

C.S.

PORT AND MARINE

(Buoys and Beacons)

1922

SHI/NAV/1 # 5

No. 465/22

Governor

SUBJECT.

1922

16th June

Previous Paper.

Suggested placing of additional  
buoys in Stanley Harbour

*Indent. 224*

MINUTES.

Minute from the Governor of 16th June, 1922...Encl 1

Harbour Master

For Report please

(Itld) H.H.H.

19th June

The Hon Col. Secretary

Report submitted

(Encl 2)

(sgd) Colin E. Hockley  
26/6/22

*Y. 3. Submitted*

*2. There would not appear to be much justification for paying a very considerable expense to make the inner harbour more accessible by night but it should be possible for vessels to enter Port William without danger. It was hoped I think that the new light would do this.*

*3 With respect to the cost of lighting buoys I only know that three for the Gambia River cost over £5000 last year - placed in position. They were somewhat larger than we require but the freight is serious. ~~ttttt~~ 20 June '22*

Subsequent Paper.

H.P.S.

There is considerable diversity of opinion among Captains of U.S. & Co ships with regard to improvement of facilities of the port. One Captain suggested to me that a belt for large ships should be provided in the inner harbor with mooring buoys: the Captain of a smaller vessel told me that he considered that it would be dangerous to moor to buoys & that he preferred to use his own anchors.

2. Captain Hartsell is the first to suggest that the narrows should be ~~lighted~~ <sup>lighted</sup> by buoys & lights: some arrangement could be made at small expense for buoys to be laid on which lights could be put when required. Now if the arrangement is to be really effective a light buoy on each shore would be required. As you have pointed out, cost of such a buoy is heavy & several captains have told me that they do not consider such a buoy necessary: in fact they will satisfy with the Beacon on Manzanary Pt which would enable them to come into Port with an air buoy.

3. I shall be glad if H. M. will ascertain the views of Captain Green S.S. Diana on the question of laying buoys in the narrows: the special point is whether they would be of sufficient practical use to justify expenditure. The fact that there are two buoys available which belong to Admiralty does not affect the question.

4. The marking of 18 foot patch in the inner harbor can be considered later: it ought to be possible to do so at no great expense.

H.P.S.  
29 June 1912

*Harbour Master**Accordingly**11/11/22 29 June*

The Hon. Col. Secretary.

In reference to para 3 of His Excellency's the Governor's Minute of the 29th June, I beg to report that I ascertained the views of Captain Green of the P.S.N. Coys " Oriana ".

He was not of the opinion that any of his Coys vessels would enter or leave Stanley Harbour during the dark hours unless the Forth Shoal buoy was lighted and a lighted buoy laid on Engineer Point, which would give a direct line of direction through the Narrows, a lighted buoy on Navy point would add to the safety of the passage.

With the Establishment of William Point Light a vessel will be able to enter Port William, during the hours of darkness, without danger,

He further stated that a vessel wishing to leave Stanley Harbour during the hours of darkness being unable to complete cargo work prior to darkness falling, is suffered delay or compelled to proceed into Port William during daylight, thereby delaying cargo work and necessitating towage of lighters into Port William, which during bad weather is dangerous, lighters suffering severe damage alongside vessels and also owing to the available towage in Stanley.

*Colin Estabrook*

Harbour Master

19/7/22

C. referred for the favour of your views

ttttt 2/7/22

The Hon; Col; Secretary.

Report herewith on separate sheet.

2. A.G.A. books withdrawn from G.S. 342/14

returned herewith.

R. B. Ashley  
Colonial Engineer.

4/8/22. . .

y.

Submitted

The C.E.'s proposal appears sound

ttttt 4/10/22

H.C.S.

Requirements of the port will be met if  
ships are enabled to leave the inner harbour  
after dark. When I spoke to Mr. Bentley  
he explained the reasons given in his  
para 4 leading lights on shore were preferable  
to buoys: <sup>also</sup> initial cost will ~~be~~ be less  
his suggestions are good + I am grateful  
for the care which he has given to this matter.

2. Will you please refer to Crown agents  
as in draft attached.

H.C.S.

4 August 1922

Inside Minute Paper.

Telegram to Crown Agents of 5<sup>th</sup> Aug 1922

Encl (4)

Am.

The further proposals under consideration to you for note

ttttt 28/8/22

The Hon. Col. Secretary

The further proposals under consideration noted.

*Col. G. L. ...*

Harbour Master

28/8/22

CS.

Will you please make provision in your Draft P.W.D. Expend in any Estimates allowing £200 per light

ttttt 30 Aug. 22

The Hon. Col. Secy., Noted.

2. Provision has been made accordingly.

*R. B. Basely.*

Colonial Engineer.

4/9/22

Crown Agents Letter of 22nd Sept: 1922 — Encl (5)

~~C. J. ...~~  
Referred to report

This is far in excess of our requirements?

T. W. W. 16/12/22

The Hon. Col. Secy.,

The Light as specified by the Elder Brethren is on a far larger scale than is required.

2. The suggestion is to provide lights which can be lit when there is a vessel in the inner harbour which will require to sail during the night and that the lights be lit on the arrival of the mail boat. It is not desired that the lights should be used for entering the inner harbour, therefore they do not require to be constantly in service.

3. I still am of the opinion that an A.G.A. Post Light with two or four accumulators would be all that is required. The sun-valve attachment would be of use during the months when the Whalers were arriving which at most would only be about 6 weeks in each year.

4. I would suggest that a letter be written to the Crown Agents requesting that the latest price lists and catalogues be obtained from the Gas Accumulator Co. (United Kingdom) Ltd. Beadon Works, Brentford, Middlesex,. I fear the royalty on all the A.G.A. apparatus is heavy, so making the cost of plant excessive.

R. W. W.

Colonial Engineer.

20/12/22.

Yr.

Submitted

I do not see at present that it will benefit this port to have the expensive run-vulor attachment. The factories will not I think come in and even if they did, they would bring no additional revenue. The catchers can fend for themselves without difficulty if they wish to leave the inner harbour at night.

The C.C. might be told that all that is required is that stated in para 2 of the C.C.'s minute — I do not think the light would be required to be lit more than 8 or 9 times in the course of the year.

TTTTT 21/2/22

H.C.S.

Will you please reply accordingly, sending copies of *Handbook* ③ & *Rating*.

22 Dec 1922

Letter to C. Apt. of 23<sup>rd</sup> Dec. 1922 — Encl ⑥  
Letter from Gas Accumulator Co  
of 21<sup>st</sup> February 1923 Encl ⑦

Colonial Engineer.

To order

G.R.B.  
i.e. C.S.O.

20 April 1923

The Hon; Col; Secretary.

Thank you.

Noted and returned.

*R. B. Basely*  
Colonial Engineer.

24/4/23.

Crown Agents Letter of 25<sup>th</sup> May 1923 — Encl (8)  
Letter from Trinity House 8 Mar 1923 — do. 8a  
- do - 8 May 1923 — do. 8b  
Colonial Engineer. Plain No 1090 — do. 8c.

