

C. S.

PORT & MARINE
(Lights)
PUBLIC WORKS
(Lights)

SHI/NAV/2#1

19 45.

No. 64/45.

Harbour Master.

SUBJECT.

19 45

25th June.

Previous Paper.

HARBOUR AND COASTWISE LIGHTS

See also 137/44.

MINUTES.

MINute from Harbour Master of 25th June, 1945.

(2).

Harbour Master

1. All three of those are leading lights for entering & as are two steamships and cutters now enter by night & think all lights should be brought into operation. But —

2. What provision is there for 1945 funds which cut. lead?

3. I gather the cost of gas is about £4 per cylinder.

4. On the assumption that His Excellency will wish all lights, including those at Popoia Pt. & Cape Meredith, relit as soon as possible, please let me have an estimate of

(a) cost for remainder of 1945
(b) for 1946.

5. As soon as you let me know I will obtain H.E.'s orders on the subject

Subsequent Paper.

MB

Honourable Colonial Secretary.

In reply to (2)

Para. 2. £15 P.W.R. XIX 13 lights & accessories.

" 3 Yes. £4.3.0. to be exact.

" 4 (a) £112

(b) £250 Subject to no increase in cost of gas. I would like to confirm this amount later as I am hopeful that Bull found a method can be maintained by a contract with the local cutter & this may mean some small saving.

W.S.E.
11. VII. 45.

(4)

4.F.
I think all costs should be got going. May I know your wishes please?

W.B.
13.7.45

(5)

Before any further action can be taken, we must make certain of an uninterrupted supply of gas & arrangements made for refuelling each light. What does the N.O.C. think?

W.B. 14/11/45

(6)

4.F.
Arrangements have been made for regular refuelling of empty cylinders as per. R.D. anticipates no difficulty ~~from~~ do I. Refuelling of lights will present no difficulty - as pre-war. 2. N.O.C. would like all possible lights to be brought into action.

W.B.
16.7.45

(7)

Pl. attach pp. re controlling, notification to.

W.B. 16/11/45

(8)

H.A.H. Kestū

Ref. (7). Our papers deal only with the establishment of the lights whose maintenance was entirely the concern of your department.

2. When did I understand that the N.O.C. arranged for proper notification.

3. Have you pps. showing how the lights, particularly those at Bull Pt. & Cape Mendocino were refuelled & maintained? In any case please summarise the proposed routine here on.

K.B.
16.7.45

(9)

Anonymous Colonial Secretary.

The question of notification of the lights being lit has not arisen before as they were not installed till after 1918, but while I imagine normally Harbour Dept. would notify B. of T. as there is an NO.C. here it would work more quickly if he would kindly refer all concerns for publication in the "Notice to Mariners".

2. I have no papers dealing with these lights but the following routine was in force in previous period.

Stanby ana. (4 lights) hauled, lit, painted & refuelled etc. by the Government Smith & Goot. Pilot.

Bull Point & Cape Mendocino; hauled & refuelled to Stanby ana ~~at~~ on twice-yearly visits. Painting was done by contract by a Shepherd who lived nearby. They were painted last year under this arrangement. As to the future vide

4(6) in (3)

M.S. M.
16. VII. 45.

(10).

G.K. I am sorry there are no papers on maintenance of the lights.

2. When Cape Pen house was re lit the N.O.C. did the notification.

3. I am not sure what G.K. had in mind in (7). I do not think there are any officials

K.B. 17/7/45.

Minute to Harbour Master of 26.7.45

11.

" from Ex. Eng. of 26-10-45

12.

Letter to Crown Agents of 27-10-45

13. Pa =

" from " " " 14. 11. 45.

14.

(15)

L.C.

To see (14) pl.

M. Jones
10/1/46

(16.)

Honourable Colonial Secretary.

(14) Sam L. Y. W.S. 11.1.46.

~~Minute from Harbour Master of 4.5.46~~

~~17.~~

Minute to Harbour Master of 17.7.46.

17.

" from " " " 19.7.46.

18.

PA W.S.
17.7

Advice of Order Placed of 6.5.46
(20)

19.

W.M.
to note rec (19) pl.

M. Jones
3/8/46

(21)
W.S. H.M.
6. VIII. 46

PA W.S.
4/8/46

Invoice from Crown Agents of 27.6.46 22

W.M.

23.

24

To advise Invoice, pl.

L. L. Anderson

W.S. 1.8.46.

W.M.
for C.S.
30.9.46.

Minute from Harbour Master 3.10.46 25

Telegram to Crown Agents of 5.10.46 26

26

PA W.S.
7/10

Advice of Order Placed of 11.12.46.
(28).

27.

E.E.

To see (27) pl.
V.P.
for C.S.

(29) Sam W.S.
E. 21.12.47

PA.

30 List Shipping Advice of 22. 1. 47

E.R. (31)

To see 30 psl.

D.R.M.

for l.s. 14/3/47.

(32)

To See Mr. 14. 3. 47. PH

33.

E.R.

To withdraw invoice psl.

D.R.M.

for l.s. 7/6/47

(34)

Sum withdrawn.

l.s. 7. vi. 47

35.

EE (Mugh CO)

Capt. Roberts informs me

that the light on
Bull Point is not functioning -
neither, I noticed, is that
on Cape Hurdell.

It is considered that
a light should be
erected at MacBride Head.

M.C. 7/vii

Anonymous Colonial Secretary.

Pond Point light has been out for some considerable time & opportunity to service it has not arisen. Fitzroy is now stopping 4 hours (3 per hour) off the point on the next voyage & Harbour Department Staff & going with her to put in new cylinders.

2. Cape Mendith is ^{out &} again it is question of opportunity. An attempt was made just before Scowley left but she was recalled before work was finished. There are two landing places Cape Lagoon & Klets Cove the former is a one day job & the latter a two day job to get to the light & back, & no landing is possible at the former if there is any sea running. It ^{will} mean a special (& expensive) trip for Fitzroy unless it can wait for M.F.V. as she could go right into Cape Lagoon.

Wait for
M.F.V.

3. I agree a light at ~~C. Mendith~~ head is very desirable as it is a landfall for vessels from N.W. It could be serviced from Dutchmans Island half an hour walk away. The light ~~should~~ should be cared as spray washes over the lead.

C.H.S. H.M.
12.VII.47

Letter from Captain D.W. Roberts. 12.7.47.

37

38

18M.

X on 37. Do you wish to add to 36?

(39)

ABR
18.7

Anonymous Colonial Secretary.

I agree lights mentioned at X on (37) would be desirable, but is cost of shipping of sufficient quantity to cost of first erection & subsequent maintenance.

C.H.S. H.M.
vii.47

40

ME

35 - 39.

I should have thought that if the lights are for the primary benefit of the F.I.C. the least they could have done would have been to stop without charge (36 §1), or even make visits to loc.

2. Let us await the M.F.V. and consider what charges we could make for washing lights?

ABL
16.7

+1

Meridith MacBrides Head to await MFV but lamp should be ordered for latter.

MC 16/vii

42

ME

As at 41, pl. to note ME's marginal instruction on 40.

ABL
17.7

(43)

Honourable Colonial Secretary.

Lamp will be ordered forthwith.

As to marginal note, I fear we are committed for this occasion but as a matter of future Government policy I take it you will notify F.I.C. for information on the next occasion.

ABL, 18. VII. 47

So would I —
please require them to
do so; no free
stop - no lights.

44

HE

35 - 43

Inst letter to Manager F.I.C. of
Cant. pt.

ABH
23.7

45

I have amended slightly, appealing to
reason.

46 MC 23/vii

Letter to Manager, F. Island Company, Limited, of 24/7/47.

46

47

H.M.

(46) f:

ABH
25.7

48.

Anonymous Colonial Sunday

See by. OHS. H.M.

26.vii.47

PA ABH
25.7

Memo from Ed. Engle of 19.12.47

49

50

H.M.

(49) In shd. see (46). If the

F.I.C. cannot see their way to

cooperating in this regard we must

await N.F.V.

ABH
23.11

Inside Minute Paper.

(5)

Honourable Colonial Secretary.

(46) noted by E.S. Bunting 24/xii/47.

PA/BSL
29.12
1948

52 Extract from Record of Interview between H.E. the Gov. & Mr. Young of 14/3/48

53 Memo. from ~~London~~ Harbour Master of 4.6.48.
54.

H.M. Fresh supplies of gas are available?

(55)

D.
for CS
7.6.48.

H.C.S.

Fresh supplies of gas are available.
The point is that there is now no light working on the South coast of either East or West Falkland Island (my 49a refers).

Effs 3/6/48.

56

ZE.

(49) - 55.

The situation is as at 50 - 'Philomena' must fix their lights as soon as possible.

by
11/6

57

Gas indeed. EE to note. One last cylinder at Bull Point has given out very quickly? less than a year.

vi

58

H.M.

Re. 28th 56.

by
12.6

H.C.S.

59.

noted by E.S. 14.6.48.

56-59
B.N.
30/7/48
H.M.

H.M.

59 (sh. shd. be numbered).

You will fit this, the lights are
over as possible?

L
Z.S

H.C.S.

61.

I have discussed this with the Government Comsair (Acting ^{Master} Captain ^{n.v. Philonel})
who states that in view of the exposed positions
of the lights it would be safer to wait until
arrival of efficient ground tackle and longer daylight

Agree.

E.H.B.

10.8.48.

B.
11
62

Memo. from Harbour Instr. of 17.9.48

63

H.M.

In spite of the warning from Philonel
loss to Fox Bay (and 10 Oct.) for
the K. Laker.

L
H.C.S.

H.C.S.

64

1. Noted thank you and have informed the Hutchinsons accordingly
2. I will submit the proposed time table as soon as possible

E.H.B. 24.9.48.

65

H.M.

(62) - 64 f. L
66 23 5

Notes - how is Mr. Baston coming in?

M.C. 24. IX

67

YE

I had assumed that he would
ride. But as 'Philomena' is done at
Fox Bing on 10 October there will be
time for her to make a T.I. on
her way in if required.

~~Philomena.~~

I will ask him
and will tell him
re



Yes-

2. he shd. like them both
by 13 October at latest.

MC14
-1X

24-9

68

YE

Very sorry that he cannot. He
want her both been by 12 October
for her to 14 October. I suggest
to arrange 'Philomena' at Fox
Bing for 9 Oct.?

Yes..

Please.

MC 25
-1X

69

M'Baron duly informed: he will probably ride in
but will let me know i.d.c.

MC 25
-1X

HT1

70

re. note 68

25/9

cs.

71

No reply received to 46 and we do not appear to have followed up 37; we should indent for these lights and metal in 1949?

Note for Estimates (Extraordinary).

MC. 27
IX

72

1/12/48

To, 71 referred, please.

2. The telephone is now to be installed in the room required for the H.E.

27-5

73

H.C.S.

1. 72 noted etc.
2. Has the light for the bridge's head been ordered pl? (46 para 2 refer)
3. Regarding 37 does his H.E. wish for few lights to be ordered
4. As to estimates I regret I am unable to guess the cost

28.9.48.

YE 74

I regret I cannot
know any pp or
incidents for Lights.
But C. headth
must have cost
£2000 (see 119/34
below) in 1926.

ly
28.9

75

Co.

Thank you.

See letter below.

I suspect that PWD have an
"AGA" catalogue somewhere; the corres-
pondence certainly suggests this.

MC. 28.
ix

76

03

I agreed, last year, that ^{navigational} action should be taken to instal lights at McBride Head, Cape Dolphin and Fox Bay (2)

2 I have discussed with Capt. Roberts who considers that the light at McBride Head should be of similar capacity to that at Cape Maudslayi (500 m/m) while lamps similar to that installed at Porpoise Point (300 m/m) would serve for Cape Dolphin and Fox Bay. The lamps should be automatic (sun-valve control) and able to function for 12 months without attention.

3 Please now write to Capt. Roberts asking him to confirm para 2 above and to be good enough to advise exactly as to where these lights should be placed.

4 We should then address C.A. asking them to refer these ^{particulars} to the Elder Brethren and obtain a quotation and ^{their} recommendations as to characteristics of the lamps to be supplied.

5 The cost can be spread over 1949-50 and may well be in the neighbourhood of £2,000; we should budget for half this sum (PWE) next year. Ask Captain Roberts for order of priority.

6 The lamps can come out in Biscoe if this will furnish a substantial saving in freight; she will be going back to U.K. in June I expect.

M.C. 28_{ix}

77

L.F.

73 pl. see 76 before I write to Capt. Roberts & when ready through A.T. to make § 5. complete

78

H.C.S. noted by A.T. by you ready

E.H.S. 30/9/48.

John C. 2.

Provision will be made accordingly

Dr. 76 to 11/19
By 12/7/48

John
30/9.

80. Letter to Manager, S.S.C. of 4/10/48.

81. Letter from Manager, S.S.C. of 6/10/48

82. Letter to Crown Agents of 8/10/48.

83

By 11/1/49
K. 14 76/51
12/7/48

8

Where is it we
propose to erect
Coastal Lights?

MacBride Head 1

Fox Bay 2

?

MC 12
X

MC 13

84

VE

C. Dublin. Re. no. (82).

13.X

✓ MC 13
X

X

By 11/1/49

14.X

Memo. from Executive Engineer of 25/10/48.

86

BU. ~~24/11/49~~

BU. 9 (Koravangal)

28/2/49

any mail

no reply

letter from Crown Agents of 8.2.49

88.

87

YR

87 hi. pl.

Kita.

28/2

89

Go Captain Roberts for comment and advice pl.

the 28/2

letter to manager, F. I. Co. d. 1.3.49
(with 87a-c for return).

90

4003

87a-c with R. since 1st pl.

BU. 7/3/49

pl held for return of 87a-c

Letter from Manager, F. I. Co. of 24/3/49.

91

92

URGENT.

EZ.

on your observations on 91 pl.

W.H. for CS.
29.3.49

H.Aq. C.S.

Assuming 30 foot towers are adequate in all cases then follows total first cost.

(1). Light for McBride Head.	1732
(2) " " Cape Dolphin (500 mm)	1718
(3) 2 Lights " Fox Bay. @ \$922 each.	1844
(4) Spare flasher for (1) above.	66
(5) " " " (2) "	51
(6) 2 No. flasher .. (3) above @ \$48 each.	96.
(7). 10 No spare accumulators (50% of total) @ \$40/10 each	405.
(8) 4 No 30 foot towers @ about \$600 each	<u>2400.</u>
Total first cost.	<u>\$ 8312</u>

Approx freight 12½%. \$ 1039

Estimated Total landed cost \$ 9351

This is a formidable sum and does not cover transport and labour charges for erection of site (considerable sums in all cases but especially (1) & (2).)

