special service to our good friends in that part of the Colony.

*Read Private letter MCH*

I have the honour,

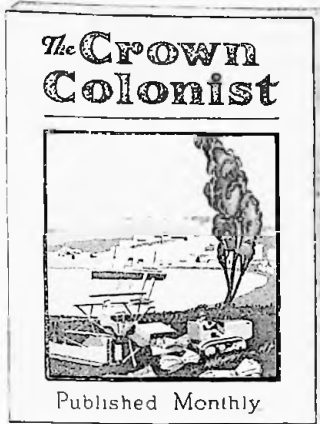
To be

Your most obedient servant.

*John Hamilton*

*Put in Cape Meredith trip paper.*  
*MCH*

Telegraphic Address: "CROWNIST, PARL. LONDON"  
Telephone Number: VICTORIA 8836 (5 LINES)



*The Cape Meridith* (57)  
**The Crown Colonist**

*A Monthly Journal of Information for all concerned in the  
Trade & Development of*

BRITISH EAST & WEST AFRICA · THE WEST INDIES · CEYLON · MALAYA & THE OTHER  
COLONIES · PROTECTORATES AND MANDATED TERRITORIES OF THE EMPIRE

WES/KFJ

BRANCH OFFICES  
Newcastle-on-Tyne  
Lloyds Bank Chambers  
Glasgow  
87 Union Street  
Manchester  
Lloyds Bank Buildings

KENYA	N. RHODESIA	NORTH BORNEO	TANGANYIKA	CYPRUS
CEYLON	SOMALILAND	BRITISH GUIANA	SEYCHELLES	BERMUDA
BAHAMAS	PALESTINE	F. MALAY STATES	ST. HELENA	TRINIDAD
BARBADOS	MAURITIUS	STR. SETTLEMENTS	NYASALAND	HONG KONG
GIBRALTAR	SARAWAK	WEST PACIFIC IS.	ZANZIBAR	LEEWARD IS.
GOLD COAST	JAMAICA	BRITISH HONDURAS	NIGERIA	WINNEDOW IS.
FALKLAND IS.	UGANDA	TRANS-JORDAN	GAMBIA	THE A.E. SUDAN
	FIJI	SIERRA LEONE	MALTA	

*33, Tothill Street,  
Westminster, London, S.W.1.*

3rd December, 1935.

M. Craigie-Halkitt, Esq., O.B.E.,  
Colonial Secretary,  
Port Stanley,  
Falkland Islands.

Sir,

I have to acknowledge the receipt of your letter of the 4th November transmitting, at the direction of His Excellency the Governor, a description and photographs of the new beacon light on Cape Meredith, and shall have pleasure in publishing this in "The Crown Colonist" as soon as an opportunity occurs. I will use as many of the photographs as I can find space for and will return them to you when finished with. There is, as you will appreciate, very heavy and constant pressure upon space in a journal which covers over forty separate territories, but since in the nature of the case, I am seldom able to publish very much about the Falklands, it gives me special pleasure to do this whenever a suitable occasion arises, and I will therefore do my best to get this into a fairly early issue.

I am, Sir,

Yours faithfully,

*W. D. Dummer*  
Editor.

119/34.

29th January, 36.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter dated the 3rd of December, 1935, and to say that His Excellency has read your communication with pleasure.

I am,

Sir,

Your obedient servant,

*h c H*

Colonial Secretary.

W. E. Simnett, Esq.,  
Editor,  
The Crown Colonist,  
33, Tothill Street, Westminster,  
LONDON, S.W. 1.



No.

MINUTE.

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

5th February, 19 30

~~From~~ To

From. ~~To~~ Director of Public Works,  
Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

CAPE MEREDITH LIGHT.

I beg to report that arrangements have been made for Mr. G.L. Challen, General Foreman of Works, and a man to sail by "Lafonia" to Port Stephens to attend to the flasher at Cape Meredith light.

I submit that the following telegram be sent to Mr. C. Robertson at Port Stephens:-

"Challen and Pettersson sailing by Lafonia 10th.  
"Expect to arrive Port Stephens 12th. Landing at  
"Kitts Creek. Can you horse them to Meredith.  
"Expect to be only few hours. Challen will wire  
"time arrival from Lafonia".

*C. Roberts.*

Director of Public Works

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

## SENT.

Number	Office of Origin	Words	Handed in at	Date
				6/2/36.
<i>To</i> ROBERTSON, PORT STEPHENS.				