For your observations.

*R. B. Basely*  
Dir Sec  
10 July 1923

The Hon. Col. Secy.,

I have read the various correspondence enclosed herewith and beg to submit the following:

2. With regard to para. 6 in (8a) respecting the cost of a L 500 lantern: it is stated that the price would be £500 or £600. I would point out that I have no means of ascertaining the cost of any of the apparatus supplied by the Gas Accumulator Coy, neither have I particulars of the various lanterns on the market from which to make selection

3. The suggestion in (8b) (letter of 8th. May 1923) provides for Leading Lights such as I originally intended: I quoted £150 against the Trinity House quotation of £160. From the description given and the drawing I consider the beacons would be most suitable.

4. Under the arrangement now made with the Gas Accumulator Co. for the re-charging of the gas-cylinders (C.S.473/23) it will be possible to utilize the three spare cylinders obtained for use at the Point William Light ~~as spares~~ as spares for the Leading Lights so saving the extra cost of £129.

*R. B. Basely*  
Colonial Engineer.

30/7/23



48.

Submitted with 473/23.

To thank Crown Agents and say that the 3 beacons described in para 7 of 8b. should be obtained but not the spare cylinders.

G.R.H.  
Dir/Sec  
31 July 1923.

Telegram to CA. please to ship the beacons without fail this year and that the <sup>spare</sup> cylinders will not be required. I would like to see the telegram before it goes

ttttt, urgent

49.

Draft telegram submitted

G.R.H.  
Dir/Sec  
1 Aug 1923

Drawing required in Trinity House and Crown Agents Letter no 1090; the number on the drawing itself is 1099.

G.R.H.  
Dir/Sec  
1/8/23

Cylinders cannot be sent by Wireless. For 77 W/1501 please insert with reference to letter from Trinity House dated 8 May and then send

ttttt 1 Aug 23

Telegram to Crown Agents, 2/8/23. (9)

Colonial Engineer

To note of  
G.H.B.  
Dir Sec  
2 Aug 1923

The Hon; Colonial Secretary.

Indent in confirmation of telegram  
herewith to be forwarded to the Crown Agents.

Encl (10)

2. F.R. has been passed to the Treasury to  
cover cost of indent etc.

G.H.B.  
Colonial Engineer.

21/8/23.

Hon. Treasurer.

For withdrawal of charge  
note please. G.H.B.  
Dir Sec  
22 Aug 1923

J.R. No 50/23 submitted for  
H.S.'s approval. G.H.B.  
Dir Sec

20 Aug 1923.

Recd. signed.

Hon Treasurer.

F.R. No. 50 here with for  
usual action.

Will you please also withdraw  
charge note relating to Indent No 524

G.H.B.  
Dir Sec  
24 Aug 1923

Hon Col. Secretary

Fin. R. no. 50 for £600. withdrawn also charge  
note. Copy of Req. filed herein

D.V.K.  
for Col. Treasurer  
27. VIII. 23.

Colonial Engineer.

Copy of F.R. 50 herewith,

G.R. 13  
D.C./Sec  
5 Sept 1923

The Hon. Col. Secy.,

Copy of F.R. 50 received.

W. Brasley

Colonial Engineer.

Advice of Orders placed 21<sup>st</sup> Sept 1923 - Encl (12) 6/9/23.

Colonial Engineer.

For note  
G.R. 13  
D.C./Sec  
20 Nov 1923

The Hon. Col. Secy.,

Noted and returned.

W. Moye

for Colonial Engineer.

23/II/23.

Advice of Papers forwarded

30<sup>th</sup> Novem br 1923 - Encl (13)

Receipt from From Gas Accumulator Co. " (14)

Colonial Engineer

For note  
G.R. 13  
D.C./Sec  
10 Jan 1924

The Hon. Col. Secy.,

Noted.

2. The goods appear to have been shipped on the "LAGUNA". I have withdrawn the packing list and various plans for future reference.

*W. R. Royce*  
Colonial Engineer.

12/1/24.

Original Advice of Shipment

11/17/23

(14)

Colonial Engineer.

For note

*W. R. Royce*

Office

27 Jan 1924

The Hon. Col. Secy/

Noted and returned

*W. R. Royce*

for Col. Engineer

23/1/24

Notice of forwarding delayed documents

of 27/12/23 - Encl (15)

Colonial Engineer.

For note and for withdrawal

of Duplicate of Encl 14.

*W. R. Royce*

Office

15 Feb 1924

The Hon. Col. Secy/

Noted.

1. Duplicates of Encl. 14 withdrawn.

*W. R. Royce*

Col. Engineer

18/2/24

Notice of delayed documents forwarded  
of 19<sup>th</sup> Jan 1924 \_\_\_\_\_ Encl (16)

Advice of Insurance \_\_\_\_\_ " (17)

Notice of delayed documents forwarded  
of 30<sup>th</sup> Jan: 1924 \_\_\_\_\_ Encl (18)

Notice of delayed documents forwarded  
of 6<sup>th</sup> February 1924 \_\_\_\_\_ Encl (19)

Colonial Engineer.

For note  
W.L. 17  
for CS  
7 April 1924

The Hon. Col. Secy.,

Thank you: Noted and duplicate documents  
withdrawn.

W. M. Engineer.  
Colonial Engineer.

7/4/24.  
Notice of delayed documents forwarded.  
of 1<sup>st</sup> April 1924 \_\_\_\_\_ Encl (20)

Colonial Engineer.

For note  
W.L. 17  
for CS  
17 May 1924

The Hon. Col. Secy.

Noted and duplicate invoice withdrawn.

W. M. Engineer  
W. M. Engineer  
26/5/24

Minute from Col Engineer of  
11<sup>th</sup> July 1924 \_\_\_\_\_ Encl (21)

Colonial Engineer

The sum of £200 has been included  
in Schedule of expenditure to be  
voted at next meeting of Leg Council  
will

Will you please prepare Special warrant  
for this amount.

G.P. 13  
for C.E.  
20 July 1924

The Hon. Col. Secy

Special Warrant in the sum of £500 submitted  
herewith accordingly.

R.P. Massey.

Colonial Engineer.

26/7/24.

The Hon. Col. Treasurer,

Pasted to you with S.W.

R.P. Massey.

Colonial Engineer.

26/7/24.

G.P.  
Special warrant herewith  
for favour of your Excellency's  
signature.

G.P. 13  
for C.E.  
30 July 1924

~~H.C.S.  
Further information is required with  
regard to this matter.  
2. £100 is provided in estimates 1924 +  
in 21 Colonial Engineer~~

H.C.S.  
I was misled by the use of the words  
"maintenance charges" in concluding paragraph  
of 20: "maintenance" is chargeable to Head XVIII  
Item 11: initial cost + erection is chargeable to  
Head XVIII. Item 11: expenditure should be  
classified accordingly. Warrant signed. 22. 30 July 1924

Inside Minute Paper.

Colonial Engineer.

Special Warrant N<sup>o</sup> 24/24  
here with.