If, however, they are to be ordered and installed I should like to know.

- ?
- If they are to be ordered.
 - What head the costs are to be debited to?
 - Whether they should be included - 1950 estimates?

EJH

29. Mar. 49.

H.Aq. C.S.

Further to above there exist sufficient accumulators here to cover the 50% spares recommended and thus item (7) above could be cut out bringing total first cost to \$7907

EJH.

30 Mar. 49.

Ask Capt. Roberts for his recommendations as to order priority and then discuss in Log. Co. Mc 18/00

Letter to Manager F.I.C. of 14/4/49 95
" from " F.I.C. of 20.4.49 96

Fox Bay 1950.

Cape Dolphin 1951.

inc 22/10.

Letter to Crown Agents of 26/4/49. 98

B.W. 11/10/49
11/11/49
11/12/49

Letter from Crown Agents of 9/6/49. 99

100.

E.B.

L.Y. on 99 pl.
29/6/49

H.A.G.E.S.
99

101.

para 1 - no comment. HE did not mention McBrides Head in 97 above.

para 2 - my minute on 92 quoted for a 500 mm lantern which is £789 more expensive than the 300 mm lantern (cf 87b) - The increase seems justifiable (since the range is increased 3 miles (cf 87a)) In view of 98 para 3 I suggest the indent be sent next mail since delivery will take so long.

para 3 agree

BWB

30 June 1949.

102.

C.S.

I think we must have a 500 mm for Cape Dolphin. Inform CAA that we want the 2 Fox Bay lights as soon as possible & the 500 mm for C. Dolphin in 1951. 17° Spider Head is for later consideration. A/T to note for 1950 Estimates. E.E. to see.

53

E.C. AF. 103.
102. H.

E.C. will pt raise indents for this train.

K.W.
6/7.

A.G.C.S. 104.

The indents are being prepared but meantime I suggest the following

Subsequent to the completion of the Town Hall Hospital Infants School and Power House there will be little immediate use for the tubular steel scaffolding which I purchased from Mr Hutchinson.

This scaffolding will make ideal towers for the lights - just as quick to erect and if encased in concrete immediately after erection will be a permanent work (Even if not encased they will require only the identical maintenance which the proposed steel ones will require viz scraping and painting)

This may mean a little delay in installing the lights but will save the colony at least the following

one 50 foot tower	£1100	} of £150 - the price paid for the scaffolding
two 30 foot towers	£1100	
Total	2200	
Approx freight 12 1/2%	275	
Total	£2475	

see 37a.

If this proposal is accepted there are one or two details I shall have to know to ensure the piping runs from accumulator to lantern fits - weight of lantern etc for design purposes but perhaps I may have your authority to write direct to Trinity House

Notes noted. v.j. 105.

E.C. 11 July 49.

11/7 106

Y.H. This appears to be a sound proposal. Recommended if it means X (I think) makes a formal report which could be forwarded to Trinity House as it would be perhaps, deal with more expeditiously and would give

Excellent idea

Mr Ch. Enquiries, Trinity House an opportunity to visit E.E.
Amir.

K/h
15/7.

C.S.

107

I am indeed grateful to the E.E. for his excellent suggestion, & I think the approach suggested in your minute is the correct one. If E.E. will prepare a full report, we will forward it with brief covering letter. If we can manage it by this mail so much the better.

15/7

E.E.

108

to Mr 107 p1.

K/h

19/7.

Ag. E.S.

108a

I append a suggested letter to Trinity House.

With regard to your letter report 2854/48 incidents have been submitted to the Crown Agents for the supply of the lanterns, accumulators and piping runs for the ^{proposed} lights at Fox Bay and Cape Dolphin.

Sufficient material exists locally for the towers of the height you propose but in order to ensure correct design it would be appreciated if you could send the following information.

- 1/ Weight of lantern complete.
- 2/ Details of piping runs for ~~each tower~~ ^{each tower} of ~~thirty~~ ^{thirty} foot and a fifty foot tower.

E.H.S. 18/7/49.

Ag. C.S.

Attached the report required

E.H.S. 21.7.49.

Letter to Crown Agents of 21/7/49.

109

18/7/49

A.C.S.

Pl let me have the file on erection of Navigation Lights at Fox Bay. I remember that they are on order for this year and if they should arrive in time the Priscoe might take them out, plus the men to erect them.

The Priscoe might also assist H/O in getting the Bull Point & Cape Meredith lights put in working order again.

25 JAN 1950

BU. for above.

1.4.50.

I understand from E.C. that J.G. wishes to see this file.

R.G. Ford
28/2/50

C.S.

113

QA on - we ought to find out how these matters stand (the Development Programme should be amended and Council's approval obtained for the latter and for this particular item in particular); John Browne under Capt. Kirkwood who is a Junior Brother of Trinity House will survey the site and if the equipment is secured in time supervise its erection. I don't think it will be. MC 28/ii

Edie would ought perhaps to have been held up pending a reply as to whether EE's proposal is practicable.

MC

Offic.

Letter to CAA, ref p. 109, asking if reply from Trinity House to 109A may be expedited.

12/3/50

Letter to Crown Agents of 13/3/50.

115

BU 10/4/50
113
22/4/50

S/7

Ref. H.E.'s minute at 113. You may wish to mention to Comdr. Kirkwood.

12

13 APR 1950

17/4/50

Seen

DR

H.C.S.

Comdr Kirkwood will see E.E. and discuss.

Seen

DR

DR 17/4

BU 15/5/50

Minute from HE of 23.4.50

119

HE (H.M.)

120

119 for inf - action pgs

121

for 29/4/50

Hes.

1. Comdr Kirkwood has reported that Bull Point is now working
 2. The only harbour light not working is Mengary & weather conditions have prevented landing there
- Eff 8 May 1950.

Telegram from Comd. Kirkwood of 5.5.50.

121A

64/45

122.

CS.

14/4

not

We should notify
Hydrographer (Kings 88/5)
re relocation of Bull Point
light.

Mc 5/4

Ms. H.



6 MAY 1950

Pl see 123.

Telegram No. 96 to Secretary of State of 9. 5. 50

123.

for 115 24. 26/5/50.

mail in?

3.p.m. from Crown Agents of 14/4/50.

124

Office

125

Please return 124 & 124^a to C.A.A's.

R.A. Jacobs

27.5.50

126.

ACS

124 & 124^a returned to C.A.A under c.s.

VP 30.5.50.

Report from Comdr. Kirkwood of 23rd May 1950.

127

H/M

128

For your comments on 127 pl.,

for C.S.
30/5/50.

129

H.E.S.

1. For Bay Area - The lights are ordered but the question of siting may be rather vexed one - who should be the ruling "body". - I suggest the F.I.C be sent the proposals of Cmdr Kirkwood and ask for comments since the Company uses these waters somewhat. "But they are not the ruling body"
2. Regarding Cape Carysfoot Cmdr Kirkwood's comments on the difficulty of maintenance are very pertinent - as I have discovered. However providing, as I think H.E. has already arranged, the Buise carries out a yearly inspection and maintenance trip then I consider the Philomel could relight the lights on the rare occasions they will be out (for reasons other than lack of fuel). Hence again the question of site may be open to objection and I think it fair to invite F.I.C's comments - and also report the change in plan to Trinity House - as the Elder Brothers are thinking that McBrides Head is to be the site. This, if worse, we must do.
3. With paragraph 7 I agree. If lights are installed they should be well maintained regardless of expense since on them the lives of seamen depend.

31.5.50.

Letter to Manager, G.O.C of 5/6/50.

130

20/6/50
17/50

Report from [unclear] of 5/6/50

Letter from Manager F.I.C. of 1.7.50.

131

132

Y.E.

will wish to see p.131a, being Capt:White's comments on the relevant parts of Commander Kirkwood's report about the installation of navigation lights (p.127). I would not myself recommend Capt:White's alternative of two small leading lights which need only be lit when a vessel is expected. Who would be responsible for lighting them? Sooner or later the answer would be that one day when they were needed they would not be lit. Automatic lights are safer and surer, even if they may be more expensive,

Quite.

Agree.



4.7.50.

We will adopt Cdr. Kirkwood's recommendations subject to views of Ercely Hane — a copy of his Report has gone to them and to the Hydrographer.

2. Programme:

1950	Fox Bay
1951	Cape Dolphin
1952	Cape Carysfort.

3. The Auditor announced recently on the propriety of John Biscoe carrying out this work.

I do not admit his argument at all, in fact, I regard as pedantic to a degree.

What is
/ Cost of safe navigation is an international obligation and whether that work is done by John Biscoe or by the Harbourmaster is not of the least consequence. What matters is

PEI

regularly and
that it should be done well and/ as there is
no doubt that "JB" can do it more efficiently

Man. H.H. The fence will continue to make an
annual inspection and maintenance tour

Please see marginal notes on 127 & 129.

M.C. 4/vii

134

ACS

Cop. 7 127 & Trinity House - Hydrographer under
suitable covering letter pl.

4/7/50

Letter to Hydrographer Admiralty of 7/7/50 135

" " Sec. Gen. Trinity House of 7/7/50. 136

KIV H.G.'s
marginal notes
on 127.

Be accordingly R

137

cc. to note from 127 pl.
H.C.S.
11/7/50.

138

H.C.S. notes by.
8/15/50.

B.W.
30/9/50

Letter from Crown Agents of 14/7/50.

139.

64/45.

140

E.E.

For your obs: on B9 pl

W.S. Jones
14/8/50

H.E.S.

141

I should be grateful if the CA. could be ~~informed~~ ^{instructed} to ask the makers to supply the piping runs exactly in accordance with their drawings showing the regulator towers - We shall then construct accordingly

W.S. Jones 5.9.50.

ACS Accordingly (by telegram) ¹⁴²

W.S. Jones
5/9/50.

~~142~~
Letter from Mr. R. Jones of 28. 8. 50.

143

~~143~~
Telegram to Crown Agents of 6. 9. 50.

144

ACS

Pl see 143.

W.S. Jones

E.E.

145

143 notes, thank you. It does not square very well with 127 para 2. Is there any means of telling whether, in fact, the cylinders were full?



H.E.S.

146

1. Yes - by pressure gauge and cylinders are always checked by us on their arrival from manufacturers
2. I am doubtful as to what the trouble is with Bull point but the Philomel is now on her way to relief and repair

W.S. Jones 12. Sept 1950.

147
YE last two minutes in previous page for information.
A further report will be submitted on return of
"Phibnet".

148
I shall be interested to see if I
find it difficult to believe that a Junior
Brother of Trinity College would misinform
as a matter with which TH. is so
intimately concerned.

MC. 13/IX

25
20
15/9/50
Re. Junior
Brother
10/9.

Memo. from Harbour Master of 23/9/50 149

150
YE / 149 s.f.i.

26/9/50.

151
Seen. MC. 26/IX

152
H/n. Capt. White told me that all the new lights (for Fox
bay, Cape Dolphin - Cape Croydon) came down by this
Fitzroy. We only asked for the Fox bay ones this year.
Would you let me know i.d.c. what the position is, and
whether we can get ahead with putting in the Fox bay ones.

26/9/50.

H.E.S.

153

- The lights for Fox Bay (2) and Cape Dolphin are here - they were ordered
1. under indent 32/49 dated 12 July 1949.
 2. Sufficient tubular scaffolding can now be released for the Fox Bay lights but with the expected labour shortage (peat - hangers etc) I doubt if the work can start this year.

EH 3.10.50

Y.E.

154

Preceding two minutes fi.

Y.E.

6 OCT 1950

155

Where is the authority for 1 above?

2. Biscoe will have to do this I expect but everything should be prepared beforehand and H/M will have to send someone out in boat.

Mc. 6/x

156

Y.E.

see p. 109. This was sent on the authority of my minute at 102 (vid. also Y.E.'s minute at 97)

Y.E.

7/10/50

157

Quite alright - I only wanted to see: my minute

says Fox Bay 1950 Cape Dolphin 1951 but it looks as if neither can be erected till 1951.

Mc. 9/x

H/V.

158

see X above.

H/V.

9/10/50

159.

H.E.S.

held by.

EH

10.10.50.

H/V.

B.V. 1/12/50.

H/V.

160 Letter from Hydrographic Dept, Admiralty, of 3/10/50

Y.E. 161
k. 160 ft.

J
NOV 1950

Chankya. 162

As EE will be away while the "John Biscoe" is here, who is to fabricate the mountings for the lights at Fox Bay and Cape Dolphin?

E.E. Mc 1/11
163
Above, w.r.t. also 155 overleaf. Can you leave instructions about this?

J
NOV 1950

H.C.S. 164
~~to~~ I have thought of this and decided that the rigging (temporary) will be executed here in town. If (ie. when) it proves satisfactory then the riggers will be sent out to Fox Bay

Left 2.11.50.

Y.E. 165
Above ft. Probably the best solution. J
6/11/50.

166.
Does this mean that RE does not need the services of the John Biscoe?

H/M. 167 Mc 6/11
I imagine you would be glad of the services of the Biscoe.

J
6/11

H.C.S.

168

I shall be glad of all possible help from the J.B. In order that I may correlate times may I be given an idea of the approximate date the J.B. will be going to Fox Bay please

E.H.H. 8.11.50.

a/s F.I.D.S.

169.

Can you give the approximate date requested by E.C. pl?

A.H. Jones
8/11/50.

Between mid-April and end of May.

170

Mc. 9/11

E.C. 171

to see pl

A.H. Jones
9/11/50.

H.C.S. 172

notes by

E.H.H.

20 Nov. 1950.

Jan. 1951

Minute from E/E of 1.11.50.

173

Letter to Crown Agents of 2.11.50.

174

Letter from Crown Agents of 25.10.50.

175

(176)

A.M.

176

A.H. Jones
22.11.

H.C.S.

notes by

177.

E.H.H. 22 Nov 1950.

23/11/50

Letter from Trinity House.

178.

179

J.E.

will wish to see 178 early. Thereafter I will pass
to H/O, who will also wish to take the opportunity
of the "Fitzroy" being in discussion with Capt. White,
I expect. and Capt. Johnston. ¹⁸⁰ Cdr. Kirkwood

11 DEC 1950

I know was of the opinion that a ^{on Kust Island} ~~transmission~~
lamp would serve for the 2nd light at Fox Bay:
we have already got them lamps? We must ensure
that they are not wanted.

MC 9/xii

H/O.

181

178 & envelopes for discussion with Capt
White & Johnson.

2/12/50.