Challen and Pettersson sailing by Lafonia 10th stop Except  
 to arrive Port Stephens 12th stop Landing at Kitts Creek stop  
 Can you horse them to Meredith stop Expect to be only few hours  
 stop Challen will wire time arrival from Lafonia.

Colonial Secretary.

*Time*

DECODE.

61

TELEGRAM.

From Robertson, Port Stephens,

To Colonial Secretary.

---

Despatched: 6th February, 19 56. Time: 1250.

Received: 7th " 19 " Time: 1200

Will have horses Mitts Creek 12th. Pleased if Challen  
would wire approximate time of arrival from Port Howard  
or before.

Robertson.

GOVERNMENT TELEGRAPH SERVICE. (63)

FALKLAND ISLANDS AND DEPENDENCIES.

**RECEIVED.**

---

Number	Office of Origin	Words	Handed in at	Date
73	LaTonia Govt	9	2000	18

---

To

Director Public Works Port Stanley

---

Light flashing ok 12th

Challen

Time

---

(64)

DPW 19/36

The Hon Colonial Secretary,  
Stanley.

From  
Director of Public Works,  
Stanley.

14th February, 1936.

M/P 119/34.

Beacon at Cape Meredith.

1. I beg to report that the unattended automatic flashing beacon at Cape Meredith is in operation as from the 12th February 1936.

2. A telegram received from Mr G.L. Challen, who sailed on "Lafonia" to fit the new flasher, is attached.

3. The necessary form, in triplicate, required for forwarding to the Board of Trade and the Hydrographic Department of the Admiralty, in accordance with Colonial regulation 205 reporting a new light, is attached.

4. I submit that the particulars might be sent officially to Captain R.W. Roberts for verification before being forwarded to the Departments concerned, and submit that any other shipping be informed that an unattended beacon is operating at Cape Meredith.

*R. Roberts*

Director of Public Works.

119/54.

17th February,

36.

Sir,

I am directed to inform you that the unattended automatic flashing beacon at Cape Meredith was put into operation on the 12th of February, 1936.

2. I am to enclose particulars of the light and to ask whether you will be so kind as to verify these before they are forwarded to the Hydrographer of the Admiralty and the Board of Trade.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

Captain D. W. Roberts,  
STANLEY.

(67)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

*Stanley*

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY". RADIO.

21st February, 1936.

Sir,

CAPE MEREDITH LIGHT.

With reference to your letter No. 119/34, of the 17th instant, enclosing particulars of Cape Meredith Light, I have verified these and found them correct.

I would suggest (1), that the words "From Chart" be inserted in Columns 3 & 4; (2), That the "Note" should read thus - "Arc of visibility:- from 93 $\frac{1}{4}$  degrees to 284 $\frac{1}{4}$  degrees; light not visible North of these bearings."

I am,

Sir,

Your obedient servant,

*B. W. Booth*

MASTER - s.s. "Lafonia"

The Honourable,

The Colonial Secretary,

Stanley.

68

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

## SENT.

Number	Office of Origin	Words	Handed in at	Date
				25/2/36.
<i>To</i> HYDROGRAPHER, ADMIRALTY, LONDON.				

Have to advise you that unwatched light has been established at Cape Meredith, West Falkland, in latitude 52 degrees 14 minutes 30 seconds south and longitude 60 degrees 38 minutes 45 seconds West. Light shows 2 white flashes of  $\frac{1}{2}$  second duration every 15 seconds. Visibility 10 miles. Height above high water 202 feet. Letter follows.

Colonial Secretary.

*Time*



64

119/54.

25th February,

36.

Sir,

In confirmation of my telegram of today's date, I am directed to forward on the prescribed form particulars of the unwatched light which has been put into operation on the southern extreme promontory of Cape Meredith, West Falkland Island.

I am,

Sir,

Your obedient servant,

*Ment*

Colonial Secretary.

The Hydrographer,  
Hydrographic Department,  
Admiralty,  
London, S.W.1.

DECODE.

(710)

TELEGRAM.

From Colonial Secretary.

To John Hamilton, Magallanes.

---

Despatched: 25th February, 19 36. Time: ...

Received: ... .. 19 ... Time: ...

Red 53

My letter of 18th October Cape Meredith light put into operation 12th February working satisfactorily.

Colonial Secretary.

MINUTE.

M.P. 119/34.

26th February, 19 36.