*Call by  
for C.O.  
1 August 1924.*

The Hon. Col. Treasurer,

Noted and passed to you.

*R. S. Asaley*

Colonial Engineer.

1/8/24.

The Hon. Col. Secy.,

I regret the inclusion, through oversight  
of the word "maintenance" in my minute of 14/7/24.

*R. S. Asaley*

Colonial Engineer.

1/8/24

Hon. Col. Sec.

Special Warrant 24/24 withdrawn

M. Brajendra Karmakar

by Treas

6.8.24.

*P.A.  
13/4/24*

From Governor to Colonial Secretary.

①

Captain Martine S.S. Ballona suggests to  
 Sir Douglas Young, when he travelled in S.S. Korueta  
 in 1919 that a buoy should be placed off Engineer  
 Point at place where 16' sounding is shown on  
 chart of Stanley Harbour & another buoy off  
 Navy Point at place where 20' sounding is marked.

2. I have not seen any correspondence about the  
 suggestion but Capt Martine stated that buoys  
 in above positions would be a great aid to  
 navigation & especially to ships leaving the  
 harbour.
3. Mr. Harbour Master please report on the  
 suggestion & give an estimate of cost of laying  
 suitable buoys.
4. Mr. Harbour Master might at some time  
 consider, if he is of opinion that buoys are  
 necessary, whether the cost of having Whigham  
 light buoy <sup>or other light buoy</sup> would be justified.

Yours  
 M.

16 June 1922



(2)

REPORT ON BUOYS FOR STANLEY HARBOUR & PORT WILLIAM.  
-----o-----o-----

I beg to report in connection with the placing of buoys in the positions as contained in the Minute of His Excellency the Governor of the 16th June 1922.

Vessels entering from Port William have as a guide two beacons on the south shore of Stanley Harbour.

These beacons, however, give only a line of direction and do not mark that point at which a vessel may turn to the Westward in order to keep in the deep water channel.

The dangers being the 16 foot patch off Engineer Point, upon which a vessel turning too quickly is liable to strike her stern.

2. The 20 foot patch off Navy Point, I do not consider to be such a danger, except in the case of a deep draught vessel passing out and in so doing closing the point too fine. It has, however been struck, at a previous date, by a vessel of the P.S.N.Coy.

3. In connection with these two patches I would suggest that lighted buoys would enable vessels to enter or leave Port Stanley at night without danger, providing that the Forth Shoal Buoy was also lighted.

4. There are, in charge of the Port & Marine Department, two buoys with moorings, the property of the Western Telegraph Coy. These buoys are so fitted that poles may be stepped upon them. I would suggest that as a trial, to save expense, until such time that it may be ascertained the percentage of shipping that would enter or leave Port Stanley Harbour at night, that these two buoys be fitted with poles and laid, respectively on the 16 & 20 foot patches. The poles to be fitted in order that globular lanterns may be hoisted thereon previous to the anticipated arrival of or departure of a vessel.

5. The Forth Shoal buoy, at most times impracticable to pick up during the hours of darkness might be replaced by a Wigham Light Buoy of a flashing type, which buoy be moored 2 cables NIIW of the position in which the existing buoy is moored. This lighted buoy, would, in conjunction with William Point Light ( when established ), enable vessels to enter or leave Port William during the hours of darkness.

6. The replacing of the existing Forth Shoal Buoy by a Wigham

Wigham Light Buoy would be of the greatest assistance to local ship - ping.

7. I regret that I am unable to ascertain the estimated cost.

8. I would further suggest a buoy be placed on the 18 foot patch that lies due North ( Magnetic ) of the Cemetery. This patch is dangerous to vessels when manoeuvring to or from the " Great Britain ", when the Hulk is swung North of West.

Further, the best anchorage for Cargo vessels, in order to facilitate loading and discharging, lies on a line of bearing that runs from the West wall of the R.N.Camber to the centre gate of the cemetery, the "Great Britian" bearing W/S (Mag).

The danger of this 18 foot patch being in turnig of a vessel from this anchorage in the judging of the distance from an unseen but known danger,

*Colin Estroddy*  
Harbour Master

26/6/22

The Hon. Col. Secy.,

3

I beg to submit the following report on the question of Harbour Lights.

2. In my opinion it is not desirable that large vessels should be encouraged to attempt to enter Port Stanley at night, but it is most desirable that facilities should be provided to enable them to sail at any time. The best method to adopt would, I think, be placing of two leading lights on the north side of Port William to shew a clear and safe passage through the Narrows. Also a light with red and white sectors should be placed on Navy Point to give warning when the vessel is approaching the Narrows and will shortly open the leading lights.

On opening the white sector of Navy Point light the vessel will commence to turn north towards the Narrows; the amount being determined by the distance the vessel is from Navy Point. When the leading lights are opened the vessel will continue to turn until the two lights are in line, which gives a clear course through the Narrows. The vessel having passed through the Narrows will continue to hold the two lights in line until the Point William light and Cape Pembroke lights are at certain bearings (yet to be determined) and the high leading light is in one with the low light. At this point the vessel will turn to the east and sail down Port William with a clear course to the open sea.

3. The lights need not be always in service but could be lit as circumstances required. Sun-valves could be provided with each light so as to provide automatic lighting for certain months of each year.

In my opinion the AGA Dolphin Light, type T.D. or Post Light, type T.P. would be most suitable.

From the rough drawing of the Narrows submitted herewith the approximate position of the lights is shewn being marked A. B. and C. respectively.

The lanterns for

The lanterns for A. B. would require to be of the L 500 or L 350 type. In the case of C. the lantern should show white for about 90° and red for about 50° on the west side of the white sector.

Further description could be given of proposed lights after the sites had been determined.

4. I would not recommend Light Buoys being supplied for the following reasons:

First. The passage through the Narrows is very narrow and the water is shallow.

Secondly. The position of buoys varies according to wind and state of tide. In this case there is very little margin of safety owing to nature of passage.

Thirdly. The maintenance and attendance in connection with a buoy light is greater than a shore light owing to the grounding gear etc.

5. With regard to the 18 ft patch north of the Cemetery. A light buoy is the only means of showing this position. In my opinion this is not so urgent as the leading lights through the Narrows.

6. Unfortunately I have not any particulars as to the prices of the suggested lights, but I consider £200 per light should cover cost and erection. That is £150 for light and £50 for erection etc.

7. Herewith A.G.A. books withdrawn from C.S. 342/14.

*R. S. Basely.*

Colonial Engineer.

3/8/22.

(4)

TELEGRAM.

*From* : Colonial Secretary

*To* : Crown Agents

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*Dispatched* : 5th August..... 19 22 *Time.* Noon

*Received* : 19 *Time.*

MACTARIS PALBESTIFIG POISONBAG LEADING LIGHTS FROM  
GASACCUMULATOR COMPANY STOCKHOLM

SECRETARY

Meaning:

Send by next mail full particulars of prices of leading lights  
from Gasaccumulator Company Stockholm

Secretary

1968

114 W  
Falkland Is. 1581



5

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES  
THE ABOVE REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.  
  