182

H.S.

I discussed with Capt Johnson (Capt White has recorded his
view at 131 a). Capt Johnson agrees with the recommendations
~~made~~ made by Cdr Kirkwood. On the question of the
probable date when the finance could take out and install
the light Capt. Johnson was uncertain as new commitments may
change his proposed programme.

4.1.50.

YE

182 ref 179-180. The general consensus of opinion would appear to favour only one light at Fox Bay. Cmdr. Whitehead at 127 said "If a second light is to be supplied..." suggesting that he was not convinced of the necessity for a second light. Trinity House don't think it necessary (p. 178) but Capt. White would like a second one (p. 131a).

2) E.E. has noted at ved 153 that the lights are here. As they are, it might be as well to put the two in Fox Bay, so that it can be entered at night in safety.

We must first know what are the characteristics of the lights now in hand and as to whether they conform to the recommendations of the Elder Brethren at 178.

2. On the face of it the second light at Fox Bay would appear to be an unnecessary luxury as its part could be played by an ordinary hurricane lantern with a red globe?

3. Would the second F.B. light serve for Cape Caye fork? thereby effecting a substantial saving?

mc 6/1.51

6 JAN 1951

H/17.

185

Would you please consider H.E.'s preceding
minute - record your view.

W

6 JAN 1951

Returned from ^{H.M.} ~~EE.~~
27/1/51.

Record

186

Returned from L.W.D. on 27.1.51

ACS

187

27.1.51

The best thing will be to discuss with
Capt. Johnston, Mr. Lawrence & Mr. Huckle.
B.V. for when police is out in fact. -
Probably 2nd week in March.

W 24/1

27/1/51

188 Invoice from Crown Agents of 27/12/50.

189.

H.M.

To note 188 pl.
15/2/51.

HES

190

Noted by WJH 13/2/51

Bu (184)
1.3.52

Os 191

187 What has been arranged about pre-fabrication of standards for new Navigational Lights (Colony).?

See 162

W. B. J.

H. J. 17/2

192

192

Telegram from Captain White, S. S. Fitzroy of 19.2.51.

193

ACS I can find no record of the proposal to fabricate the mountings for the coastal lights, although 162-164 refer, pl. Would a verbal instruction have issued, pl.?

KIV 191

R. J. J. 23/1/51

ACS

194

Ask O/C P.W.D. to advise pl.

H. J. 23/2/51

195

O. M. (S. J.) can you advise, pl.?

R. J. J. 24/2/51

196

HES

Mr Buntyn's intention was to erect the standards for the above lights out of ~~the~~ steel scaffolding which is already in this Colony.

W. B. J. 24/2/51

197

O i/c P.W.D.

Your last minute on reverse. Yes, I think what H.E. meant in his minute was how far have we got with measuring off the exact lengths which we shall require for the work, and how far is it possible to assemble them in Stanley before the Biscoe takes them out. The amount of time which she will be able to spare for the job may be limited, so it is advisable to have as much as possible of the preparatory work done here in Stanley as we can before she takes the stuff out to install.



27.2.51.

HES

198

Nothing has been done or arranged to date. Could I be supplied with any drawings of lights provided and I will draw necessary drawings for erections of towers, and set out same in Stanley as soon as Gae. Megger is free from contact on wireless masts.

*Drawings withdrawn by
HES at x of page 6 in
Hesperus attached.*

A.H.L.
27/2/51

199

A.C.S.

Pl: so advise A.E. & ask him if he can find them anywhere in E.E.'s office.

25/2/51.

200

O i/c P.W.D.
The drawings were withdrawn by G.E. from Incident 32/29 attached. Please see x at page 6 therein. Can you trace, pl.

A.H.L.
27/2/51

201

HES

I have located the drawing in this office and work will commence as soon as possible

WPK 4/3/57

202

Y.E.

Your query at 191. It appears that E.E. had not lined this up before he left. I have discussed with A.E. and he has got the drawings, will consult with Capt: Johnston while the Biscoe is in port now, and have everything lined up and prefabricated as far as possible before the Biscoe returns from her third voyage.

Naughty - he had assured me that arrangements were in hand, but he was rushed off his feet at the end and in consequence details. As long as the jobs can be done before Biscoe goes to U.M. all is well.

5.3.51.

203

Card. Mc. 6/iii

204

A/E.

Above for information.

WPK 6/2/51

HES

205

I have consulted Capt Johnson and he suggested that a rigger should go with him to these lights, this I can manage and Towers will be ready it is hoped by the return of S. Biscoe

WPK 6/2/57

206

Y.E.

Above for.

WPK 9/4/51.

207

Charleya. Report when work is

Completed for. Meanwhile Capt. Johnston sent the committee re para 1 of 178 which was also Cde Kirkwood's opinion. We don't want to insist on expensive light if it is unnecessary.

Mc. 9/ii

A

Extract from Regional Report. 208
Extract from H.E.'s observations on Regional Report. 209

B

Life P.L.S.
209. Will you please report. 210
ACS
11/4/57

C

HEL Towers are being constructed now in the dockyard and will be completed by the time J.B. sails to Fore Bay 211
AGL
10/4/57

JE

D

Above p. w.r.t. 209. 212
Four mints at 209 will be K.I.V.

W

13/4/57.

E

Chandigarh.

As to B above, AE had already reported at 205 and further reference was unnecessary. 213

MC 13/14

F

W As to discussion when

BU 23/4/57

ACS

I should like to discuss with Capt. Johnston & A.E. (after mail has gone out). Would you please so arrange. 214
BU 24/4/57

W

25/4/57.

G

Y.E.

As I reported to you verbally yesterday, I discussed with Captain Johnston and Mr. Livermore the question of the lights yesterday morning. Capt: Johnston's view was that lights of the power which we have got are not needed at Fox Bay. The ones we have got are coastal lights, and what is needed at Fox Bay is harbour lights. Commander Kirkwood recommended (127-128) one light with a clear weather visibility of five miles (i.e. a coastal light) and one smaller one (i.e. a harbour light). Captain White agreed with this (131a). The Elder Bretheren at 178 recommended a single 10 mile light, i.e. one of even greater power than Kirkwood had suggested, and that if a second light was needed for entering the harbour (i.e. a harbour light) it should be a low powered one.

But the 300 m/hrs class give a 10 mile light. - See 87^a

Kirkwood said that the sort of red lanterns used by road wardens would serve for the second light!!

2. Captain Johnston's view is that lights inside the Fox Bay harbour are no good as coastal lights. The Elder Bretheren appear to incline to this view (suggesting their powerful light "to the southward of the settlement", but don't suggest any exact location.) Johnston says that a powerful (coastal type) light on Knob Island will not be seen out in that part of the Falkland Sound which is most used by shipping. Kirkwood said it would give a good arc of visibility out into the Sound. Johnston maintains that using the normal shipping tracks, which are coming up from Speedwell, or Albemarle, or down from Port Howard, you would not see the light until you were within about two miles.

So, of course, had Capt. Roberts was appropriate? perhaps

3. Captain Johnston's view must be supported because he has the practical experience. It would be possible to install one or both of the lights which we now have at Fox Bay for the time being, moving them later. The moving would only mean cutting through the base of the tower, which being made with sections of tubular scaffolding could be used again. Johnston feels that we can find a better use for these lights than putting them at Fox Bay. With the freezer in view he mentioned Port Howard and the entrance to San Carlos. Any alternative sites should presumably be considered first with Trinity House.

Must be

4. On balance I would suggest putting one light only in at Fox Bay for the present. We should then indent for some more suitable lights for there, harbour type, and at the same time consult Trinity House as to sites in the Sound round Port Howard and Ajax. At a later date we could then move the one powerful light from Fox Bay to an agreed site up the Sound and put proper harbour lights in at Fox Bay.

5. There is no argument about the light at Cape Dolphin. It may be difficult to establish, since the site is exposed, but I expect Capt: Johnston will find a way of getting it done.

It may have to be done from landward; has Mr Cameron been consulted? See 4 on 96

[Handwritten signature]

H. 216.

1.5.51.

I would like to see Capt. Johnston before we decide ^{finally} para 4; from what he says it sounds rather like using a Naomith hammer to crack a nut? I think his view shd. be put to T.H.

At X on 81 Capt. Roberts writes attention to desirability of re. survey of north coast, and this will be facilitated by proposed Aulatia. K.I.V. please for Hydrographic programme 1952.

Mc. Y.

CS

I 217

Overleaf.

2. I have seen Capt. Johnston and after discussion with him feel that it is really a waste of time and material and effort to put in the proposed lights at Fox Bay; ^{that aspect} for their maintenance is an item and if as he says, they will rarely be required it is unjustifiable.
3. We should therefore order two lights as for Navy and Inguish Points in Stanley Harbour - one for Quarry Point and the other for Nob Island.
4. The proposed lights will be needed for more important sites to serve the Freoga vessels ~~but~~ e.g. on the promontory between Race Point and Farming Head and another over on the West Falkland at Port Howard perhaps but he would prefer not to make a definite recommendation about the latter until we know more about the shipping intentions of CDC.
5. We should meanwhile inform The Elder Brethren of this development [Capt. Johnston can help in drafting the letter].
6. He hopes to leave on Friday for Ajax Bay and it is desirable that the Cape Dolphin light should be ready for shipment by then. Please enquire what we know.

Discussed.
Deferred.
E.E. informed
11/2/51.

MC 1/4

64/45

CS

I think we ought to

put the letter to Trinity House ϕ

on this mail in case it

should be necessary for me to

discuss at home.

me 9/v

ϕ Capt. Johnstone can help
to draft?

WE

I have drafted a letter and the file is
marked to Capt. Johnstone as his return.

10/15 me 10/v

It's under my domain;
also re Radio Beacons
for S.G. Don

Capt. Johnston. (on return)

Please see H.E.'s minute opposite on the subject of coastal lights (especially para 5). I have drafted a letter to the Secretary, Trinity House, which I have placed immediately behind this minute. I should be grateful if you would consider and let me have any comments you may have to offer.

W

7.5.51.

219

16/5/51

Have read draft letter, + consider it embraces the subject very fully.

W. Johnston.

220

JE

Draft letter to Trinity House submitted. I have entered, together with the radio beams, on your dossier for U.K.

221.

Chesham. Issue.

Mc. 16/v.

W

16/5/51.

222. Letter to Sec. Trinity House of 17/5/51.

RM 30/6/51?

223

ACS

Action as in para 3 of H.E.'s minute of 217.

W

23/5/51.

224

~~W~~

Offc. P.N.D.

Will you please prepare the necessary indent.

W

23/5/51

W 29/5/51

Hes

225

Indents will be prepared for next mail.

ask
29/5/57

Office
Please record hereon the Indent No. ²²⁶
M. J. A. C. S.
27/5/57

611
30/6/57

It would appear that no indent has yet
been despatched pl
27/5/57

O. J. P. W. J. ²²⁷
10 remind
M. J. A. C. S.
27/5/57

228

H.C.S. This file has been handed over to me today by E.E.
I would like to discuss with you the whole set-up regarding
navigational aids in the islands. There are a number of
problems which appear to have been overlooked for a number of
years - for instance - as regards lights, - there are already eight
established around the islands of which only one (Cape Pembroke)
is at the moment operating. I have never personally found
them all working at any one time & generally at least half
are out! I may be wrong, but my opinion is that really
unreliable lights are worse than no lights at all - a ship
coming in to make a landfall or a light expects to find it on
unless notified that it is not - owing to the isolation out here
it is often months between their being checked & in these
circumstances I feel we ought to make our existing lights
work before putting down more. Another problem is that of
wrecks: we have two unmarked wrecks in Stanley harbor

Certainly

cont.

at the present time: "Clie" the other day removed her propella on one of "Discoveries" very nearly hit the other - I shudder to think what we should have done had she removed her propella!! I hit one on Saunders Island a month or so back with "Penelope" - I did not even know there was one in Port Egmont, and as this one is above water at L.W. it is liable to be dangerous to the aircraft taxiing there. I could fairly easily buoy all these wrecks, but it costs money which is not at the moment provided for - may we discuss please?

W.R.

4. 7. '51.

229

Y.H.

225-228 submitted pl. The Incident has not yet gone forward
Y.H.
5/7/51

230

I should be glad to discuss with Harbour Master.
To-morrow, 6th, at 1030 or 1430 hrs, whichever suits him.

W. 5/7/51.

231

Note.

Discussed with Harbour Master. His view is that we ought to get the existing lights in operation before we start putting up new ones. I agreed that we ought to get the existing lights going but not that it was a reason for delaying preparations for new lights. I explained that it is H.E.'s intention that the "John Biscoe" should be responsible for overhauling all the lights annually. H/M pointed out that this might take time, since most of them are in places where access from the sea is often impossible for days at a stretch. I said that the "Biscoe" ought to have the time between coming up from South on her last voyage of each season (say mid April) and leaving for the U.K. in mid June. H/M agreed. In view of the fact that the "Biscoe" on a former occasion had out the Bull Point light in order and six weeks later it was out again, we think it would be useful if one of the officers of the "John Biscoe", preferably the Chief Engineer, were to have a short course of instruction in maintenance of lights. Agreed to put this to H.E.

2. "Philomel" is due to go to Fox Bay and New Island shortly, going south about. Agreed that she should take the opportunity to inspect and try to re-light the Bull Point and Cape Meredith lights. H/M will try to re-light the Mengeary Light to-morrow before the "Fitzroy" returns. (He has been trying to do so for the last 10 days, but the swell has been too heavy). The Narrows lights cannot be lit again until the new burners which have been ordered are received.

U
6.7.51.

232

ACS
Pl send telegram as in Draft 4.

U
6/7/51.

Telegram No 158. to Secretary of state of 6.7.51.

Telegram to Brown Agents of 18.9.51.

233+
235
ALL
11/15

es / H/M. 18/5.

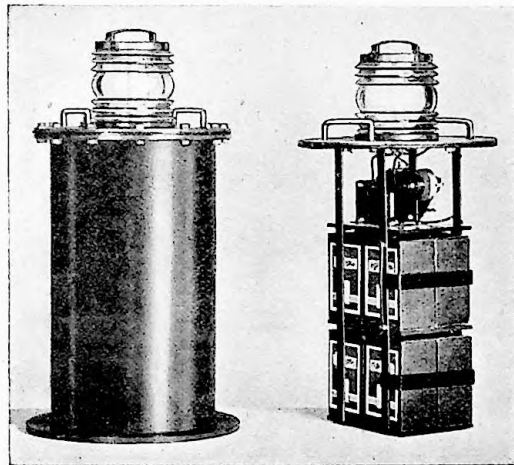
Attached is what I think
we should have for Fox Bay?

me.