From

To  
~~From~~ Senior Operator,

THE COLONIAL SECRETARY,

W/T Station,

Stanley, Falkland Islands.

STANLEY.

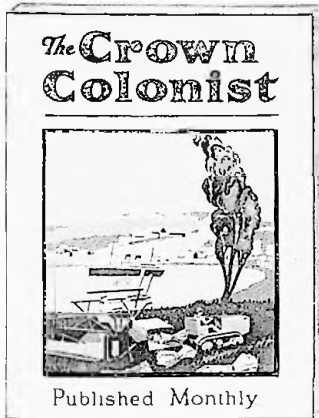
I am directed to request that you will make arrangements to broadcast to shipping the following particulars regarding the unwatched light which has been put into operation at Cape Meredith, West Falkland.

"Unwatched light has been established at Cape Meredith, West Falkland, in latitude 52 degrees 14 minutes 30 seconds South and longitude 60 degrees 38 minutes 45 seconds West. Light shows 2 white flashes of  $\frac{2}{4}$  seconds duration every 15 seconds. Visibility 10 miles."

*Ment*

Colonial Secretary.

Telegraphic Address "CROWNIST, PARL., LONDON"  
Telephone Number VICTORIA 8836 (5 LINES)



# The Crown Colonist

*A Monthly Journal of Information for all concerned in the Trade & Development of*

BRITISH EAST & WEST AFRICA · THE WEST INDIES · CEYLON · MALAYA & THE OTHER COLONIES · PROTECTORATES AND MANDATED TERRITORIES OF THE EMPIRE

KENYA	N RHODESIA	NORTH BORNEO	TANGANYIKA	CYPRUS
CEYLON	SOMALILAND	BRITISH GUIANA	SEYCHELLES	BERMUDA
BAHAMAS	PALESTINE	F MALAY STATES	ST HELENA	TRINIDAD
BARBADOS	MAURITIUS	STR SETTLEMENTS	NYASALAND	HONG KONG
GIBRALTAR	SARAWAK	WEST PACIFIC IS	ZANZIBAR	LEEWARD IS
GOLD COAST	JAMAICA	BRITISH HONDURAS	NIGERIA	WINDWARD IS
FALKLAND IS	UGANDA	TRANS JORDAN	GAMBIA	THE A/E SUDAN
	FIJI	SIERRA LEONE	MALTA	

FSC/KFJ

BRANCH OFFICES

Newcastle-on-Tyne  
Lloyds Bank Chambers  
Glasgow  
87 Union Street  
Manchester  
Lloyds Bank Buildings

*33, Tothill Street,*

*Westminster, London, S.W.1.*

20th January, 1936.

M. Craigie Halkett, Esq., O.B.E.,  
Colonial Secretary,  
Port Stanley,  
Falkland Islands.



Dear Sir,

Ref: No.119/34.

We now have pleasure in returning to you the photographs of the light on Cape Meredith, enclosed with your letter of the 4th November, and would ask you to convey our thanks to His Excellency for making them available.

*Recd 55*

Yours faithfully,

*J.S. Clayton*

Assistant Editor.

Punta Loyola

RIO GALLEGOS.

ARGENTINA.

22nd March 1936.

To The Honourable,  
The Colonial Secretary,  
Port Stanley  
Falkland Islands.

Dear Sir,

I have the honour to acknowledge the receipt of your esteemed telegram informing me that that the Cape Meredith light is now fully established and giving every satisfaction. I am very pleased indeed. It will I feel supply, a much needed want to shipping, and provide as well, a measure of safety for the inhabitants who travel from Stanley to the West.

While again thanking you.

I have the honour,

to be,

Your obedient servant.

Hamilton.

In replying please address :—

The Hydrographer,  
Admiralty,  
London, S.W.1.

Hydrographic Department,  
Admiralty,  
London, S.W.1.

quoting H 1425/36.



9 April, 1936.

Sir,

Red 69

I beg to acknowledge with many thanks the receipt of your letter No.119/34 of 25th February forwarding particulars of the unwatched light on the southern extreme promontory of Cape Meredith, West Falkland Island.

I am, Sir,

Your obedient servant,

for Hydrographer.

The Colonial Secretary,  
Stanley,  
Falkland Islands.

(76)

TELEPHONE: EALING 4036 (2 LINES).  
TELEGRAMS: AGAFAROS, BRENTFORD.  
CODES: A.B.C. 5TH EDITION-BENTLEY'S.  
WESTERN UNION - UNIVERSAL & FIVE LETTER.