TELEGRAMS, "CROWN, LONDON"  
TELEPHONE, 7730 VICTORIA.

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

22nd September 1922.

Sir,

Falkland Islands Requisition No. 1581.

14.9.22 With reference to your telegram of the 8th August, I have the honour to enclose a copy of a letter received from the Trinity House on the subject of the proposed purchase of leading lights manufactured by the Gas Accumulator Company. Blue print No. 909 and photograph referred to are also enclosed.

Special attention is drawn to the last paragraph of the Elder Brethren's letter.

I have the honour to be,

Sir,

Your obedient servant,

for Crown Agents.

The Colonial Secretary,  
Falkland Islands.

n 8

THE ELDER BRETHREN TO THE CROWN AGENTS.

L.3876/1922

Trinity House,  
E.C. 3  
14th September 1922.

Gentlemen,

I am directed to acknowledge the receipt of your letter W/Falkland Islands 1581, requesting, on behalf of the Government of Falkland Islands, to be furnished with particulars of the prices of leading lights, and, in reply, to furnish the following observations.

In the first instance no information is given as to where these leading lights will be used and consequently the following assumptions have been made, viz: that the front or low light will be on the ground and that the land behind it rises sufficiently to give the necessary elevation to the rear light without erecting a high structure.

The accompanying blue print No.909 represents a very good type of beacon, given the above condition; this type has been many times reproduced including the case of the beacon lights on order for the South Shetland Islands under a Colonial Office requisition. The enclosed photograph shows these lights at the works of the Gas Accumulator Company, Ltd.

The front light would have a horizontal illuminated

arc

arc of  $90^{\circ}$ , the corresponding angle of illumination from the high light being  $6^{\circ}$ . The candle power of the rear light would be 2,000 candles and of the front light 400 candles. The character of the front light would be one flash of .15 second duration every  $\frac{3}{4}$  second, and of the rear light 2 seconds light and 2 seconds dark, which means that, during the flash of the rear light, the front would flash from 2 to 3 times, thus giving the line of lights. Fixed lights are not economically possible with dissolved Acetylene gas.

Each light would have a magazine of 4 gas cylinders which, under sunvalve control, would maintain the lights in action for six months without attention. A spare battery of 4 cylinders would be provided for each light, but it would be necessary to prepare a concrete foundation locally on which to place each beacon.

It is estimated that the cost of the whole equipment in connection with these beacons would be one thousand four hundred and fifty pounds, f.o.b. London.

If such beacons are considered unsuitable, I am to suggest that particulars of location and elevation should be furnished, in which case alternative suggestions could be

I am, etc.,

(Sgd.) W.K.BOWEN.

for Secretary.





465/22.

23rd December,

22.

Gentlemen,

I am directed by the Governor to acknowledge the receipt of your letter 114/W/P.I. 1561 of the 22nd of September and to thank you for the action taken to assist this Government in the matter of obtaining leading lights for Stanley Harbour.

In duplicate.

2. I attach a copy of a minute by the Colonial Engineer on the subject of the proposed lights together with a tracing of the harbour entrance. You will observe that the proposals from the Trinity House are suitable for a scheme which is considerably more ambitious than is intended. I am to express regret for any unnecessary trouble to which the Trinity House has been put.

3. The Colonial Engineer estimated the cost of the lights at £200 each. The sum of £600 is available for this service. Sun valves for automatic lighting are by no means essential. It is improbable that the lights would be required more often than a dozen times in the course of a year.

I am,

Gentlemen,

Your obedient servant,

H. Henniker-Heaton,

Colonial Secretary.

The Crown Agents  
for the Colonies,

London, S.W. 1.

# THE GAS ACCUMULATOR CO. (UNITED KINGDOM) LTD.

Lighthouse & Marine Lighting Engineers.

TELEPHONE: EALING 638.

TELEGRAMS: AGAFAROS, BRENTFORD.

CODES: A.B.C. 5TH EDITION.  
WESTERN UNION.

CITY OFFICE: 3, CLEMENT'S INN, W.C.2.

TELEPHONE: HOLBORN 6369.

7

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



*Beacon Works.*

*Brentford.*

21st February, 1923.  
Ref: WJC/JA.

The Colonial Secretary,  
Port Stanley,  
Falkland Island.

Sir,

We have recently received from The Trinity House an enquiry for two unattended A.G.A. Beacons, which we understand it is proposed to establish on the Falkland Islands.

We take the liberty of informing you that during the past ten years we have installed throughout the World a large number of similar equipments.

Marine lights constructed on the AGA automatic system operate reliably without any attention whatever on a predetermined consumption of illuminant for periods of twelve months, or longer if desired.

A Lighthouse, Beacon, Buoy or Lightship is thus

rendered independent of supervision, which costly factor hitherto has been a bar to the establishing of lights in places where they were really needed.

Existing Lighthouses that are fitted with other methods of illumination can be converted to the AGA system.

In several instances such work has been carried out by us for Trinity House and other Marine and Port Authorities, resulting in a big saving in cost of maintenance.

If we could be supplied with a list and particulars of all the Marine Lights in your service we would be glad to submit for your consideration our proposals, giving initial and maintenance cost for conversion to our AGA system.

We have recently supplied two AGA Beacons through Trinity House for Deception Island and hope that they will give satisfaction.

We are, Sir,

Yours faithfully,

THE GAS ACCUMULATOR CO. (UNITED KINGDOM.) LTD.



Managing Director



6

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES.

THE DATE OF THIS LETTER BEING QUOTED,  
AND THE FOLLOWING REFERENCE: 17 W/Falkland Islands, 4, MILLBANK,  
TELEGRAMS, "CROWN, LONDON." 1581.  
TELEPHONE, 7790 VICTORIA.

WESTMINSTER.  
LONDON, S.W. 1.

25th May, 1923.

Sir,

FALKLAND ISLANDS. REQ. NO. 1581.

I have the honour to refer to your letter of the 23rd December 1922, concerning proposals for leading lights at Stanley Harbour, and to state that a copy of your letter and the enclosed minute from the Colonial Engineer were transmitted to the Trinity House for further observations.

8.3.23.

2. We enclose a copy of a letter dated the 8th March from the Trinity House containing some observations of the Elder Brethren. Having regard to paragraph 8 of the Trinity House letter, in which it is stated that the possibility of utilising this surplus Warequipment is being investigated, we deferred sending this letter until receiving the additional information indicated.

8.5.23

3. A copy of a further letter dated the 8th May from the Trinity House and the accompanying drawing No.1090, which gives their recommendations for Acetylene Lighted Beacons, are enclosed. It is suggested that these Beacons will answer the purpose intended.

4. We await your instructions before taking any further action in this matter.

I am,

Sir,

Your obedient Servant,

*J. W. Potter*  
for Crown Agents.

The Colonial Secretary,

FALKLAND ISLANDS.