What are Commodore Bay's
views on F.B.?

138

ELECTRIC WINKER BEACONS BATTERY OPERATED



Rapid flashing character, showing red, green or white light.
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236

H.E.'s Dossier for Visit to the U.K. in July, 1951.

Item: 8 . Coastal Lights, Colony.

Two 300 mm lights were ordered for Fox Bay. They have arrived and are held by the P.V.D. After reconsideration and discussion with Capt:Johnston it was decided that they are not suitable for Fox Bay, where all that is required are Harbour Lights such as those at the Narrows entering Stanley Harbour. An indent for two such lights is being forwarded. Meanwhile it is for decision what is the best use to be made of the two 300 mm coastal lights which we have on hand. A 500 mm one is to be put up at Cape Dolpau. That has been ordered and is here. Another 500 mm one will be installed at Cape Carysfort i.d.c. With the increased shipping in the Sound which the Freezer at Ajax should entail it might be useful to have the two 300 mm ones sited at places in the Sound, possibly one at the Port Howard entrance and the other at the entrance to the San Carloses and Ajax.

The advice of the Elder Brethren of Trinity House has been sought (in a letter dated 17th May, 1951) and a copy of that letter has been sent to the Hydrographer to the Navy.

237

Compiled: 21.6.51.
Our file 64/45.

We must await reply. Meanwhile have been ordered of common electric type which will serve well enough for Fox Bay

Telegram from Captain Johnston, "John Biscoe" of 25.9.51. 238.

Letter from Trinity House of 17/8/51. 239.

240

H.M.
H.E.'s minutes on page 239. Will you re arrange, pl.

L.H. Jones
8/11/51

H.C.S. These positions are plotted on chart in my office. I'm afraid I do not agree with these positions
Recalled 5/12/51

d I would be grateful if Capt Johnson's or Capt White's
opinions could be obtained.

JH
1. 1. 52

66/45 ~

C.P.

241

The Deception Lights —

1. is at South Georgia (where presumably it will not now be required) and the other at Deception awaiting installation.

2. The two for Fox Bay are now available for Falkland Sound

3. Have we actually ordered the Harbour light/s for Fox Bay? $\frac{1}{2}$

So J. Biscoe should instal after 3rd trip.

4. Are any other lights in operation?

MC. 3/4/41

W.S.

242

Action on 3 & 4 without pt.

ll
3/12/52.

R. H. V. 240

W/S.

243

241. Items 3 & 4, please.

ll
6/12/52.

244

H.C.S. Two 300 m.m. lights have already been supplied for Fox Bay, but these are now to be utilised elsewhere - see 236.

When "S.B." manages to fix Bull Pt & C. Meredith lights all except Engineer Pt will be in working order.

ll 1.1.52.

49.1 I am afraid I am still not clear about how the lights around the islands are to be maintained: those in the approaches to Port Stanley are comparatively simple, but we have also to consider the Cape Meredith and Bull Point Lights, which are of course already established, and the future maintenance of further lights at Cape Dolphin, Cape Carysfort, Race Point and Wreck Point (or its vicinity). This brings us to a total of six 'camp' lights, excluding Mengear Point and Fox Bay, which will probably be maintained from Stanley and Fox Bay respectively.

The suggestion so far is that the S/V "John Biscoe" should attend these lights annually. While greatly appreciating "Biscoe's" help in this, I must point out that this is no solution at all to the maintenance problem. At the very most, the cylinders will last for six months, and in the gloomy winter weather this period will be reduced to three months by lack of sunlight to switch off the automatic valve. Furthermore other factors appear to enter into this: in early 1950 "John Biscoe" attended Bull Point and Cape Meredith lights, a junior brother of Trinity House supervising the work, yet within six weeks both these lights were again extinguished.

49.1 I consulted Captain Johnson and Lieut. Commander Hunt to obtain their opinions on how the present and proposed lights may best be maintained. Captain Johnson agrees with my view that "Biscoe's" assistance would only be a partial answer, and Lieut. Commander Hunt considers that efficient maintenance would probably occupy "Philomel" for at least six months of the year. Even cutting this latter estimate by half, this would mean that "Philomel" would be committed to light maintenance for three months, and I must confess that on the present showing that is probably the minimum time we could hope to get away with.

It appears that if we are to have these lights and efficiently maintain them, we shall either have to commit "Philomel" to this or as an alternative I would suggest we consider buying back "Penelope", which would be ideal for our purpose, and could be run without any increase in the present departmental staff. The H/M could act as skipper; the "Alert's" crew and one member of "Philomel's" crew being loaned for each voyage. "Penelope" has the advantage that she can be pushed into corners where one would not dare to take the larger "Philomel". Nor would she be a complete loss to the Government as she could undertake occasional short runs which "Philomel" now does as a duty; ie, B.B's camping parties etc. In fact "Penelope" could be to the Harbour Department what the Auster is to the Air Service.

The snag about the above proposal lies in the fact that to purchase "Penelope" we presuppose that the Freezer has come to an untimely end: if this happens, presumably the lights will be cancelled anyhow, and then the problem subsides in scale.

49.1 Connected to the problem of lights this year is the work of the R.N. Hydrographic Unit aboard "Biscoe". If "Biscoe" undertakes the routine maintenance of Cape Meredith and Bull Point Lights, I well realise that she may sacrifice survey time to do so. In consequence I feel that attendance upon these lights should be fitted in as and when Captain Johnson considers that he can manage it, priority this year being given to the hydrographic work.

John Duck
H.M. 6. 1. '52.

Since writing the above I've thought you may wish to know how my minimum of three months per year for "Philomel" was arrived at, so I have appended overleaf the working for the figure.

Attendance upon lights once every two and a half months, or five times per year: this is the longest we can be sure of the lights running without attentions.

Stanley to Bull Point	1 day
At Bull Point	1 day
Bull Point to Cape Meredith	1 day
At C.Meredith	1 day
C.Meredith to San Carlos	1 day
To attend Race Point & other	1 day
C.Dolphin light	5 days (party may have to travel overland if landing at light not possible first two days)
San Carlos to C.Carysfort	1 day
C.Carysfort to Stanley	1 day
Allowance for bad weather	4 days
<hr/>	
Total cruise	17 days
17 X 5	85 days per annum. = 3 months; unless he said "at least six" QEA.

In producing this table I've tried to hit off average times - in perfect weather it could be reduced by a half and equally in winter it is liable to take a good deal longer.

Handwritten signature and date: 2.11.50.

246

Y. E.

Please see minute at 245 from H/M on maintenance of coastal lights.

2. The first point to consider is whether or not to install the two extra lights in the Falkland Sound. Clearly if the Freezer is abandoned, the need for those two lights no longer exists. We have the lights here all ready to install. But it would perhaps be wiser to hold our hands for a bit. If those lights should prove not to be needed in the Sound, one of them might be used for Fox Bay after all. Admittedly they are really more powerful than is required for Fox Bay, but in the circumstances it might be better to utilise something which we have already got rather than to order yet more lights. Incidentally, the order for small harbour type lights for Fox Bay has not yet been placed. It should have been, but in the circumstances it is perhaps just as well that it has not.

3. As far as the actual maintenance of the lights is concerned, I am bound to agree with H/M that attendance by "Biscoe", though helpful, does not provide a complete answer. I should, however, be very unwilling to see us buy the "Penelope" back again. I don't really think it could be operated without additional expense to the Harbour Dept.:. Apart from its fuel, deck stores etc., it does not seem to me desirable to lend one man from the "Philomel". If that is possible for three months of the year it suggests that "Philomel" is over-crewed. Nor do I think it desirable that the H/M should be absent from Stanley for as long as that.

4. The answer that appeals to me is for "Biscoe" to give the lights attention once a year and for "Philomel" to give them such other attention as they require in the course of her ordinary voyages. If necessary her itinerary might have to be slightly modified on occasion to do this. But when I put this to H/M, he pointed out that the lights are in places where it is often not

Handwritten note:
This was
very ambitious;
together with
official notices
when lights are
not functioning.

possible to get ashore for days on end. This would either mean the "Philomel" hanging about and wasting time or else going on and leaving the lights unattended. There is also the difficulty that we often do not know whether in fact one of the lights is on or off. Quite possibly no one passes them at night for months on end, and they are not readily visible from landward.

5. A light which is sometimes working and sometimes not is really worse than no light at all. On the other hand I do not feel that we should be justified in devoting an undue amount of either our harbour dept resources or our money to light maintenance.

There is not the volume of shipping to justify this.

6. I discussed with H/M the possibility of attending them from the landward. There are shepherds in the vicinity of most of the lights and a priori it would pay us to retain them for a small annual fee to look after the lights. As I understand it, however, the main snag is that it takes two men to change the cylinders, and shepherds don't work in couples. There is also the risk that an unskilled hand might damage the mechanism.

7. I can only suggest that they should be maintained by "Biscoe" and "Philomel" as far as possible, and that if they go out and neither of these two vessels can re-light them for a few months, then they will just have to go out.

subject however to prompt notification to the authorities concerned so that shipping can be warned.

12.1.52.

Capt Johnston.

H/M

JSH 25.1.52.

Please to indicate my wishes:

please comply.

mc 12/1.52

ll 14/1/52.

W.S. 23/1/52.

CS

ll for ~~inquiry~~ 24.8 31/1/52.

Have we made

provision in Estimate for new

lights at

- (a) Cape Caryfort*
- (b) Cape Dolphin*

?

~~250~~

I think we shd. communicate with makers and ask if they cannot produce a model keyway on present attraction. Consult H/M pl.

mc 30/1.52

H/07.

249

248 needed for your observation, please.

4/2/52.

Recalled 31/3/52
25.
31/3.

250

HM Please comment early. This file has been with you for nearly two months. Before seeing these papers, I called for a report on lights on another file. Under the circumstances, I would prefer to discuss.

3/4

251

H.C.S. I am still awaiting Capt. Johnson's comments - we seldom seem to be in Stanley together. However, as the above minutes were written before the possibility of their being an H.M. ship available to maintain lights, most of the above comments are out of date.

AQ

By on Min's return

This AQ has been in action since 29/6/52
with date 29.6.52
A.W.C. P.C.

252. Letter from Trinity House of 29/5/52.

253

Am.

To see 252 pl.

J.P.C.
9/2

H.C.S.

Seen, am trying

J.P.C.

254
9.0. 19/24/52

55
Letter from Mr. R. Vinson of 18.7.52.

To Vincent North am

256

23/VII/52

Thank you for letter proposing my help with light at Bull Point.

Shall I leave arrangements with Peter to be made direct by Solis when Plicomel is at light?

How would you suggest would be best means for me to remunerate him?

6905

bliss

PA

office pv on file

Above is answer to Vincent of the 18th.

Acting H about Master.

257 ~~See~~ Memo. from Ag. C. of Communications of 9/8/52.

258 Memo to Controller of Communications 29. 8. 52

For James report P
Q
1952.

259 memo from C.C 28/8/52

PA

G.M.
H.C.S.

260

Here with particulars of correspondance
re timber rights as HE requested.
would you please forward.

John P. Bellis
A.M.M. 26/IX/52

H.M.
~~C.S.~~

261

I wd like some local technical
opinion on this ? lwd. ? 884 ? Workshop?
? They P do not appear to
have touched on the price question.

H.C.S.

262

29/8

P.V.D

Opinions Here with

S.V.H. B.

John P. Bellis
A.M.M. 17/IX/52

H.M.S

W. Antell Bay

263

For your opinion please

Yours
A.M.M. 19/IX/52

Acting K.H.M.

H.B.

The maker asks of the opinion that Beacon type ULB/EL may be suitable. The battery is a primary type with air as the depolarising agent, these batteries cannot be recharged but their useful life, according to maker is 12 months.

The lamps are of the gas discharge type and should therefore be quite robust. I note that the Harbour Master

states that ~~they~~ ^{the lights} should have a range of 10 miles, the type mentioned has a range of only 3 miles, therefore this type would appear useless. I do not know all

Quail
at night
Fox Bay
and
Stanley
Naams.

the factors governing a lamp's visible range but I would imagine two would be the height of the lamp + the height of the observer and what the Meteorological office call the visibility. The Beacons electrically

run entirely suited for use, they are easy to maintain. I would suggest maker be told exactly what is needed regarding a) Range b) whether flashing or stationary c) colour, d) degree of arc.

D. G. G. 5/9/52.

P.S. They might be expensive initially but not to maintain.

H.E.S. Have no experience or knowledge of Beacon lights, either electric or gas operated.

I gather from the files that the present system is efficient, & the trouble has been mainly due to the nonreplacement of charged gas cylinders, & it seems possible that the same trouble may occur with a battery system.

As to cost: Is it going to be cheaper to buy batteries than transport cylinders to & from front?

Re. the range of light. The Master of the Philomel and/or Selig would be the best authority on this.

L. Holtwood. o/c. P.W.D.
2/9/52.

NER.

26/5

H.M.

267

Attached - I note various light has been written for some weeks - see minute from Capt. Cairns - What is position pl.!

J.P. 23/7

H.C.S.

268

No. Full gas cylinders etc put it on with.

John P. Blair

A.H.M.

23/IX/52

J.H.

9

To see attached I incline to Capt Cairns' view.

J.P. 25/9

270

C.S. So do I. N.F.A.M.

Please draw my attention to the fact that at the CO of a visiting warship cannot be jolled down number 3 on a minute distribution list. After obtaining other departmental opinions, the papers should to have been sent to him under cover of a formal letter politely seeking his views & assistance.

I have sent a note of apology to Captain Lord Cairns.

2689

Ges

271

as above pl.

J.P. 26/9

H.M.

272

2 notes, pl.

H.C.S.

273

PA J.P. 27/9

J.P. 27.9.

Noted

John P. Blair

A.H.M.

27/IX/52

274

acs.

Shd. encls. be filed or returned to H.M. pl.?

275

W.H.
3/10/52

Disc at back covs.

[Signature]

[Signature]

276 Memo from Acting Harbour Master of 13.X.52

277.

G.H. 276. fi. payment has already been agreed in principle - amount appears reasonable G.H. will approve?

[Signature] 27/52

app'd
28/52

Memo to Harbour Master of 4. 11. 52

" from Com. of Communications

278

279.

Closed
see 1537

No.

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

MINUTE.

25th June, 19 45. (1.)

From THE HARBOUR MASTER

To THE HONOURABLE,

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

STANLEY.

HARBOUR LIGHTS.