*The Gas Accumulator Co. (United Kingdom) Ltd*  
*Lighthouse & Marine Lighting Engineers.*

CONTRACTORS TO  
BRITISH ADMIRALTY, TRINITY HOUSE,  
AIR MINISTRY, INDIA OFFICE,  
CROWN AGENTS TO THE COLONIES  
AND FOREIGN GOVERNMENTS.



*Beacon Works.*

*Brentford.*



27th April, 1936.  
Ref: WJC/JA.

The Honourable G. Roberts,  
Director of Public Works,  
Port Stanley,  
FALKLAND ISLANDS.

AUTOMATIC LIGHT  
AND  
SOUND SIGNALS.

MARINE :-

LIGHTHOUSES.  
LIGHTSHIPS.  
BEACONS.  
ACETYLENE; OR  
ELECTRIC WITH  
ACETYLENE OR  
OTHER STAND-BY.

BUOYS  
FOG SIGNALS.

AVIATION :-

AIRWAY BEACONS.  
LOCATION LIGHTS.  
BOUNDARY LIGHTS.  
ILLUMINATED WIND  
DIRECTION AND  
VELOCITY  
INDICATORS.

OVER TEN THOUSAND  
AGA MARINE AUTOMATIC  
LIGHTS ARE IN USE.

Dear Sir,

I have read with very much interest your Article which appeared in the February issue of the 'Crown Colonist' regarding the Falkland Island lights.

I am venturing to ask you if you would have any objection to the reproduction of these photographs and your Article in brochures which we, from time to time, publish of work of a similar nature, in which our apparatus is used.

Under separate cover I am taking the liberty of sending one of the brochures to which my letter refers.

Yours faithfully,

MANAGING DIRECTOR.  
(Walter J. Curtis)

No.

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

MINUTE.

18<sup>th</sup> June 1936.

From Director of Public Works.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Submitted the attached correspondence received from the Gas Accumulator Co., asking for permission to reproduce photographs etc.

I submit that the request might be granted. In the event of your approval, I will send suitable photographs with reply by the next outgoing mail.

C. Roberts.

15/6/36.



No. 119/34.

MINUTE.

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

27th June, 19 36.

From

To Director of Public Works,

Colonial Secretary,

Stanley.

Stanley.

Red 77

With reference to your minute of the 18th of June, 1936, I am directed by the Governor to inform you that permission may be granted to the Gas Accumulator Company to reproduce photographs, etc., of Cape Meredith Light.

2. I am to add that the Company should be informed that if the photographs to be reproduced are accompanied by letter press this Government wishes a statement included to the effect that the light at Cape Meredith was the gift of John Hamilton, Esquire, of Weddell Island, West Falkland.

Acting Colonial Secretary.

(779)

Director of Public Works Office.

Stanley. Falkland Islands.

17th July, 1936.

Sir,

I have to acknowledge the receipt of your letter, Ref WJC/JA, dated the 27th April, 1936, requesting permission to publish photographs and article in connection with Falkland Islands lights.

In reply I have to inform you that permission has been granted, and I am to add that if photographs of Cape Meredith or Porpoise Point lights are to be accompanied by letter press, this Government wishes a statement included to the effect that these two lights were the gifts of John Hamilton, Esquire of Weddell Island, West Falklands.

Other snaps of lights are enclosed which may be of interest for publication.

In the event of any publication I should be glad if you could forward four copies to this office.

Kindly return the originals as they have been taken from office records.

I am,

Sir,

Your obedient servant.

*E. Roberts*

Director of Public Works.

The Managing Director,  
The Gas Accumulator Co, Ltd.  
Brentford.

(81)

Port Stephens Station

West Falkland Islands.

5th April, 1939.

G. Roberts Esq,  
Director of Public Works,  
Stanley.

Dear Sir,

I am in receipt of your letter of 18th February.  
I arranged with Challen to take the six remaining full Cylinders up to the Lighthouse, and bring the empty ones back to Kitt's Creek, at the rate of 25/- per. Cylinder each way.

As agreed I managed to get the full ones up, but found it too hard on the horses to bring back the empty ones.

As no doubt you are aware these Cylinders are very heavy and cumbersome to handle, and owing to the possibility of their breaking it is unadvisable to drag them over the rough ground, so they have to be carried. The distance is four to five miles, and I find it is too hard on horses. In fact by the time a horse carries one up he has had more than is good for it in one day, and the slightest misstep would probably break its back.