*Jf.*

W&A

TRINITY HOUSE TO CROWN AGENTS.

---

S. a.

Trinity House,  
London, E.C.3.

8th March, 1923.

Gentlemen,

FALKLAND ISLANDS.

The Elder Brethren have had under consideration your letter W/Falkland Is./1581 dated the 21st Ultimo forwarding a copy of a letter from the Government of the Falkland Islands together with a copy of a Minute by the Colonial Engineer and relative tracing further in regard to the proposal to establish Leading Lights at Stanley Harbour in the Falkland Islands.

2. In reply I am directed to furnish the following observations for the information of the Falkland Islands Government viz:-

3. From the documents forwarded with your letter under reply it would appear that the proposed Leading Lights are intended to enable vessels to leave Stanley Harbour by night, as in paragraph two of the Colonial Engineer's Minute it is expressly stated that large vessels should not be encouraged to enter the Port during hours of darkness.

4. In his letter dated the 23rd December last, the Colonial Secretary states that the proposals set forth in Trinity House letter to the Crown Agents for the Colonies dated 14th September 1922 (L.3876/22) are more ambitious than had been intended by the Colonial Government, and he further requests that a cheaper alternative may be suggested for consideration.

S.A.

5. In regard thereto I am to state that the lanterns which would have been used for the lights referred to in the Trinity House letter of the 14th September last (referred to in paragraph four above) are only of the size on large Gas Buoys, but if for financial reasons the Falkland Islands Government desire a smaller type of lantern &c. this of course can be provided.

6. In paragraph six of his Minute dated the 3rd August 1922 the Colonial Engineer states that he considers the expenditure for the three Beacon Lights which are now required should not exceed One hundred and fifty pounds per light whilst in paragraph three of his Minute of 3rd August 1922 he states that the Lanterns should be Dissolved Acetylene (AGA) Lanterns of the L.500 or L.350 type.

£150

Lanterns of the L.500 or L.350 type are, however, a size much in excess of the size contemplated under the scheme suggested in the Trinity House letter of the 14th September 1922, and it may be pointed out that the price of a lantern of the L.500 type without any supporting structure or Gas Lighting equipment is between Five hundred pounds and Six hundred pounds in this Country.

£500, £600

7. It might be possible, however, to provide Unwatched Acetylene Lights of some efficiency for the positions in question by utilising some of the special Lighting Equipment constructed for temporary Stations during the European War which is now in store awaiting disposal, and which could doubtless be acquired by the Trinity House on behalf of the Falkland Islands Government.

8. These Lighting Equipments consist of 100 m/m Lanterns manufactured in the Trinity House Workshops and fitted with AGA Dissolved Acetylene equipment. The intensity of the lights which could be exhibited from these lanterns would be about 75 candle power white.

S.A.

The possibility of utilising this surplus War equipment will be further investigated and an estimate of the cost involved in acquiring, renovating and preparing them for use at Stanley Harbour will be furnished to you in due course.

9. As regards the light which it is proposed to establish at Navy Point at the entrance to Stanley Harbour, the Elder Brethren agree that the Red Sector which it is suggested should be exhibited from this light would be an aid to navigation.

I am,

Gentlemen,

Your obedient Servant,

(Sd) W. K. Smith.



W/Falkland 1581  
TRINITY HOUSE TO CROWN AGENTS.

J. A

Trinity House,  
London, E.C.3.

8th May, 1923.

Gentlemen,

FALKLAND ISLANDS.

With further reference to your letter W/Falkland Islands 1581 dated the 6th Ultimo and the Trinity House reply Ex.1647/23 dated the 9th Ultimo relative to the proposal to establish certain Leading Lights at Stanley Harbour in the Falkland Islands, I am now directed to transmit herewith a copy of drawing No.1090 which shows in outline a simple type of Acetylene Lighted Beacon which has been designed with the object of conforming as closely as possible to the requirements of Port Stanley, and it is believed that the proposed structure represents the simplest possible type which will answer the intended purpose.

2. The Lighted Beacon in question consists of a triangular steel chamber housing one Dissolved Acetylene Gas Cylinder similar to those already in use in the Acetylene Beacon near Port Stanley.

3. Three of these beacons will be required viz:- two for use as Leading Lights and the third for erection at Navy Point, and the necessary lanterns therefor would be taken from surplus war lighting equipment which is now in store awaiting disposal.

4. In the case of the two beacon lights to be used in line as Leading Lights, the lantern of the rear light would show a character of twelve flashes each of two seconds duration every minute, the length of eclipse being about three seconds.

J.B.

The lantern of the front light will be set to flash one hundred times per minute so that the front light would appear several times during the flash of the rear light.

5. The third beacon for erection at Navy Point would be very similar to the two Leading Light Beacons except that the character of the light exhibited therefrom would be Single Flashing giving one flash every three seconds.

6. The lights suggested would maintain themselves in action without any attention for fifty five days continuous working, but if they were only used when ships are expected they would of course run for a very much longer period.

7. It is estimated that the cost of each of the three lighted beacons would be approximately One hundred and sixty pounds f.o.b. in England, whilst three spare Dissolved Acetylene Gas Cylinders (one for each Beacon) would involve a further expenditure of One hundred and twenty nine pounds making in round figures a total estimated cost of Six hundred and ten pounds.

£160

£129

£610

8. The construction of these beacons could be completed within about eight weeks from the date of the work being put in hand.

9. I am accordingly to suggest that the foregoing particulars should be communicated to the Government of the Falkland Islands with a request that they will notify in due course whether or not they desire the provision of the proposed lights to be proceeded with, pending which of course no further action will be taken in the matter so far as the Trinity House is concerned.

I am, Gentlemen,

Your obedient Servant,

(Sd) W.K. Smith.

(9)

TELEGRAM.

*From :* The Colonial Secretary

*To :* The Crown Agents for the Colonies.

---

*Dispatched :* 2nd August, 19 23. *Time.* 2.15 p.m.

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

CROWN

LONDON

YACWEUVHEA LHAKYUATYP XYPWUPIDOM OAIMSAMRIP  
ROTYETOAPE UVWUVVUBGE ADOLYLIMOH BOFECOGCEA  
EZCREWROFU IAOKUIEDHE ADMIDEBCLI IBYTASEGEU  
IEDLAASEYG.

SECRETARY.

Meaning:

2nd August. With reference to letter from Trinity House 8th May request you will obtain and ship this year without fail three acetylene lighted beacons outlined in drawing 1099 from Gas Accumulator Company. Spare gas cylinders are not required.

Colonial Secretary.

# FALKLAND ISLANDS.

10  
Quadruplicate.

\* Give No. and date to be used in correspondence with the Crown Agents.

Indent No.\* 224 Date\* 21st August 1923

† Brief description of the goods required.

Indent on the Crown Agents for the Colonies for † Electric light & apparatus

‡ Department of the Colonial Government ordering the goods.

required by the † Public Works Department.