It is submitted that, having in view the difficulties of supply and cost of acetylene cylinders for the Harbour lights and the very small amount of shipping using the port, lights at Blanco Bay, Engineer Point and Navy Point be left unlit until some future date. The other lights - Mungeary, Bull Point and Cape Meredith to be started up as soon as possible.

The Executive Engineer informs me that provision for the current year will be inadequate for even the reduced number proposed.

Asah Woodgate
HARBOUR MASTER

No. 64/45.

MINUTE.

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

26th July, 1945.

To The Harbour Master,

From The Colonial Secretary.

STANLEY.

Stanley, Falkland Islands.

Red 11.

With reference to your Minute of the 25th of June, I have discussed the question of unwatched lights with His Excellency. Those at Mengeary, Blanco Bay, Engineer Point and Navy Point should be put into operation as soon as convenient. Those at Bull Point and Cape Meredith may be left until a convenient opportunity arises for starting them. You now have sufficient funds.

K. G. BRADLEY
Colonial Secretary.

No.

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



MINUTE.

12

26th October, 19 45.

To THE HONOURABLE,

THE COLONIAL SECRETARY,

STANLEY.

From THE EXECUTIVE ENGINEER

Stanley, Falkland Islands.

I should be grateful if the Crown Agents for the Colonies may be informed by letter that two Flashers for Beacon Lights have been addressed to them for repair by the Gas Accumulator Company.

A handwritten signature in cursive script, appearing to be "A. W. S." or similar.

EXECUTIVE ENGINEER.

27th October, 45.

Gentlemen,

I have the honour to inform you that two faulty Flashers for Beacon Lights have been addressed to you and I should be grateful if you would forward them to Messrs: The Gas Accumulators Co. (U.K.) Ltd., Lighthouse Engineers, Beacon Works, Brentford, for repairs, cost of which should be debited to the Colony's General Account in the usual manner.

I have the honour to be,
Gentlemen,
Your obedient servant,

(SGD) KENNETH BRADLEY,

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

Colonial Secretary.

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



(14)

4, MILLBANK,

LONDON, S.W. 1.

W/General 30

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

64/45

14th November, 1945.

Sir,

We have the honour to refer to installations of A.G.A. apparatus on buoys and beacons etc. and in connection therewith enclose a copy of a letter dated 11th October from the Gas Accumulator Co. Ltd., with reference to indents for spare lengths of gas piping for installations supplied by them.

2. It will be noted that for the reasons given the firm prefer that all spare lengths of piping should be supplied by them in the complete form, i.e. shaped and with end unions fitted, as it is felt that owing to the special construction of the pipes it may be possible for leaks of acetylene gas to develop should the shaping and fitting of the unions be carried out at site. It is their usual practice in the case of long lengths of piping to pack them rolled in coils of about 2 ft. diameter, so that they can readily be straightened out locally, but if any sharp bends are necessary in any part of the piping this is done prior to making them up into coils.

3. It is therefore suggested that in sending indents for spare lengths of piping, exact details of such piping should be given in the specification and if possible a sketch giving the position and details of any bends which may be required.

4. Particulars of the installation and the Crown Agents' requisition number under which it was ordered would also assist in ensuring a correct supply.

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

y ca.

ener 30
Copy of a letter from the Gas Accumulator Co. Ltd.,
to the Crown Agents.

Beacon Works,
Brentford.
11th October, 1945.

Gentlemen,

Re Indents for Spare Lengths of Gas Piping

Enquiries emanating from the various Colonies often include for spare lengths of gas piping for use on AGA buoys or beacon installations, without specifying either their location in the gas supply system or the type of unions required.

We much prefer that we ourselves be allowed to assemble all lengths of piping into their completed form, i.e., shaped and with the end unions fitted, as instances have occurred where pipes have been made up locally and through some fault in workmanship the unions have been incorrectly fitted; thereby leaks of acetylene gas have arisen, in some cases with disastrous results and even loss of life.

The fixing of the unions on to the pipes calls for quite considerable skill and care on the part of the workmen and also very strict tests are necessary on the pipes after completion.

We write, therefore, with a request that you be kind enough to ask all possible indenting authorities if in future they would detail more exactly their requirements in respect of spare lengths of piping.

We are, etc.

THE GAS ACCUMULATOR CO. (United Kingdom) Ltd.,

(Sgd.)

Assistant General Manager.

No. 64/45.

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

Copy to Naval Officer-in-Charge.

MINUTE.

17th July, 1946.

To The Harbour Master,

STANLEY.

From The Colonial Secretary,

Stanley, Falkland Islands.

Coastwise Lights.

I am directed by the Governor to inform you that the Naval Officer-in-Charge has reported that the light on Mengeary Point is extinguished, and that the following lights are not regularly visible:-

Blanco Bay,

Navy Point,

Engineer Point.

2. I am to ask you to be good enough to take appropriate steps to restore these aids to navigation.

Reply at 18.

(Sgd.) A. B. MATHEWS

Colonial Secretary.

No. 64/45

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

MINUTE.

(18)

19th July, 1946.

From The Harbour Master,

Stanley, Falkland Islands.

To The Honourable,
The Colonial Secretary,
Stanley.

Coastwise Lights.

With reference to your minute of the 17th inst. Red 17.

Blanco Bay light is now working.
Navy Point and Engineer Point both lamps are in U.K. for repair and were expected back last steamer.
Mangeary Light has been inspected and four attempts to land have been frustrated by the heavy swell. It will be attended to immediately conditions allow. "Fitzroy" was warned by wireless before she arrived that the light was out.

I regret the Governor was worried by the complaint especially as the Naval Officer-in-Charge knew quite well the situations and reasons for the temporary extinction of these lights.

Austin Woodfat
Harbour Master.



The new cylinder was fixed at Mangeary yesterday & efforts are being made to get to it to finish off today.

*ABC
177*

ADVICE OF ORDERS PLACED.

Falkland Is. 5170/1

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



6.5.46 194

The Crown Agents for the Colonies present their compliments to:-

The Colonial Secretary, Falkland Islands.

*Auth.
Indent No. Col. Secs
lv. 64/45 of
27.10.45*

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

Shipment will be made as early as possible after the goods are ready, depending upon the opportunities available under present war conditions.

Item Numbers	Contract date for delivery	Remarks.
-	29. 6. 46.	

W

This form should be returned as soon as possible and not later than

1 JAN 1946

Form No. 51 70/1

CROWN AGENTS FOR THE COLONIES.

G. MILLER & CO.

LONDON, C.W.T.

The above information is to be used only in connection with this contract.

To:—

Indent No.

501 Sec's Ltr.

The Gas Accumulator Co. (H.K.) Ltd
Light House Engineers,
Beacon Works,
Brentford.

Dated 6/1/46 of
27/1/46

Account

Dept.

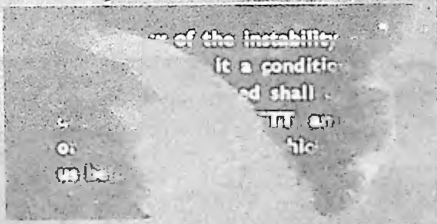
TENDER for the supply, repair and overhaul and adjustment of Flashers

For instructions refer to Indent and Spec.

LINE NO.	QUANTITIES	DETAILED DESCRIPTION OF ARTICLES	RATE	AMOUNT
ATTENTION IS DIRECTED TO THE GENERAL CONDITIONS OF CONTRACT ON THE BACK OF THIS PAGE.				
2		Flashers for Beacon Lights for repair, overhaul and adjustment. The flashers will be forwarded to your works as soon as they arrive in this country. No export licence is required. No inspection.	22	3 6

901: 8819

3240



Cost of articles specified on continuation sheet (if any) —

2 months.

DELIVERY PERIOD	Cost of packing for export	22	3	6
(1) Cost of delivery from LIVERPOOL				
(2) Alternative, cost of packing and postage to				
(3) Truck and shipping charges				
Cash discount for prompt payment		22	3	6
Net amount payable (including all charges) on receipt of Bill of Lading or Parcel Receipt		22	3	6
(4) Alternative, total net cost for				

Inclusive included.

NOTE: General conditions of the contract are printed on the back of this form. They should be read in full before the contract is accepted. The contract is subject to the General Conditions of Contract.

(1) The goods are to be delivered to the order of the contractor at the place specified in the contract. The contractor is to be responsible for the cost of transport, insurance, loading, unloading, and unloading of the goods at the place specified in the contract. The contractor is to be responsible for the cost of transport, insurance, loading, unloading, and unloading of the goods at the place specified in the contract.

We hereby agree to supply, in accordance with General Conditions of Contract No. 1, dated January, 1938, on back hereof, the articles above specified at the price set against each, which includes all charges and to deliver same on board ship or despatch by post within the period above stated from the date of order.

Signature: [Signature]
Address: Beacon Works, Brentford, Middx.
Dated this 29th day of Nov 1945

ORDERED 14 DEC 1945

Contract is subject to the General Conditions of Contract

[Handwritten signatures and initials]

DATE Recd - 6.11.45
Dec - 29.6.46

TELEPHONE NO.
EALing 36 (2 lines)

A24164
TELEGRAMS:

AGAFAROS, BRENTFORD

1946

(22a)

M. J. ...

Please Receive in good condition from

THE GAS ACCUMULATOR CO. (UNITED KINGDOM) LTD.

OUR REF.....

BEACON WORKS,

YOUR REF.....

BRENTFORD, MIDDX.,

No. of Goods	DESCRIPTION
1	<i>Flashing 100/3496</i> <i>100/3496</i> <i>Gas Accumulator Pipes</i>
1	<i>Flashing 100/3496</i> <i>100/3496</i> <i>Gas Accumulator Pipes</i>
SENT PER	<i>Inward Acc.</i>



— IN CASE OF ERROR PLEASE ADVISE BY RETURN —

Signature

INVOICE.
(First Advice Copy)

(22)

THE CROWN AGENTS FOR THE COLONIES

Dr. to Messrs. The Gas Accumulator Co. (United Kingdom) Ltd.,
of Beacon Works, Brentford, Middlesex.

Date 27.6.46.

Crown Agents' Reference Falk. Is. 5170/1

Indent No. Col. Sec's Ltr. 64/45 of 27.10.45

Special a/c (if any) -

Department -

Shipped by S.S./M.V. -

or Date of Posting 27.6.46.

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.	£	s.	d.	£	s.	d.	
	2	Overhauling and repairing Flashers.									£22	3	6.
SENT ON CROWN AGENTS' INSTRUCTIONS FOR ADVICE PURPOSES ONLY.													
<i>PC</i>													

MINUTE.

No.

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

3rd October, 19 46.

From

THE HARBOUR MASTER,

Stanley, Falkland Islands.

To THE HONOURABLE,

THE COLONIAL SECRETARY,

STANLEY.

Red 26

Grateful of the following telegram can be sent to Crown Agents:-

"PLEASE SUPPLY SIX ONLY QUARTER INCH BRASS PIPES FOR CONNECTING GAS CYLINDERS TO LANTERN ~~TYPE~~ TO SUIT AGA LIGHTS TYPE K80/3796"

Clash Goodpat
Harbour Master.

DECODE.

Copy to Executive Engineer for inf.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: October 5th 19 46 Time: 10.00.

Received: 19 Time:

Please supply 6 only $\frac{1}{4}$ inch brass pipes for connecting gas cylinders to lantern to suit Aga Lights type K80/3796.

G. T. C.

COLONIAL SECRETARY.

DRM.

Falkland Islands 5285/1

The above reference is to be noted in all communications regarding this subject.

THIS ORDER IS VALID FOR THE CROWN AGENTS FOR THE COLONIES AND DOES NOT EXCEED THE £250,000,000

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

To:—
Messrs. Gas Accumulator Co.
(Limited Kingdom) Ltd.,
Beacon Works,
Brentford

4/11/46 Mr. G. G. Talm
12, Park St. E. C. 4

TENDER for the supply of—
Pipes for the supply of—
For instructions as to tendering, see back.

Pipes

QTY	QUANTITIES	DETAILS (DESCRIBE FULLY IN EACH CASE)	PRICE	AMOUNT
-----	------------	---------------------------------------	-------	--------

QTY	QUANTITIES	DETAILS (DESCRIBE FULLY IN EACH CASE)	PRICE	AMOUNT
1	1	<p>AS PER TENDER TO THE GENERAL CONDITIONS OF CONTRACT ON THE BACK OF THIS PAGE</p> <p>Pipes A and B pipes BC connecting cylinders to lanterns as offered in your letter dated 21.10.46. P.F. 1111 was enclosed and should be forwarded in duplicate with your acknowledgement of order. As we understand that the pipes are ready for shipment please send for forwarding instructions on receipt of this order.</p>		16

In view of the instability of costs, we are compelled to make it a condition of contract that the prices herein quoted shall be liable to increase or decrease by the NET amount of any increase or decrease in costs which may be imposed upon us before the completion of any contract.

PH

General conditions of contract (to be printed on the reverse side of the order form) are available on request from the Crown Agents for the Colonies, 4, Millbank, London, S.W.1. or from the Director of the Crown Agents for the Colonies, 4, Millbank, London, S.W.1.

(a) The Order is subject to the General Conditions of Contract on the back of this page.

(b) The Order shall be deemed to be made on the date of the receipt of the Order by the Supplier.

(c) The Supplier shall be deemed to be bound to supply the goods specified in the Order within the period stated in the Order, unless otherwise agreed in writing.

(d) The Supplier shall be deemed to be bound to supply the goods specified in the Order within the period stated in the Order, unless otherwise agreed in writing.

(e) The Supplier shall be deemed to be bound to supply the goods specified in the Order within the period stated in the Order, unless otherwise agreed in writing.

Cost of articles specified in conditions of contract (per unit) —			
ex Stock.			
Delivery per unit —			
Cost of packing for export —			
(1) Cost of delivery to LIVERPOOL —			
(2) Insurance, cost of packing and postage in —			
Total —			16
(3) Trade and Shipping Allowance per unit of A —			
Discount for prompt payment per unit of A —			16
Net amount payable (including all charges on receipt of bills of lading or Forward Receipt) per unit of A —			16
(4) Alternative, 10% net, incl. tax —			

We hereby agree to supply, in accordance with General Conditions of Contract No. 4, dated January, 1938, on back hereof, the articles above specified, at the price set against each, which includes all charges, and to deliver free on board ship or despatch by post within the period above stated from the date of order.

Signature: _____
Address: Beacon Works, Brentford, Midd.
Dated this 19th day of November, 1946

ORDERED 14 NOV 1946 (This space is to be used by the Crown Agent/Office)

Mr. M. L. ...
S. ...
C. B. ...