Considering all things, I am sorry to say I am unable to continue with our agreement, but would be pleased to see you  
you

you some time, and discuss other terms and means which I am sure could be arrived at.

The full Cylinders I took up in February I will only charge at the rate of 25/- per.cylinder as agreed.

Yours faithfully,

*C. H. Roberts*

No.

MINUTE.

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

27th April. 19 38.

From

To

Director of Public Works.

Colonial Secretary.

Stanley, Falkland Islands.

CAPE MEREDITH BEACON.

Hon; Col Sec,

Submitted, the attached letter received from Mr C. Robertson, Manager of Port Stephens, regarding the transport of gas cylinders for Cape Meredith Beacon; these cylinders have to be transported from Kitts Creek to the Cape, a distance of approximately 4½ miles of very rough country.

We have now 18 cylinders at the light, 6 full and 12 empty and have no spare ones in Stanley. The 12 empty ones are urgently required so that they can be charged as replacements for Porpoise and Cape Meredith lights.

The arrangements made by Challen when on the West, whereby the Government should pay 25/- per cylinder each way, means that the Government will pay £15 per annum for the transport of 12 cylinders, 6 up full and 6 down empty; taking all things into consideration I consider the price to be fair and reasonable, it allows for a small margin of profit.

The question to be settled is whether the Government is prepared to pay more for the maintenance of the light at the Cape? Is it worth maintaining for the use it gets?.

The cost of upkeep now is approximately as follows :-

Cost of gas.	15. 0. 0
F.I.Co, Charges for transport, minimum.	30. 0. 0
Payable to Port Stephens for transport.	15. 0. 0
Government labour, minimum.	<u>7. 0. 0</u>
	<u>£ 67. 0. 0</u>

Mr.

②

Mr Robertson states that he would be pleased to see me some time so that the question can be discussed. There is not the opportunity for me to visit Port Stephens.

The matter is urgent, it will therefore be necessary to make the arrangements by wire, otherwise the lights will suffer for want of cylinders which have been left empty at the Cape.

As I see it we are in the hands of the manager of Port Stephens; what do you think of wiring to Robertson offering him say 30/- per cylinder instead of 25/-. If accepted this would put the cost up by £3 per annum.

*G. Roberts.*

Director of Public Works.

GOVERNMENT TELEGRAPH SERVICE. (84)

FALKLAND ISLANDS AND DEPENDENCIES

**SENT.**

Number

Office of Origin

Words

Handed in at

Date

**DUPLICATE.**

To

ROBERTSON. PORT STEPHENS.

THANKS FOR LETTER RE GAS CYLINDERS

SEVEN POUNDS TEN SHILLINGS IS BEING PAID INTO YOUR ACCOUNT

IT HAS BEEN AGREED TO PAY UP TO THIRTY FIVE SHILLINGS EACH

WAY FOR FUTURE HANDLING

PLEASE CONFIRM BY WIRE AND SAY WHETHER YOU CAN ARRANGE

TO TRANSPORT EMPTIES TO KITTS CREEK BEFORE THE NEXT BOAT

IF SO I WILL ARRANGE TO COLLECT.

DIRECTOR PUBLIC WORKS.

**DUPLICATE.**

Time

86  
Port Stephens Station

West Falkland Islands.

16th May, 1938.

The Hon'ble G. Roberts,  
Director of Public Works,  
Stanley.

Dear Sir,

I beg to claim the sum of £2 - 0 - 0, in lieu of payment to W. Lee of this employ for assisting Mr. Challon on his various trips to Cape Meredith Lighthouse.

It has so happened that the three previous times Mr. Challon has called there, it has been a Sunday, the last time being an all night job. Naturally Lee is not enamoured with the job of going in his own time to Cape Meredith to act as guide and to assist. He asked me for some small recompense, which I now claim.

I remain,

Yours faithfully,

*G. W. Robertson*



86

Port Stephens Station  
West Falkland Islands.

May 5<sup>th</sup> 1988.

The Director of Public Works,  
Stanley.

Sir,

I am in receipt of your Radio message of 29th April,  
regarding rates of transport to Cape Meredith, and replied.

Unable to transport empty Cylinders to Kitts Creek this time  
to catch "Lafonia"

I note that £7 - 10 - 0. has been paid to our Account with  
Falkland Island Company.

I accept the rate of 35/- per cylinder each way. For future  
handling but must first secure a suitable pair of Wheels and make a  
vehicle to drag them before I can do anything towards actual  
transport.