### ADDRESS.

Requisition	O. H. M. S.
<b>C A</b>	<b>O. A. G.,</b>
	<b>STANLEY.</b>

If necessary that goods be shipped by a fixed date or by a particular vessel enter instructions here and briefly indicate reason for necessity.

Estimated total cost in sterling exclusive of packing and freight £ 400.0.0.  
Any other instructions to the Crown Agents as to the execution of this indent as a whole

*In confirmation of telegram of 21st Aug 1923*

No tin-lined cases to be supplied.

Space for local use only.

Charge to XVIII., 10, Leading Lights.

Estimated Freight etc. 20.0.0.

I hereby certify that the above requisition is made for the current supply of an established and customary service sanctioned by His Majesty's Government, and that the expenditure has been duly sanctioned by appropriation Ordinance.

Approved,

*G. H. Brown*

GOVERNOR

*For Colonial Secretary*

*R. B. Asely*  
Head of Department.  
Colonial Engineer.

# FALKLAND ISLANDS.

(C.S.465/22)

DR: FT.

[INSIDE SHEET.] Charge to XVIII., IO, Leading Lights.

Page \_\_\_\_\_

Indent No.\* \_\_\_\_\_

Date\* 20th. August, 1923.

\* To correspond with No. and date at head of first sheet.

Item No.	Quantity.	Description of Articles.	ESTIMATED COST IN ENGLAND.			Remarks.	
			Rate.	Total.	£		s.
I	3	Acetylene lighted Beacons as described in the letter from the Trinity House to the Crown Agents of date 8th. May, 1923 and as outlined in drawing No. I099.  Estimated Freight etc.	£160	480	0	0	In confirmation of telegram of 2nd. August 1923.  N.B. Spare gas cylinders are not required.
				20	0	0	
				£500	0	0	
		<p><i>R. M. Barclay.</i> Colonial Engineer.</p> <p>Carried forward ... ..</p>					

# FALKLAND ISLANDS.

## REQUISITION TO INCUR EXPENDITURE.

11  
Quintuplicate  
ORIGINAL  
DUPLICATE

HEAD OF ESTIMATE XVIII. P.W. EXTRAORDINARY.

SUB-HEAD II, Leading Lights for Stanley Harbour.

{ Treasurer's  
No. 50 }

State in detail, service or article, &c., on which the amount is to be expended.	State when amount is to be paid.	Estimated Cost.		
		£	s.	d.
Purchase of three season lights and erection of base in Stanley Harbour. (G.S. 465/22)	When wages and accounts become due.	£600.	0	0

N.B.—When this space is insufficient, sheets should be attached, but the sum total shown on this.

Vote on Estimates. } £ 600 : : Expenditure authorised to date. } £ 11. : : Balance available } £ 600 :

Comments of Treasurer in submitting to Governor.

Signature of Head of Department. } R. Basely.  
Colonial Engineer.

Balance available as stated £600.

Date 20th August 1923.

(Sgd) W. A. Thompson  
Colonial Treasurer.  
21st August, 1923.

Decision of Governor.

Approved. (Sgd) H. Hennien-Hunter  
Acting Governor.

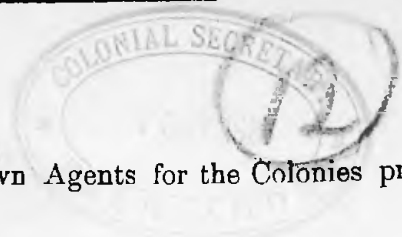
Date 25 August 1923.

W

ADVICE OF ORDERS PLACED.

Falkland Is.1581.

All communications to be addressed to the Crown Agents for the Colonies. The above reference and the of this letter being quoted.



The Crown Agents for the Colonies present their

compliments to Colonial Secretary,  
Falkland Islands.

Col.Sec's telegram  
~~Indent No-~~

Dated 2.8.23.

Dept.

and have the honour to enclose copies of the undermentioned accepted tenders in connection with the indent noted in the margin.

A period of 14 to 28 days should be added to the date promised for delivery, being the time which may elapse between the goods being ready and a suitable opportunity for shipment, and, unless a further advice is sent you, it may generally be assumed that the date promised for delivery in England will not be exceeded.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK, LONDON, S.W. 1.

21st September. 1923.

Firm.	Nature of Goods (and indent item numbers).	Date promised for delivery in England.	Approximate cost.
The Secretary, Trinity House.	Acetylene Lighted Beacons.	29.10.23.	480.

DS

Falkland Is. 1581/1.

Col. Sec's telegram  
dated 2/8/23.

The Secretary.,  
Trinity House,  
Tower Hill,  
E.C.

2 Acetylene lighted beacons outlined  
in drawing 1099 from Gas Accumulator  
Co.

Spare Parts for Gas cylinders are  
not required.

This order confirms our letter dated  
24th August and your letter L4352/1923  
dated 3rd September.

£480. 0. 0.

HE.



COPY.

From.

The Secretary, Trinity House.

To.

The Crown Agents for the Colonies.

Dated.

3rd September, 1923.

Sir,

I am directed to acknowledge the receipt of your letter of 24th ultimo W/Falkland Islands 1581 submitting an Indent for the supply of three acetylene lighted beacons for Stanley Harbour, Falkland Islands.

In reply, I am to acquaint you that these stores have been ordered, and will be ready for despatch in about eight weeks, at an approximate cost of £480.

I am, sir,

Your obedient servant,

(Sgd)

154 W

FALKLAND IS: 1581.

All communications to be addressed to the Crown Agents for the Colonies, the above reference and the date of this letter being quoted.



13

The Crown Agents for the Colonies present their

compliments to The Colonial Secretary,

FALKLAND ISLANDS.

Indent No. 224

Dated 21. 9. 23.

Dept. P. W. D.

Crown Agents' Req. No. 1581.

and in connection with the indent noted in the margin have the honour to enclose the undermentioned papers for the guidance of the Colonial Authorities.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

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

30th November 1923.

ENCLOSURES.

2 Instruction Booklets and relative blue prints (Nos: 1099, 1178, 1187 and 1188), in connection with the Acetylene Light Beacons being supplied by The Trinity House under the above indent.

*P*

*Withdrawn.*

*P.M.S.  
Col: Eng.*

*12/1/24*

ELF

6.

**ORIGINAL SHIPPING ADVICE.**

14

The Crown Agents for the Colonies have to report the undermentioned shipment:—

“ P. 2.1581/1 ”  
B/L

(This reference and the date of this letter should be quoted in all communications.)



Colony            Falkland Islands  
 Indent No.       224  
 Dept.            P.W.D.                      Special A/c (if any)  
 Steamer          Laguna  
 From             Swansea  
 To                Falkland Islands  
 Consigned to    The O.A.G.  
 Date of shipment 11/12/23

The documents enclosed will enable the consignee to obtain possession of and to check the goods. Complete documents showing the total cost of this consignment will be sent with the duplicate advice.

Attention is drawn to the desirability of weighing packages immediately landed, particularly if there be any reason to suspect pilferage or any shortage. Information as to weight is of service when urging claims.