RE
11.12.46
De - Falk

INVOICE.

(First Advice Copy)



THE CROWN AGENTS FOR THE COLONIES

To Messrs. The Gas Accumulator Co. (United Kingdom) Ltd.,
 of Beacon Works, Brentford, Middx.
 Date 29.1.47.
 Crown Agents' Reference Falkland Is. 5225/1
 Indent No. authority: Col. Sec.'s Lett. 5.19.46.
 Special a/c (if any)
 Department
 Shipped by S.S./M.V. "FREDINO STAR"
 or Date of Posting

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
	6	Lengths Piping. <div style="text-align: right; margin-right: 100px;">F.O.B.</div>									£16	-	-

FIRST SHIPPING ADVICE

The Crown Agents for the Colonies have to report the shipment of goods supplied by :—

Reference:

S/ Falkland Is. 5225/1

30
 ORIGINAL SHIPMENT
 25 JAN 1946

The Gas Accumulator Co. (U.K.)
 Ltd.,

Benson Works,
 BRAINTFORD.

22nd January 7

Authority:

Indent No. Col. Sec's. tele. 9.10.46.

Special A/c.

Dept.

Consignee *Walclean & Stapledon*

Marked

{ REQN.
 5225
 C ↑ A
 * Nos.
 Gross Weight.

O. H. M. S.
 G. A. G.
 Stanley
 via Santosvicio

L.M. 64/45

M.V./S.S.

NORMAN

~~STAR~~ STAR
 By the 30th January.

from 15 ROYAL ALBERT

Dock, London,

The particulars given in the schedule below were those furnished by the above mentioned contractor, when forwarding instructions were issued, and are not necessarily accurate.

VALUE £	* Nos.	Description of Packages.	CONTENTS.	WEIGHT.				MEASUREMENTS.		
				Tons	Cwt.	Qrs.	Lb.	Length.	Breadth.	Depth.
	9711	1 case	Accumulator Coil Pipes	-	-	1	9	2'7"	1'5"	0'8"

ENCLOSURES :—

ing
 voice
 ulars

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

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.



Stanley.

12th July, 1947.

64/45

Sir,

With reference to the copy of Captain Butler's telegram dated the 1st instant relating to the proposed location of lights at the various bases, and to my conversation with His Excellency the Governor on the subject, I have the following observations to make.

No lights in Antarctic territory should be placed at a greater elevation than 50 feet owing to the frequency of fogs and mist which often blanket the land.

Extracted

- Base D. The light should be on Grunden Rocks.
- Base E. As suggested. Western end Roman Four Funnel Bay Mountain.
- Base F. North East Black Island and on Gallindez Island.
- Base H. Bernsten Point.

0243/4
Navigation lights in Dependants

I am also of the opinion that a light should be placed on Hope Island, on the summit if not too high, alternatively on the North West end of the Island.

A light on the North East end of King George Island, South Shetlands is equally desirable, on North Foreland/Cape Melville preferably the former.

Falkland Islands. It would greatly assist local navigation if lights could be installed on the following points -

- | | |
|---------------|----------------|
| McBride Head, | East Falkland. |
| Cape Dolphin | do. |
| Fox Bay (2) | West Falkland. |

? No Island.

X

One on the South end of 1st Flat Island, the other on Quarry Point, Fox Bay East. This point has no name on the chart, but is the South West tip of land on the starboard or right hand when entering the inner harbour.

I am, Sir,
Your obedient servant,

W. Rank
Manager.

The Honourable,
The Colonial Secretary,
STANLEY.

mp abc
See 35

76

52

FRONT
INSIDE
SAFETY

FILE

64/45

46
24th July, 1947.

Sir,

37
I am directed by the Governor to refer to your letter of the 12th of July, 1947, and to thank you for the information contained therein. As regards Falkland Islands lights, your wishes have been noted and a light is being ordered for Macbride Head.

2. Your verbal report to His Excellency that the lights on Bull Point and Cape Meredith (which latter he had himself noted) are not working has been referred to the Harbour Master who states that an opportunity to service the former had not hitherto arisen, though he was aware that it required attention. Colonel Woodgate adds that an arrangement has been made for the "Fitzroy" to stop there on her next voyage for the necessary attention to be given to this light.

3. Since the coastwise lights are primarily beneficial to the vessels of your Company, His Excellency has learned with some surprise that a charge is contemplated for stopping off Bull Point. While he is not disposed to disturb an arrangement already concluded, I am to say that it is a matter on which the Government might reasonably look for your Company's co-operation, and hopes that it will not be found necessary to make such charges in future unless the question of a special trip is entailed.

4. The question of ad hoc visits to coastwise lights will presumably have to await the arrival of the Government's Motor Fishing Vessel.

I am,
Sir,
Your obedient servant,

(Sgd.) A. B. MATHEWS

Colonial Secretary.

490

REPORT ON LIGHTS FOR SHIPPING
AROUND THE FALKLAND ISLANDS.

1. Cape Meredith West Falkland.

This light was extinguished on the outbreak of the late war in 1939 and owing to transport difficulties has never been put in order. The light housing itself is in good condition but there are 14 empty cylinders and 4 half used cylinders lying there. These should be collected for recharging in Montevideo. A bank of 4 newly recharged cylinders is considered desirable.

2. Porpoise Point East Falkland.

This light is in working order and will last until June 1948. The light housing however is in very bad condition, needing chipping, painting and possibly encasing in concrete. There are 4 empty cylinders lying there for collection for recharging.

3. Mengeary Point)

4. Blanco Bay)

5. Navy Point)

6. Engineer Point)

Are easily maintained and replacement of cylinders a simple procedure.

C. F. Bunting
Hobson Master.

19. xii. 47.

No.

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

MINUTE.

49

19th December, 1947.

To The Honourable,

The Colonial Secretary,

Stanley.

From The Executive Engineer,

Stanley, Falkland Islands.

49 a I have the honour to submit the attached report on the lights for shipping around the Falkland Islands and venture to suggest that the light on Cape Meredith should be put in order at the first opportunity and that maintenance to Porpoise Point light should be undertaken at the same time.

E. J. Bunting
Harbour Master.

M.F.V. - in the (C)

M.
A.B.C.
29/12

Extract from Notes on an Interview between H. A. the Governor
and Mr. L. W. H. Young, managing Director, F. I. C. on 14/3/48

(Original filed on 0643 - Talks with Manager, F. I. C.)

M. Harbour and Coastwise Lights. Mr. Young assured
His Excellency of the co-operation of his vessels in the
installation and maintenance of these lights until the
the M.F.V. was available for the purpose.

No. _____

MEMORANDUM.

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

4th June, 1948.

To The Honourable,
The Colonial Secretary,

From The Harbour Master,

Stanley, Falkland Islands.

STANLEY.

I have the honour to inform you that the Bull Point Light is now not functioning (reported by Captain White, s.s. "Fitzroy" on 2nd June, 1948) and requires new supplies of gas.

E. F. Bunting
Harbour Master.

So what?
L
7.6

No. 64/55

MEMORANDUM.

62

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

17th September, 19 48.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: The Harbour Master,
Stanley, Falkland Islands.

SUBJECT:- Beacon Lights.

Mr. W. J. Hutchinson called at the Public Works Department this morning to enquire whether the m.v. "Philomel" would be visiting the South Coast lights in the near future as he would like to send men to the Sea Lion Islands.

The lights should be attended to as soon as convenient, in view of their possible use during the coming whaling season but should be grateful for a ruling please.

E. J. Bunting
HARBOUR MASTER.

*ML
215*

64/45

80

4th October,

48

Sir,

37

With reference to your letter of the 12th of July, 1948, and to your recent interview with the Governor regarding the installation of navigational lights at MacBride Head, Cape Dolphin and Fox Bay (2), I am directed by His Excellency to ask you to confirm that you consider:

SWIFTAM

- (a) that the lamps should be automatic (sun-valve control) and able to function for 12 months without attention
- (b) that the proposed light at MacBride Head should be of similar capacity (500 m/m) to that at Cape Meredith
- (c) that lights similar to that installed at Porpoise Point (300 m/m) would serve for Cape Dolphin and Fox Bay.

2. I am also to ask you to be good enough to

Reply at 81

The Manager,
Falkland Islands Company, Limited,
STANLEY.

/ advise

advise exactly as to where lights should be placed and what order of priority should be given to their installation.

I am,

Sir,

Your obedient servant,

(Sgd.) A. B. MATHEWS

Colonial Secretary.

81

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

6th. October 1948.



Sir,

SO With reference to your letter No. 64/45, dated 4th. October, 1948, regarding the installation of coastwise navigational lights at MacBride Head, Cape Dolphin, and Fox Bay (2). I confirm that I consider:

- MP
7+
- (a). that the lamps should be automatic (sun-valve control), and able to function for 12 months without attention.
 - (b). that the proposed light at MacBride Head, should be of similar capacity (500 m/m) to that at Cape Meredith.
 - (c). that lights similar to that installed at Porpoise Point ^(300 m/m) would serve for Cape Dolphin and Fox Bay.

2. The lights should be placed (1) (on the headland (unnamed) situated between MacBride Head and Cape Carysfort on the chart.)

X This portion of the Coast badly needs re-surveying.

- Y
- (2). (Cape Dolphin on the extreme North-West tip of the peninsula).
 - (3). One on the South-East point of Fox Bay locally known, I believe, as Quarry Point, the other on the South end of Flat Island, but visible from inside the harbour/

/harbour as well as seawards.

81a

I am,

Sir,

Your Obedient Servant,

W. M. Sturt

Manager.

The Honourable,

The Colonial Secretary,

Stanley.

64/45

23rd October,

48.

Gentlemen,

I am directed by the Governor to inform you that this Government has under consideration the installation of coastwise navigational lights at Macbride Head, Cape Dolphin, and Fox Bay (2). It is suggested that they should be placed on the headland (unnamed) situated between Macbride Head and Cape Carysfort on the chart: on Cape Dolphin on the extreme North-west tip of the peninsula: one on the south-east point of Fox Bay and the other on the south end of Flat Island, but visible from inside the harbour as well as from the sea-ward side.

2. It is further suggested:-

- (a) that the lamps should be automatic (sun-valve control), and able to function for 12 months without attention,
- (b) that the proposed light at Macbride Head should be of similar capacity (300 w/m) to that at Cape Meredith,
- (c) that lights similar to that installed at Porpoise Point (300 w/m) would serve for Cape Dolphin and Fox Bay.

3. I am to request you to be good enough to refer these suggestions to the Elder Brethren of Trinity House, and to ask for an expression of their recommendations as to the characteristics of the lamps to be supplied and for a quotation of price.

4. An additional copy of this letter is enclosed accordingly.

I am,
Gentlemen,
Your obedient servant,

Handwritten signature: R. B. Mathews

(Sgd.) A. B. MATHEWS
Colonial Secretary.

No. 69/45

MEMORANDUM.

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



25th October, 1948. 86

The Honourable,

From: The Harbour Master,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

SUBJECT:- Coastwise Lights.

I have the honour to inform you that the Coastwise light at Bull Point, East Falkland was relit on the 12th October, 1948 and should work satisfactorily for six months.

The light housing requires chipping and painting, whilst owing to soil erosion, concrete is necessary around the foundation.

E. J. Bunting
Harbour Master.

by
27.

EM3/Falkland
Islands 5442.

Communications to be addressed
to The Crown Agents for the
Colonies, 4, Millbank, London,
W.C.1, and the above refer-
ence quoted.



87
4, MILLBANK,
LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN-LONDON."
TELEPHONE: ABBEY 7700.



- 8 FEB 1949

Sir,

82
87a
We have the honour to refer to
your letter No. 64/45 dated 8th October,
1948 regarding navigational lighting
equipment, and to enclose a copy of a
report No. 2854/48 from the Engineer-in-
Chief, Trinity House. We are advised
that the Elder Brethren of Trinity
House concur with the report.

We await your reply.

We have the honour to be, Sir,
Your obedient servants,

for the Crown Agents.

Reply at 98

The Colonial Secretary,
Stanley,
Falkland Islands.

JMS.

AM.

COLONIAL LIGHTS.

64/45

87a

BEACON PLANS.

To comply with the Colonial Secretary's request I have obtained a tender from the Gas Accumulator Co. for the lighting equipments briefly outlined in his letter and offer the following remarks.

1. Although the sides of the beacons are generally defined there is no indication of the level of the sites and conjointly what height of tower would be necessary in each case. No tenders for towers have therefore been called for but I have assumed in the piping runs that 50 ft. towers would be required at Macbride Head and Cape Dolphin and 30 ft. towers in Fox Bay.

The candlepower of the two types of lighting equipment proposed is approx. 950 candles for the 500 mm. lantern and 330 candles for the 300 mm. lantern and the luminous ranges of the two would be about 13 miles and 10 miles respectively with 0.85 atmospheric transmission which represents clear Atlantic weather. In the case of Macbride Head and Cape Dolphin if there is a 20 ft. high plateau the assumed tower height would give a geographical range of about 14 miles to a 15 ft. eye which fully covers the luminous range. At Fox Bay I gather that one light is to be placed on the Eastern Head where the chart suggests high ground and assuming a 40 ft. high site and a 30 ft. tower the luminous range of a 300 mm. lantern would again be covered by the geographical range available. Flat Island on the other hand where the second Fox Bay light is to be established appears to offer only a relatively low site but a 30 ft. tower would seem to be sufficient for this position. As a guide to the Colonial Secretary as to cost of towers a 50 ft. tower now being prepared for elsewhere and generally suitable for the proposed beacons is costing approx. £1100 a figure which would however depend upon prices of materials and wages ruling at the time of the order. A 30 ft. tower should cost about half this figure.

2. No characteristics are specified and it would have been preferable for the sake of standardisation of equipment that the whole of the lights should show single flashing. The Elder Brethren may however consider that this is undesirable in the case of the light proposed for Macbride Head as not very far distant is the

/main

and a 6 mile light at Cape Pembroke, Port Stanley showing a single flash every 10 seconds. Nearby and to the North of this light is a double flashing light at Williams Point with a range of 10 miles and in my enquiry I have consequently legislated for the light on the promontory near Macbride Head to show triple flashing every 20 seconds. For the other three lights I have assumed that single flashing lights will be acceptable and have allowed for these to be single flashing every 15 seconds, 5 seconds and 2½ seconds at Cape Dolphin, Fox Bay (East Head) and Flat Island respectively.