Have you any Wheels in Stanley for disposal ? I do not  
require new wheels, but so long as they are sound, I would be glad  
of a quotation.

Yours faithfully,

*C. W. Robertson*

(2)

No.

119/34.

MINUTE.

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

23<sup>rd</sup> May 19 38.

From Director of Public Works.

To The Hon Col Sec.

Stanley, Falkland Islands.

I submitted the attached correspondence received from Mr C. H. Robertson. re transport of gas cylinders at Cape Meredith. With regard to A I propose to offer a pair of second hand iron wheels which we have for £3. Robertson to pay freight. With regard to B. the claim of £2 is fair and reasonable and I propose to pass a P. voucher for this sum.

G. Roberts  $\frac{23}{5}$   
38.

No. \_\_\_\_\_

MEMORANDUM.

88

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



23rd July, 1942.

To: The Honourable,

The Colonial Secretary,

From: The Assistant Treasurer.

Stanley, Falkland Islands.

Stanley, Falkland Is.

SUBJECT :-

In accordance with F.R.236, I have the honour to request that approval be granted for the transfer of the following balances from Deposits to General Revenue.

0442.

1. Governor's Playing Field Fund - ~~This fund was introduced some years ago and the sum of £1 per month was paid to a caretaker for keeping the football field in a tidy condition - no payments have been made since 1942 and the balance available for transfer is £2. 6. 1d~~

119/34

2. Gift to Government - J. Hamilton. - The balance of this account amounts to £208. 2. 10d. I understand the gift was made by the late J. Hamilton for the erection of a lighthouse or lighthouses on the West Falkland. The above mentioned balance was commented on by the Auditor in his report on the Colony's accounts for 1947 (See para 49 - Page 9 of Report) This amount has been on our books since 1938.

*K. K. [unclear]*

*[Signature]*

Assistant Treasurer.

Copy in 0442/11

CAPE MEREDITH - - - - - FALKLAND ISLANDS.

Particulars of Light on Cape Meredith, West Falkland Islands.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
Name of Light.	Place.	Latitude.	Longitude.	Number of Lights.	Particulars of Light.	Interval of revolution of flash.	Miles seen in clear weather from ship's deck.	Time light is shown.	Colour or any peculiarity including sectors in light. (if any).	Height in feet of centre lantern above high water.	Height in feet of building from base to vane.	When lighted.	Character and order of illuminating apparatus.	Description of fog signal (if any).
Cape Meredith.	Southern extreme promontory of Cape Meredith, West Falkland Islands.	52°14' South.	60 38 1/2" West. (from Chart)	One.	Flash.	2 white flashes of 1/2 second duration every 15 seconds. viz. 0.75" plus 1.5" plus 0.75" plus 12" = 15".	10.	Unattended. Controlled by sun valve.	Accumulator house lantern and platform painted white.	202'	15'6"	Permanently burning after sundown (Unattended).	Automatic flasher.	None.
<p><u>Note.</u> Range of visibility:- from 93.0° to 284.0°, light not visible north of these bearings.</p>														

# PROPOSED LIGHT, CAPE MEREDITH.

## CONDITION OF THE CAMP.

B to C. - Hard and rough, but going good.

C to D - Hard, rough and hilly, going fairly good.

D to E - Soft peat ground with high tussac bogs, only possible for pack horse with light load.

E to F - Steep slope, soft peat ground with dense tussac resembling a jungle, impossible to transport materials by horse, only just possible for a man to climb down slope.



A = Anchorage for S.S. "Lafonia".

B = Head of Kitts Creek 3 miles from "A".

C = Shanty  $\frac{3}{4}$  mile from "B".

D = Corral 2 miles from "C".

E = Fence 1 mile from "D".

F = Proposed site for light  $\frac{3}{4}$  mile from E.

= Water 3 miles. Land  $4\frac{1}{2}$  miles.

### Note

Albemarle Rock is obscured at F.  
by the False Cape.

G. Roberts.  
5.1-35.

# PROPOSED LIGHT, CAPE MEREDITH.

## CONDITION OF THE CAMP

- B to C Hard & rough, but going good.  
 C to D Hard, rough & hilly, going fairly good.  
 D to E Soft peat ground with high tussac bags, only possible for pack horse with light load.  
 E to F Steep slope, soft peat ground with dense tussac resembling a jungle, impossible to transport materials by horse, only just possible for a man to climb down slope.