NUMBERS OF PACKAGES.	DESCRIPTION OF STORES.	REMARKS.
8114	1 case Lanterns etc.	
8115/7	3 crates Dissolved Acetylene	
8111/3	3 " Steel Housing	

ENCLOSURES.	Packing Particulars.	£	s.	d.
Bill of lading				
Invoice:—				
Gas Acc. Co		327	11	8
Gas Accumulator Co Ltd C. Goldsmith Trinity House		Will follow.		
			15	—
		Will follow.		
Freight		13	16	7
Insurance		5	6	—

To The Colonial Secretary,

FALKLAND ISLANDS.

Date 6/12/23.DB

Office of the Crown Agents for the Colonies,  
4, Millbank, London, S.W. 1.

S

# INVOICE.

## THE CROWN AGENTS FOR THE COLONIES.

Dr. to Gas Accumulator Co (U.K) Ltd.,  
 Of Beacon Works,  
 Brentford.

Crown Agents' Reference, i.e., Colony and Reqn. No.

Falkland I  
 1581

Dept.

Date 4th December 1923.

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account. Falkland Is.  
 Indent No. \_\_\_\_\_ of \_\_\_\_\_ 19\_\_\_\_  
 Letter No. 22 of 22 1923  
 Shipped by S.S. " \_\_\_\_\_ " on \_\_\_\_\_ 19\_\_\_\_  
 F.O.B. \_\_\_\_\_

W. & S. Ltd.

Item Nos.	Quantity.	Description of Article in wording of Tender.	Weight.				Rate.	£ s. d.			£ s. d.			
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.	
		<u>Falkland Islands - Reqn. 1581.</u>												
		To:-												
		3. Beacons, lanterns provided by you, with 1. 4-50 fully charged accumulator each, and two sets spanners and accessories.										321.	6.	6d.
		" Extra for coloured sector as per our letter of 31/3/23.....	1.	7.	1.	15.						3.	6.	0d.
		" Carriage on above to Swansea.						4.	9.	2.				
		" Less allowance for not delivering f.o.b. London.						1.	10.	0d.		2.	19.	2d.
												327.	11.	3d.
		Shipped to Stanley, Falkland Islands per the s/s "Laguna" on the 4th December 1923.												
		Carried forward ...												

ST. STEPHEN'S ROAD, BOW, E. 3.

ESTABLISHED 1862.

Telephone: EAST 407.

London, 13th March. 1923

M

# CHARLES GOLDSMITH, ROAD TRANSPORT CONTRACTOR.

CONTRACTOR FOR REMOVALS.

MOTOR AND HORSE VEHICLES CONTRACTED FOR BY THE DAY, MONTH OR YEAR.

*Falkland Islands  
C S. Belgium 42-8-26*

*Feb 1923*

1923.

Mar: 12

C/N. 1346.

Falkland Islands. Regn. 1581.

To cartage of gas baby lanterns to  
Brentford.

Part.

15

CERTIFIED CORRECT  
(SGD) R. L. McLARAN  
Workshop Superintendent

SHIPPING PARTICULARS.

Packing.	Contents.	Gross wt. c. gr. lb.	Nett wt. c. gr. lb.	Dimensions.
1. Crate.	1. Steel housing.	5. 1. 30.	3. 3. 30.	7' 3" x 2' 2" x 2' 0"
1. Crate.	1. do. do.	5. 1. 30.	3. 3. 30.	ditto.
1. Crate.	1. do. do.	5. 1. 30.	3. 3. 30.	ditto.
1. Case.	3. KOs/a lanterns, lenses and V-30 flashers and accessories.	3. 0. 0.	1. 1. 15.	3' 6" x 2' 3" x 1' 6"

November 2nd 1931.

SHIPPING PARTICULARS.

Packing.	Contents.	Gross wt. c. gr. lb	Nett wt. c. gr. lb.	Dimensions.
1. Crate.	1. Fully charged A-50 Accumulator.	2. 3. 3.	2. 1. 0.	6' 4" x 1' 2" x 1' 2".
1. "	1. do. do.	2. 3. 7.	2. 0. 20.	ditto.
1. "	1. do. do.	2. 3. 3.	2. 0. 20.	ditto.

November 24th 1923.

# FREIGHT ACCOUNT.

---

**The Crown Agents for the Colonies.**

Dr. to Messrs. MCCREGOR GUN & HOLLAND LTD  
 Date 31st December 1923  
 Colony or Protectorate NEW ZEALAND IS Reqn. No. 1581/1  
 Department \_\_\_\_\_

Account \_\_\_\_\_  
 Indent No. \_\_\_\_\_ of \_\_\_\_\_ 1923  
 Shipped by S.S. "LANUNA" " on 11th December 1923  
 From NEWCASTLE To PORT STANLEY

	Freight as below	Tons	ft.	ins.	Tons	Cwts.	qrs.	lbs	Rate						
1	Case Lanterns	-	14	-					60/-	1	1	-			
3	Crates Acetylene	-	25	9					270/-	8	13	10			
3	" Steel Housing	-	10	-					2.60/-	2	8	-			
											12	2	10		
									Primage 10%		<u>1</u>	<u>4</u>	<u>3</u>		
												13	7	1	
	<b>ADD</b>														
	Bills of lading											<u>-</u>	<u>2</u>	<u>6</u>	
												13	9	7	
	Shipping charge 7 Pkgs @ 1/-											<u>-</u>	<u>7</u>	<u>-</u>	
												£	13	16	7

AG/LA.



The Colonial Secretary,  
Falkland Is.



15

27.12.1923

S.S. *Laguna*.

The enclosed document(s) ~~was~~ were not received in time for  
enclosure in Crown Agents' Advice P/2 15 81/1.  
of the 6. 12 - 1923.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
WESTMINSTER, LONDON, S.W. 1.

A handwritten signature or set of initials, possibly "M", written in dark ink.

The Colonial Secretary  
Falkland Is. ✓

16



19. 1. 1924

S.S. "Laguna" 11/12/23

The enclosed document(→) ~~were~~<sup>was</sup> not received in time for  
enclosure in Crown Agents' Advice P/2 1581/1  
of the 11. 12. 1923.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
WESTMINSTER, LONDON, S.W. 1.

S

# INVOICE.

## THE CROWN AGENTS FOR THE COLONIES.

Dr. to The Secretary,  
 Of Trinity House,  
 Tower Hill, S.O.C.S.  
 Date December 1923

Crown Agents'  
 Reference,  
 i.e., Colony and  
 Reqn. No.

Falkland Is/1581.

Dept. PWD

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account \_\_\_\_\_  
 Indent No. 224 of \_\_\_\_\_ 19  
 Letter No. \_\_\_\_\_ of \_\_\_\_\_ 19  
 Shipped by S.S. "Laguna" on \_\_\_\_\_ 19  
 F.O.B. \_\_\_\_\_

W. & S. Ltd.

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate.	£ s. d.			£ s. d.			
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.	
		Arranging for the supply of three Beacons for dissolved acetylene lights												
		2 1/2 on 4327.11.8										28	3	9

Handwritten signature/initials

Carried forward ...