3. Although it is suggested by the Colonial Secretary that a 300 mm. lantern at Cape Dolphin would suffice it would seem that the light on this promontory should be not less in power than that on Macbride Head and I have therefore called for an alternative tender for this lighting equipment with a 500 mm. and 300 mm. lantern. Otherwise the enquiries comply with the Colonial Secretary's specification.

4. With the equipments there should be suitable spares and I suggest one triple flashing flasher for Macbride Head and two single flashing flashers, one for Cape Dolphin and one for the two Fox Bay lights. I also suggest 20% spare accumulators for the whole of the 12 months batteries.

5. On the basis of these remarks the tenders obtained are as follows:-

Macbride Head - £1732 (12 months battery = 6 accumulators)	
Cape Dolphin - (500 mm. lantern) - £1718 (12 months battery	
(300 mm. lantern) - £ 929 (= 6 & 4 accumulators	(respectively).
Fox Bay - (Two lights) - 2922 each (12 months battery	
(300 mm. lantern) - - - - - (= 4 accumulators.	
Spare flasher for Macbride Head - 256	
Ditto Cape Dolphin - 251 (500 mm. lantern)	
	248 (300 mm. lantern)
Ditto Fox Bay	248
Spare accumulators - 240. 10. 0. each	
= 2405. 0. 0. for 10 (Cape Dolphin 500 mm. lantern)	
or 2364. 10. 0. for 9 (Cape Dolphin 300 mm. lantern)	

All the lights would be under sunvalve control and each 12 months

/battery

87c

battery would be subdivided so that one half could be left on and the other half remain in reserve to be brought into service at the appropriate period. This arrangements safeguards against a complete loss of gas due to an unfortunate leak. The tenders also provide for each light an accumulator housing capable of containing the 12 months battery of gas cylinders, a short pedestal to carry the lantern, a run of piping for the tower heights suggested and the appropriate fixtures and fittings, tools and usual spares.

If an order is placed through the Trinity House and towers are required it should be stated on the order what height of tower is required for each of the four lights.



Engineer-in-Chief.

64/45.

90

1st March,

49.

Sir,

I am directed to refer to your letter of the 6th of October, 1948, and to forward herewith copy of the report of the Engineer-in-Chief, Trinity House, on the proposals contained in paragraph 1 of your letter.

2. I have to request you will return the report at your early convenience with your comments and advice thereon.

I am,

Sir,

Your obedient servant,

R. Winter

Acting Colonial Secretary.

The Manager,
Falkland Islands Co., Ltd.,
STANLEY.

NH.

BV
1/6
1949

91

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

Recd. 24.3.49

24th. March 1949

Sir,

90 I have the honour to acknowledge receipt of your letter No. 64/45 dated the 1st. March, enclosing a copy of the report of the Engineer-in-Chief, Trinity House, on the coastwise light it is proposed to instal at Macbrides Head, Cape Dolphin and Fox Bay (2).

2. Although the sites have not been surveyed at Macbrides Head and Cape Dolphin for height, I feel confident that the plateau height at both places can safely be assumed of at least 40 feet. In this case, 30 foot towers would be ample. This would be a considerable saving in ^{first} both cost and cost of transport to the site and erection.

3. I agree with the proposed characteristics of the lights suggested in para 2 of the report.

4. With reference to para 3. I would concur with the Engineer-in-Chief's opinion that the light on Cape Dolphin should not be less than that at Macbrides Head.

5. I agree that suitable spares should be provided on the basis suggested.

87 a-c 6. The report is returned herewith.

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

The Hon. The Actg. Colonial Secretary,
The Secretariat,
Stanley.

M. Robert
Manager.

A.C. for

24/3

Reply at 95

14th April, 49.

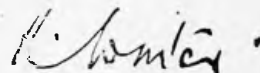
Sir,

91

I am directed by the Governor to acknowledge with thanks the receipt of your letter of the 24th of March, 1949, on the subject of a proposal to erect coastwise lights at certain points on the East and West Falklands.

2. I am now to ask you if you would be good enough to make recommendations for priority of erection of these lights.

I am,

Sir,
Your obedient servant,

Acting Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

9/10
The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

Let. 21.4.49
AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

20th April, 1949.

Sir,

95
With reference to your letter 64/45 dated 14th inst. on the subject of the proposal to erect coastwise lights, I have the honour to recommend the following priority of erection :-

Fox Bay (2),
Cape Dolphin,
Macbride Head.

I suggest the material for the latter be landed at Cow Bay which is within easy transporting distance of the site.

Y | Mr. N. K. Cameron might be consulted as to the best landing place for the Cape Dolphin light. Landing anywhere near the Cape on either side of the peninsula presents considerable difficulties.

I am,

Sir,

your obedient servant,

John Clerk
Manager.

The Honourable

The Colonial Secretary,

Stanley.

64/45

26th April, 49.

Gentlemen,

I am directed to refer to your letter of the 8th of February, 1949, forwarding copy of a report from the Engineer-in-Chief, Trinity House, and to inform you that subject as follows this Government accepts that report for which it expresses its gratitude to the Engineer-in-Chief.

2. It is considered that as the plateaux at Macbride's Head are approximately 40 feet high, 30 foot towers would be ample. This would result in considerable saving throughout.

3. Sufficient accumulators are held here to cover the 50% spares recommended in paragraph 4 of the report.

4. His Excellency has decided that the Fox Bay Lights shall be erected in 1950 and the one at Cape Dolphin in 1951.

I am,
Gentlemen,
Your obedient servant,

R. Butler

Acting Colonial Secretary.

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



99

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,

HM3/Falkland Islands 5442

LONDON, S.W. 1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



9 - JUN 1949

AIR MAIL

Sir,

We have the honour to refer to your letter No: 64/45 dated 26th April 1949, regarding the erection of additional Navigational Lights and to inform you that the contents thereof together with your acknowledgment have been passed to Trinity House. No mention is made of a decision as to when the Light at McBride's Head is to be erected and we take it that we will be advised later regarding this.

2. We presume that you will forward indents in due course asking us to place orders for these lights and we propose to take no further action on this matter until instructed when you will no doubt state whether a 500 m.m. or 300 m.m. lantern is to be supplied for Cape Dolphin. The delivery of the lights complete with 30 foot towers would be about 8 months for the lights and 12 months for the towers from the date of placing the order.

3. You will no doubt agree that the order should be placed through Trinity House and the work to be carried out to their inspection.

4. We await your further instructions.

We have the honour to be,
Sir,
Your obedient servants,

Reply at 109

for the Crown Agents.

The Colonial Secretary,
Stanley,
Falkland Islands,

Et to.

MH

AM

300 - 7m B
Sod. C. Duff

Yes.

64/45

109

21st July, 49.

Gentlemen,

99
I am directed to refer to your letter BM 3/Falkland Islands 5442 of the 9th of June, 1949, and to inform you that you will be advised later as to the light at McBride's Head.

1/32/49
2. Indents for the lights have been forwarded separately by this mail; it has been decided to order 300 m.m. lights for Fox Bay and a 500 m.m. light for Cape Dolphin. I should be grateful if these are obtained as soon as possible.

3. It is agreed that the order should be placed through Trinity House and the work carried out to their inspection.

109a
In the meantime I enclose a report from the Executive Engineer which I should be glad if you would forward to Trinity House.

I am,
Gentlemen,
Your obedient servant,

R. Winter

Acting Colonial Secretary.

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

REPORT ON PROPOSED TOWERS.

109a

FOR NAVIGATIONAL LIGHTS AT FOX BAY AND CAPE DOLPHIN.

1. It is noted in the report of the Engineer-in-Chief Trinity House. (2854/48) that the towers necessary for the erection of navigational lights at Fox Bay and Cape Dolphin would have an approximate first cost of \$2200.
2. In order to save this expense it is proposed to use tubular steel scaffolding of 3 inch internal diameter of which sufficient length and fittings exist in the Colony for the towers in question.
3. The design of the towers cannot be finally decided until the following information is known
 1. Weight of 500 mm lantern and pedestal complete
 2. Weight of 300 ~~xxxxxxx~~ mm lantern and pedestal complete
 3. Exact details of lengths of and bends in the piping runs of lanterns on 30ft and 50 ft towers
 4. I should be grateful if the Engineer-in Chief Trinity House could be asked to supply the above information in order that I may complete the design.

C. J. Luntz
Executive Engineer.

21st July, 1949.

Biscoe will undertake the hydrographic survey of the northern end of the Falkland Sound and the approaches to Ajax Bay: she will also (a) survey the sites for new navigational lights

1. Cape Dolphin
2. { MacBrides Head
or
Volunteer Point

3. Fox Bay

and put the following lights in order :-

1. Cape Meredith
2. Porpoise Point

and will pay an annual visit of inspection hereafter.

I note that the lights at The Narrows are not working; HM Shd. be notified. M.E. 22/10

123

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 9. 5. 50 Time: 09.40 Received:Time:.....

No. 96. Coastal Lights in Falkland Islands.

Grateful you inform Hydrographer, Admiralty, that navigational lights at Porpoise Point and Cape Meredith have now been overhauled and are in operation.

GOVERNOR.

P/L.
LJH.

8445.

S. V. "John Biscoe",
Falkland Islands Dependencies Survey.

23rd. May 1950.

Sir,

I have the honour to submit the following report on the Coastal Lights of the Falkland Islands and the sites of the proposed new ones.

2. Porpoise Point Light (number 1374 Volume 7, Admiralty List of Lights) was restored to normal working as from the 3rd May 1950. All the original characteristics of the light remain unchanged except that the steel hut supporting the light is now painted red instead of white. Assuming that the gas cylinders supplied by the P.W.D. were completely full ones, this light will next require replenishment of cylinders by the 1st January 1951. On each occasion of replenishment of cylinders a small amount of repair material should be taken for repair of the stone and cement base as this light is sited on soft ground, exposed to occasional heavy spray which make periodical maintenance work essential. The light and structure are at present in good condition.

EE to K.I.V.

3. Cape Meredith Light (number 1378 Volume 7, Admiralty List of Lights) was restored to normal working as from the 5th May 1950. All the original characteristics of the light remain unchanged except that the steel hut supporting the light is now painted red instead of white. This light and structure are in excellent condition and assuming that the cylinders supplied were completely full ones, new cylinders will next be required by the 1st October 1951. Three spare full gas cylinders have been left at the maintenance hut at Kit's Creek. Mr. Beattie of Port Stephens intends to have these transported to the light by horse sleigh when time and opportunity allow.

EE. K.I.V. to
enquire of Mr. B.

4. Fox Bay area. I suggest that the proposed light is sited on the crown of Knob Island. This position offers a good guide in the approaches to the Bay and to the anchorage off the settlement and also gives a good arc of visibility out into Falkland Sound. This light should have a clear weather visibility of at least 5 miles. A light similar to that now at Porpoise Point and to those ordered last year for Deception Island would be very suitable. The crown of Knob Island is approximately 20 feet above high water. If a second light is to be supplied for

300 mps
To Trinity Ho. p.
consideration.

2.

127

Report on the Coastal Lights of the Falkland Islands.

Fox Bay, I have to suggest that it is sited on the point of land south of the east settlement (approximately 6 cables 200° from the W/T mast). This light should be red or at least easily distinguishable from Knob I light and have a clear weather visibility of at least 5 miles. A light of similar construction to those at Navy and Engineer Points would be suitable.

T.H.°

5. Cape Dolphin. The suggested site for this light is on the rise of the Cape. This is approximately 90 feet above high water. This position offers a good arc of visibility and would be very helpful to the mariner navigating in the northern approaches to Falkland Sound and to a vessel closing these approaches from any direction from west through north to east. This light should have a clear weather visibility of at least ten miles. A light of the same construction as that at Cape Meredith would be suitable. The bay 1.5 miles south of the cape offers a reasonable anchorage for a ship in good weather and for boat work and landing of building materials, etc, also future maintenance.

1951

T.H.°

6. Cape Carysfort. After a survey from seaward of the Macbride's Head area I have to suggest that the proposed light for the Head is moved to Cape Carysfort. The Macbride's Head area does not offer good anchorage for a ship or for boat work and although a light could undoubtedly be erected there and supplied from inland, the position is a long way from any settlement and a light would probably soon fall into disuse owing to difficulty in maintenance. Cape Carysfort is a good alternative position for this proposed light and is approximately 130 feet above high water in the position where the light could be sited. Cow Bay immediately south of the cape affords a good anchorage and for boat work and landing. A light in this position would help the mariner approaching the islands from the northward and would also help in navigation clear of the dangers of Volunteer Rocks and Uranie Rock. This light should have a clear weather visibility of at least 10-15 miles and be of a character which would in no way conflict with the lights at Cape Pembroke, Memgeary Point, and the proposed light at Cape Dolphin.

1952

T.H.°

7. In concluding this report I wish to respectfully draw attention to the fact that all lights in the Falkland Islands with the exception of Cape Pembroke, have in recent years fallen into the category of 'disused' or 'unreliable'. It is most essential that in the future all lights are serviced and maintained at proper intervals as a light that falls to such category gives small confidence to the mariner and is of doubtful value.

I actually agree with why I sent. Can K to put them in order.

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

His Excellency, The Governor
of the Falkland Islands,
Sir Miles Clifford K.B.E. C.M.G. E.D.
Government House,
Stanley.

H. Clifford
Commander R.N. In Command.

64/45

130

5th June,

50.

Sir,

Paras 4-6
8127 & 128.

As I think you are aware, Commander H. Kirkwood, D.S.C., R.N., has recently surveyed the sites for the new coastal lights which it is proposed to erect in the waters of the Colony. I enclose a copy of the relevant part of his report for your information, and should be grateful for any comments which you may have to offer. With regard to paragraph 4 of his report, the present intention is that two lights should be installed at Fox Bay, but I should be glad to have your opinion as to whether one would in fact suffice.

I am,

Sir,
Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

COMMENTS ON PROPOSED COASTAL NAVIGATIONAL LIGHTS FOR COLONY.

FOX BAY.

Knob Island. Agree.

East Settlement Point. Agree, but alternatively suggest two small leading lights sited due south of W/T masts to lead vessels between reefs. These lights only need to be lit when a vessel is expected at night. A second light, additional to Knob Island light, is most essential for the safe navigation of any vessel making Fox Bay inner harbour during hours of darkness.

CAPE DOLPHIN. Agree.

CAPE GARYSFORT. Agree.

J. W. White.

Master.
s/s. "Fitzroy".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



Stanley

1st July 19 50.

The Honourable the Colonial Secretary,
STANLEY.

Sir,

130

With reference to your letter 64/45 dated 9th June 1950,

13/a

I enclose copy of the comments of the Master of the s.s. "Fitzroy" on the proposed coastal navigational lights in the waters of the Colony.