- A = Anchorage for S.S. Lafonia  
 B = Head of Kilt's Creek 3 Miles from A.  
 C = Shanty  $\frac{3}{4}$  Mile from B.  
 D = Corral 2 Miles from C.  
 E = Fence 1 Mile from D.  
 F = Proposed site for light  $\frac{3}{4}$  Mile from E  
 = Water 3 Miles Land  $\frac{1}{2}$  Miles.

### Note

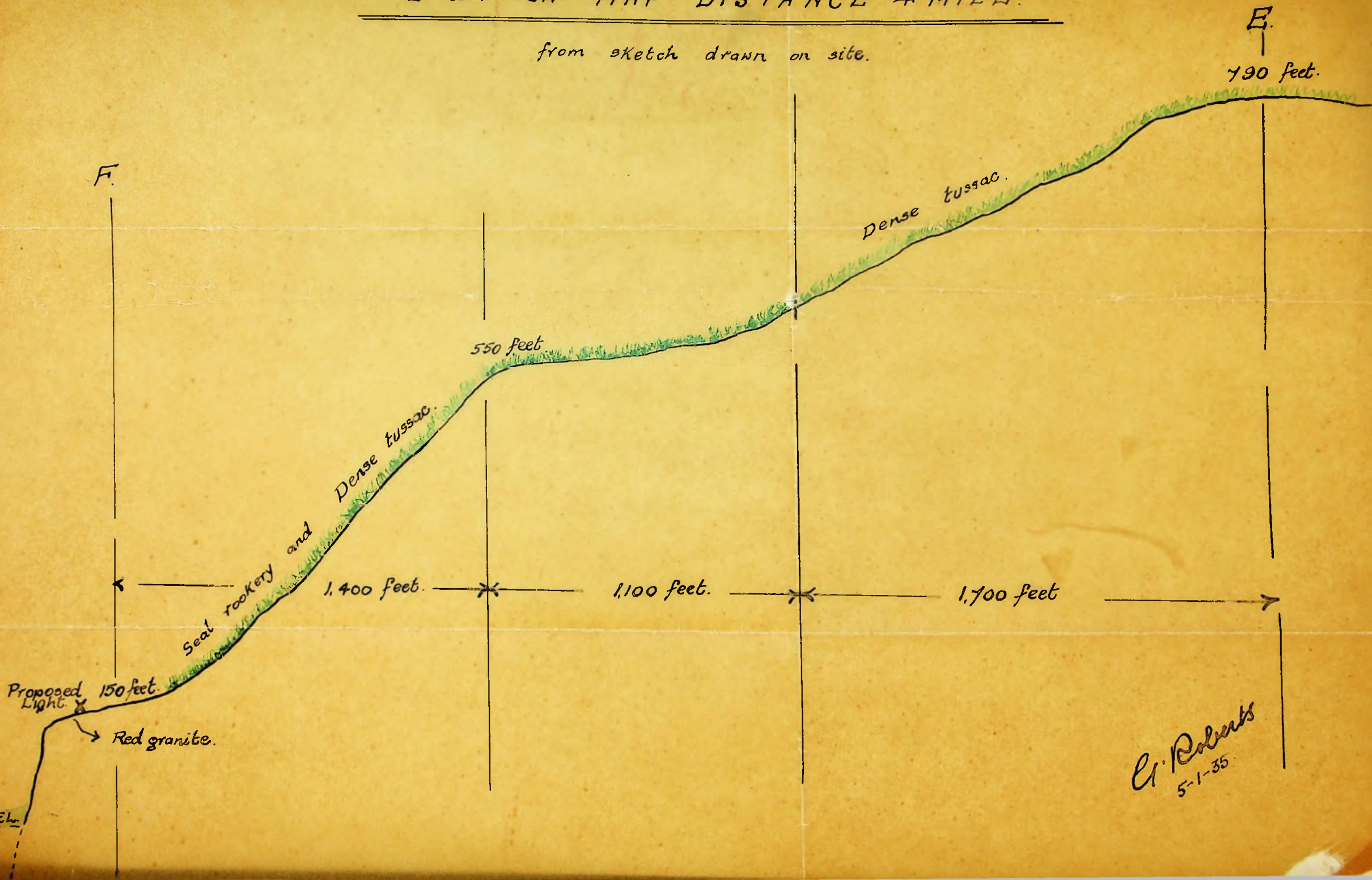
Albemarle Rock is obscured at F by the False Cape.