S

**INVOICE.**

**THE CROWN AGENTS FOR THE COLONIES.**

*Dr. to* The Secretary,  
*Of* Trinity House,

Tower Hill, E.C. 3.

*Date* Quarter ended 30th Sept. 192 3.

Crown Agents' Reference, } Falkland Islands  
i.e., Colony and }  
Requ. No. } 1581. 11

*Dept.* P.W.D.

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account Falkland Is.  
Indent No. 224 of \_\_\_\_\_ 19\_\_\_\_  
Letter No. \_\_\_\_\_ of \_\_\_\_\_ 19\_\_\_\_  
Shipped by S.S. "Logan" on \_\_\_\_\_ 19\_\_\_\_  
F.O.B. \_\_\_\_\_

W. & S. Ltd.

Item Nos.	Quantity	Description of Article in wording of Tender.	Weight.				Rate.				£ s. d.				
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.		
		General Service Stores issued from Stock (3 lanterns)					156	-	-						
		Departmental Expenses 2 1/2%					3	18	-	159	18	-			
		Carried forward ...													

P. 2.

Falkland Islands 1581/1

17

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

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

4, Millbank, Westminster,

LONDON, S.W.1.

24th January, 1924

Indent No. 224

Service P.W.D.



The Crown Agents for the Colonies have  
to state, with reference to their letter B/L of the  
6th December 1923 advising a shipment of stores by  
the s.s. "Laguna", that the amount of  
insurance premium will be £ 6 : 3 : 9 instead of  
£ 5 : 6 : -

To The Colonial Secretary,  
Falkland Islands.

*6/10 20/24*

LW *[Signature]*

The Colonial Secretary,  
Falkland Is.

18

30. 1. 1924



S.S. "Laguna" 11/12/23

The enclosed document<sup>in dup</sup> (~~is~~) ~~was~~ <sup>were</sup> not received in time for  
enclosure in Crown Agents' Advice P/2 1581/1  
of the 6. 12. 1923.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
WESTMINSTER, LONDON, S.W. 1.

# FREIGHT ACCOUNT.

SUPPLEMENTARY

The Crown Agents for the Colonies.

Dr. to Messrs. MCGREGOR GOW & HOLLAND LTD.

Date 31st January 1924

Colony or Protectorate FALKLAND ISLANDS. Reqn. No. 1581/1

Department \_\_\_\_\_

Account \_\_\_\_\_

Indent No. \_\_\_\_\_ of \_\_\_\_\_ 192 \_\_\_\_\_

Shipped by S.S. "LAGUNA" on \_\_\_\_\_ 192 \_\_\_\_\_

From SWANSEA To PORT STANLEY

	Freight as below	Tons	ft.	ins.	Tons	Cwts.	qrs.	lbs	Rate
7	pkgs Beacons. - Freight as per accounts dated 31/12/23								
	F.O.B. CHARGES IN SWANSEA.								£- 6 7

FR/PH

The Colonial Secretary  
Falkland Islands.

1. 4. 1924

S.S. Laguna 11/12/23

The enclosed document <sup>in def</sup> (X) ~~were~~ <sup>was</sup> not received in time for  
enclosure in Crown Agents' Advice P/2 1581/1  
of the 6. 12. 1923.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
WESTMINSTER, LONDON, S.W. 1.



**S**

# INVOICE.

## THE CROWN AGENTS FOR THE COLONIES.

Dr. to Trinity House  
Of Tower Hill,

E.C.3.

Date Oct. ended 31st December 192 3.

Crown Agents' Reference, i.e., Colony and Reqn. No. } 1581 Falkland Is.

Dept. *RWD*

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account \_\_\_\_\_

Indent No. 224 of \_\_\_\_\_ 19

Letter No. \_\_\_\_\_ of \_\_\_\_\_ 19

Shipped by S.S. "Logan" on \_\_\_\_\_ 19

F.O.B. \_\_\_\_\_

Item Nos.	Quantity.	Description of Article in wording of Tender.	Weight.				Rate.	£ s. d.			£ s. d.		
			T.	c.	q.	lb.							
		Gas Accumulator Co., Acetylene Beacons						327	11	8			
		Goldsmith G. Cartage						-	15	-			
		Departmental Expenses 2 1/2%						328	6	8			
		Hood, D.W. (Engineer-in-Chief) Travelling Expenses, Inspecting New Beacon						8	4	2			
		Departmental Expenses 2 1/2%						-	4	7			
		Departmental Expenses 2 1/2%						-	-	1	2	8	8 10
		IT											
		Carried forward ...											

21

MINUTE PAPER.

Departmental Number.

From..The..Colonial..Engineer....

Date...14th July..1924.....

To..The..Hon..Col..Secretary....

Leading Lights for Stanley Harbour.

Reference  
Numbers.

465/22.

The Hon. Col. Secy.,

I beg to request permission to prepare a Special Warrant in the sum of £180 on Head XVIII. P.W.E., item 10, Leading Lights, to be a re-vote from balance of amount provided in 1923 estimates for Leading Lights.

Statement of Expenditure.

	£	s.d
By amount provided in 1923 estimates .....	600.	0.0
To C/A a/c, December, 1923 (Indent 224) £328.6.8	328.	6.8
Balance .....	<u>£271.</u>	<u>13.4</u>
" C/A a/c, Jan. 1924 (Indent 224)	13.	16.7
" " " Feb. " " "	<u>166.</u>	<u>8.4</u>
By amount provided in 1924 estimates .....	<u>100.</u>	<u>0.0</u>
Deficit to date .....	<u>£80.</u>	<u>4.11</u>

The amount in this year's estimates for above item was provided to cover erection and maintenance charges only, as it was thought that all charges in connexion with the indent would appear in 1923 accounts.

*R. B. Ascher*  
Colonial Engineer.

14/7/24.

... PUBLIC WORKS ..... Department.

Date... 26th July... 1924.....

To

THE HONOURABLE COLONIAL SECRETARY.

I have the honour to apply for a Special Warrant for £200,000.00 on Head XVIII, P.W.D. Subhead 10, Leading Lights

The present state of the Vote is as follows :-

	£
Amount provided in Estimates .....	100 .
Special Warrant already issued No. ....	...
" " " " " " .....	...
Actual Expenditure to date .....	100 .
Outstanding Liabilities incurred.....	96 . 17 . 6 .
Balance remaining on vote .....	...
Estimated Expenditure to 31st December .....	300 .

*P. B. Barclay*  
.....  
Head of Department.  
Colonial Engineer.

Comments of  
Treasurer. )

*ay*  
*Murray Harker*

EXPLANATIONS.

(If general authority has been given for the Expenditure the number of the Minute Paper and the Secretary of State's despatch, if any, should be quoted).

(M/P 465/22)

To cover liabilities (C/A accounts) incurred in connexion with indent No. 224 of 21st of August, 1923, for Beacon Lights.

*P. B. Barclay*  
Colonial Engineer.