C. Roberts.  
 5-1-25.


SECTION OF GROUND ABOVE CAPE MEREDITH.

E to F ON MAP - DISTANCE  $\frac{3}{4}$  MILE.

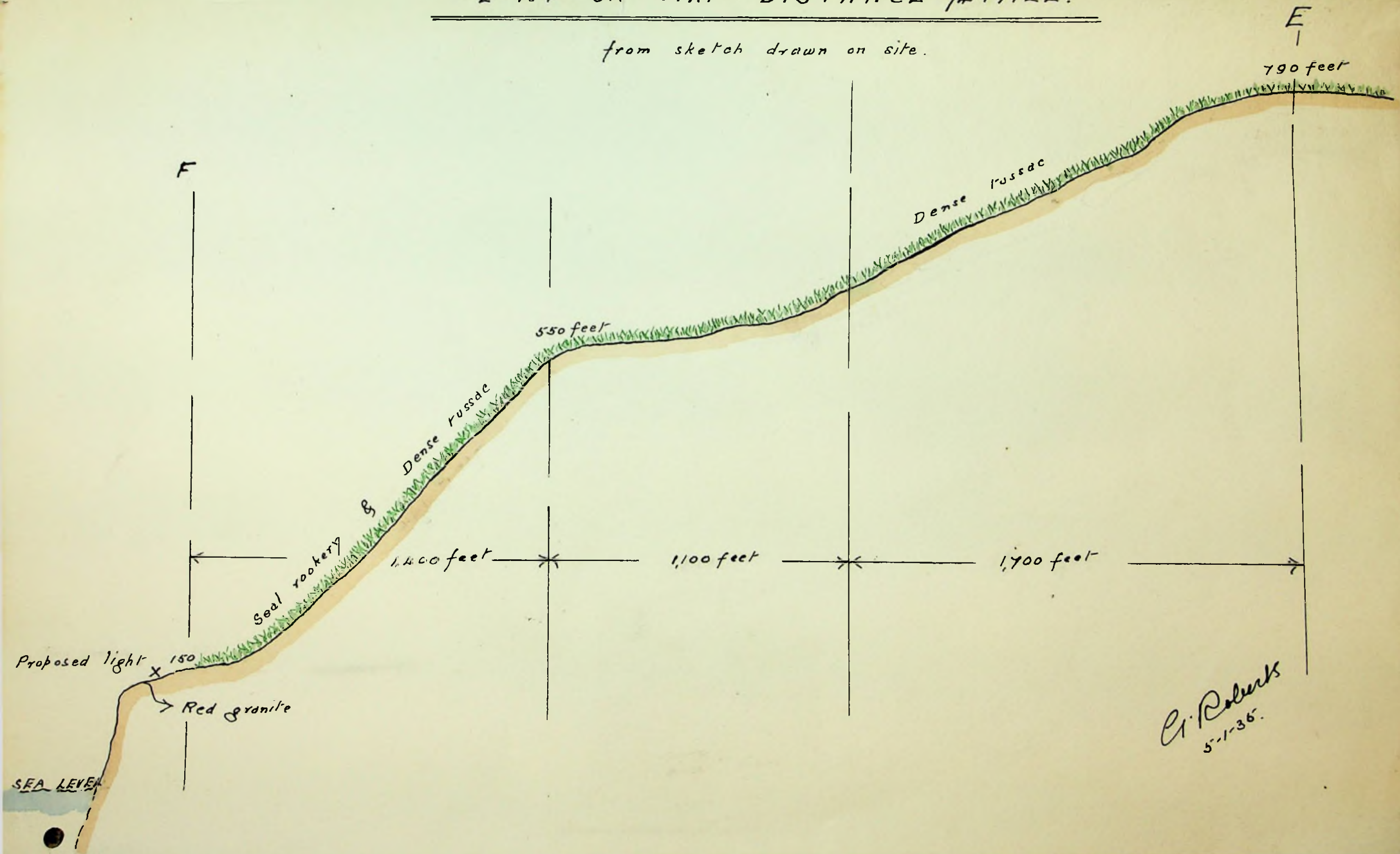
from sketch drawn on site.



E. Roberts  
5-1-35

SECT  GROUND ABOVE CAPE MEREDITH  
E to F ON MAP DISTANCE  $\frac{3}{4}$  MILE.

from sketch drawn on site.



*E. Roberts*  
5-1-36.