I am, Sir,

Your obedient servant,

R
17 JUL 1950
Hs.

A. C. Barton

MANAGER.

64/45

135

7th July, 50.

Sir,

127 & 128

I am directed by the Governor to forward a copy of a report by Commander H. Kirkwood, O.B.E., D.S.C., R.N., on the existing coastal lights in these Islands and the proposed sites for new ones.

2. His Excellency would be grateful for any comments which you may wish to offer on paragraphs 4, 5 and 6.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

Hydrographer to the Admiralty,
Whitehall,
LONDON, S.W.1.

VP

Reply at 160

7th July, 50.

Sir,

127 & 128
I am directed by the Governor to forward a copy of a report by Commander H. Kirkwood, O.B.E., D.S.C., R.N., on the existing coastal lights in these Islands and the proposed sites for new ones.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Rayner

Reply at 178.

COLONIAL SECRETARY.

The Secretary General,
Trinity House,
Tower Hill, E.C. 3.

139



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.

EM3/Falkland Islands. 5442.



17 JUL 1950

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

AIR MAIL.

Sir,

115.
139a.
139b

We have the honour to refer to your letter 64/45 dated 13th March and to inform you that the information required was included in our letter of 18th October with which we sent a copy of the Engineer-in-Chief's report dated 29th August 1949. In case these should have gone astray, we enclose copies for your information.

We also enclose two sets of drawings and erections and maintenance instructions one each for Cape Dolphin and Fox Bay Lights, which were received from Trinity House on 29th June.

We have the honour to be,
Sir,
Your obedient servants,
[Signature]
for THE CROWN AGENTS.

~~See 1444~~
See 1444

The Colonial Secretary,
Stanley,
Falkland Islands.

H/07.
J.G.O.H.
17 AUG 1950

DCG.

WDF.

COPY OF CROWN AGENTS LETTER TO COLONIAL SECRETARY, STANLEY, FALKLAND ISLANDS.

Sir,

18th October, 1949

Sir,

Indent No. 32/49 dated 12th July, 1949.

We have the honour to refer to your letter No. 64/45 dated 21st July and the Executive Engineer's report attached thereto regarding Navigational Lights at Fox Bay and Cape Dolphin, and to enclose a copy of the Engineer-in-Chief's report dated 29th August, 1949, together with the six drawings mentioned.

- X | 2. You will note the suggestion that drawings showing full details of the towers to be erected should be forwarded here so that the piping can be supplied precisely to requirements.
- 3. The order has been placed for this equipment in accordance with the indent.
- 4. We await your reply.

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
Stanley,
Falkland Islands.

W.

AM.

COPY LETTER FROM ENGINEER-IN-CHIEF'S DEPARTMENT TRINITY HOUSE TO CROWN AGENTS.

Paper No: 2854/48.

29th August, 1949.

FALKLAND ISLANDS.

Sir,

With reference to Crown Agents enquiry of 11th August as to the weights of the lanterns and pedestals and particulars of the acetylene pipe runs for the Fox Bay and Cape Dolphin lights the following information and drawings are furnished for transmission through the Crown Agents to the Executive Engineer of the Falkland Islands.

1. The weights of the lanterns and pedestals complete are:-

500 mm with pedestal	-	approx. 1100 lbs
300 mm ditto	-	approx. 425 lbs.

The design of pedestal will be the same for the Three lights except for the top plate drilling to suit the lanterns which will be carried out before dispatch. Drawing 4915/A shows the pedestal and base plate drilling to be executed on site.

2. It is not practicable to give any finalised idea of pipe runs unless the design of the towers is known and if these could be furnished the pipe runs could be made up with more precision. To give the Executive Engineer an idea of the assembly however the following drgs have been obtained from the G.A. Co., to show the usual arrangement when towers are supplied with the lighting equipment.

- a) Drg 5068. shows the type of accumulator housing which will be provided.
- b) Drg 1980. shows the usual layout of a 500 mm lantern on a 50 foot tower the accumulator housing being positioned within the structure and the piping being taken over from it as indicated and carried up one of the legs. Drg. 2019 shows the main pipes of the piping run up this tower.
- c) Dr. 4880 shows a similar layout for a 300 mm lantern on a tower approx. 30 feet high. Drg. 4482 shows pipes "G" and "H" which are the main pipes up this Tower; the unions are nowadays F-10 as standard and not of various types as shown.

3. The G.A.C. make remarks as under on the piping supplies in connection with this order and I propose to arrange varying lengths of pipes as suggested unless more precise details are available of the towers before the equipment is ready for inspection. I would suggest therefore that the information contained in this report be communicated to the Executive Engineer by Air Mail so that he can send over drawings showing the designs of the towers he will erect if he wishes as they would be helpful.

G.A.C. remarks.

"Where we know the necessary details for a pipe such as in this case from the lantern down the conical pedestal to the gallery platform we supply a pipe ready bent to suit.

1397 b.c.

If however, we are only given the height of a tower for the main run without any constructional details, we supply in straight lengths with an excess of five or six feet, varying this according to the height of the tower, and include in the run say three lengths of 5, 7 and 9 feet which enables a close adjustment to be made.

This is a practice we have found satisfactory and we mention it as it might be found useful in the present instance and avoid insufficient pipe being supplied."

Yours obediently,

(Sgd)

64/44

143

Stanley.

28th. August, 1950.

To/
Harbour Master.

A

Sir,

With reference to Porpoise Point Light,
(North Arm Camp, East Falklands) I submit the following
report and recommendation.

On visiting Porpoise Point Light on Sunday,
20th. August, 1950, I found it in a most dilapidated
condition. The Light was out and no spare Cylinders.
The Body of the Light consisting of iron structure 2' 6"
square and 7' 6" from base to bottom of Dome was
practically rusted through and will not stand chipping.
The Dome however was in good condition.

The Base is of concrete 6' x 6" built on
pebbles from which the earth has washed away to a depth
of 20". In this condition the pebbles could quite easily
fall out of position causing destruction of Light.

The Hut which housed spare Cylinders has
totally collapsed.

I suggest and recommend that a concrete
building 2' 6" x 6' and 7' 6" high be built; one half
being used for Light and the other for storing spare
Cylinders . The same Light Fittings .base and Dome can
be utilized.

Signed. R. Jones

H.C.S.

B

The light should be maintained forthwith and I propose to send
the Mr. Philmond at the earliest opportunity

C

R.

Bill 30.8.50

J.L.

Above fr.

SEP 1950



CS.

See para 2 on
127 herein which does
not appear to square
with ~~recent~~ report.

Col. K. told me
that the base was
convoyed but deranked
it as still quite
strong and merely
needing repair at the
next visit. It looks as
though the cylinder was
not full? Me. of IK

GOVERNMENT TELEGRAPH SERVICE.

144

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

Number	Office of Origin	Words	Handed in at	Date
				6. 9. 50.

To
 CROWN LONDON (H.O ACCOUNT)

139

Your letter M.3/Falkland Islands 5442 of 14th July 1950 Coastal Lights
 stop Grateful you instruct makers to supply piping runs exactly in
 accordance with their drawings showing the regulation towers.

COLONIAL SECRETARY.

Time
 L J H

MEMORANDUM.

149

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

Recd 23.9.

22nd September. 19 50.

From: The Executive Engineer.

To: The Honourable,

The Colonial Secretary,

Stanley.

Stanley, Falkland Islands.

SUBJECT:-

PORPOISE POINT LIGHT.

1. I have the honour to inform you that Porpoise Point Light is now in working order and that the necessary repairs to the foundation of the lamphousing have been completed.
2. Examination showed that only one cylinder of gas had been connected to the lamp - this being the reason for premature extinction.
3. Four cylinders have now been connected and the lamp should burn until September. 1951.

E. F. Penning
Harbour Master.

160



HYDROGRAPHIC DEPARTMENT
ADMIRALTY, LONDON. S W 1

IN REPLYING PLEASE ADDRESS -
THE HYDROGRAPHER
ADMIRALTY
LONDON S W 1



QUOTING H 6234/50

3rd October, 1950.

Sir,

135

With further reference to your letter No.64/45 dated 7th July, 1950, enclosing a copy of the report on coastal lights by Commander H. Kirkwood, O.B.E., D.S.C., R.N., I would be grateful if you would inform His Excellency that the report has been studied carefully in this Department, and the Hydrographer has no comments to make on the proposals in paragraphs 4 and 5 both of which seem to be sound.

2. As regards the proposal in paragraph 6 he concurs that Cape Carysfort is a suitable site and preferable to MacBride Head for ships making Port William from the North. It is not possible to ascertain from the chart whether a light on Cape Carysfoot would be visible ^{over} MacBride Head, but if this is the case then so much the better. ^

3. It is suggested that the advice of Trinity House might be sought by His Excellency on the characteristics for the proposed lights and also for such technical details as may be considered necessary.

This has been done.
See 139
136

I am, Sir,
Your obedient Servant,

HYDROGRAPHER

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

No. *64/105*

MEMORANDUM.

173

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

1st. NOVEMBER, 1950.

From/ Harbour Master.

Stanley, Falkland Islands.

To/ The Honourable,
The Colonial Secretary,
Satnley.

SUBJECT :- PORPOISE POINT FLASHER.

I have the honour to request that the following be sent to the Crown Agents for the Colonies, " The Harbour Department, Stanley, Falkland Islands, have despatched (per parcel post), one flasher - to be forwarded to the AGA Gas Accumulator Co., Beacon Works, Brentford- for general overhaul. It would be appreciated if the overhaul of this flasher could be ^{given} priority, as it is urgently needed.

50

E. F. Bruntink
Harbour Master.

see 174

G. J. [Signature] 1/11/50

64/45

174

Copies to: Treasury & Audit

2nd November,

50.

Gentlemen,

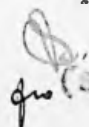
I am directed by the Governor to inform you that a parcel has today been posted to you containing one beacon flasher and I am to ask you to be good enough to forward this to Messrs. AIA Gas Accumulator Company, Beacon Works, Brentford, for general overhaul and return. It would be appreciated if this work could be given priority as the flasher is urgently required.

2. The flasher is of British manufacture and its estimated value is £45.

I am,

Gentlemen,

Your obedient servant,


for (Sgd) Michael R. Rayner

COLONIAL SECRETARY.

See 173

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

175

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

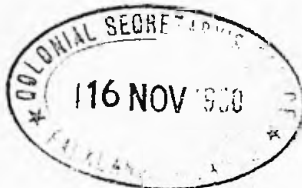


4, MILLBANK,

LONDON, S.W.1.

EM3/Falkland Is. 5442.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



144 25 OCT 1950

AIR MAIL.

Sir,

We have the honour to refer to your telegram of the 6th September asking us to supply the piping for the Fore Bay and Cape Dolphin lights exactly in accordance with Messrs. Gas Accumulator Co's drawings of the Regulation Towers.

2. This equipment was shipped last July and the pipes were supplied in straight lengths in accordance with our previous instructions to the firm.

1750w 3. We enclose a copy of Messrs. Gas Accumulator's letter of 5th October and would draw your attention to their proposal that a length of piping can be omitted to make the piping fit the existing Towers.

We trust that this adjustment may be made without difficulty.

We have the honour to be,
Sir,
Your obedient servants,

for THE CROWN AGENTS.

h/n.
17 NOV 1950

The Colonial Secretary,
Falkland Islands.

DCG.

AM.

1720
DUPLICATE.

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



AND AT READON WORKS,
BRIDGE ROAD SOUTHALL MIDDY
TELE SOUTHALL 5103

CONTRACTORS TO
THE ADMIRALTY, TRINITY HOUSE,
NORTHERN LIGHTHOUSE BOARD
AIR MINISTRY, INDIA OFFICE
& CROWN AGENTS FOR THE COLONIES

5th October, 1950.

The Engineer-in-Chief,
Trinity House,
Tower Hill,
E.C. 3.

Our Ref:- CDC/EDS.GO.10131.

Dear Sir,

Falkland Islands.
Cape Dolphin and Fox Bay.

We beg to acknowledge receipt of your letter of 4th October and note the communication, received from the Crown Agents, with regard to the piping.

The only drawings of towers and piping to which the Colony could now be referring are those submitted to you under cover of our letter of 24th August 1949.

As an example of an equipment of a similar nature to that for Cape Dolphin we submitted a general arrangement drawing No. 1980 with main pipe details as shown on drawing No. 2019. These pipe details consisted of three straight lengths of pipe each 15'3" long, i.e., a total of 45'9", and suitable for bending to shape on site.

Such piping was in any case only of sufficient length for the particular accumulator housing and its position as shown on the general arrangement drawing.

Furthermore, nothing extra was allowed for orientation of the lantern or deviation in the length of the tower itself.

The actual piping we supplied as set out in our letter of 14th March 1950 consisted of various long and short lengths totalling 62'0", so that by the omission of an appropriate length the piping could be made to suit exact requirements on site.

175/2

As regards the bending of the pipe to shape, this should not afford any difficulty at all on site, as the length from the gallery to the lantern - the only one which necessitated any sharp bends and coils - was already made to length and shape.

Similarly in the case of Fox Bay, drawing No. 4880 was furnished as a typical installation only. The pipe details were only suitable for that particular tower, construction details of which were known, as also was the position of the particular accumulator housing. Such piping totalled 27'4 $\frac{1}{2}$ ".

In the case of the Fox Bay equipments the piping actually supplied was in long and short lengths totalling 42'0", so that emission of appropriate lengths could be made to suit the requirements on site. Once again, the difficult lengths, i.e., those from the gallery to the lantern, were supplied to correct length and shape.

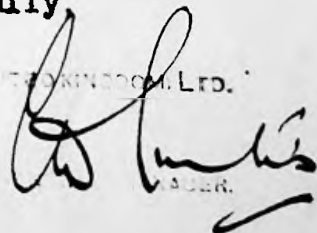
Without a detailed constructional drawing of each of the towers and without knowledge of the exact positioning of the housing, we cannot see how piping could be supplied to any predetermined lengths and shapes.

In any case, it is too late to make any alterations in the piping supplied, as this was shipped last July.

We much regret our inability to be of more assistance in this matter, but feel sure you will appreciate the position in which we are situated.

We are,
Yours faithfully

THE GAS ACCUMULATOR CO. (INDIA) PRIVATE LTD.



Communication on this
addressed to

HOUSE,
TRINITY HILL,
LONDON, E.C.3,
Reference letter and number

for:-

K. 2109/1950

Public Address—
OPTIC, BILGATE, LONDON."

Telephone No.—MANSION HOUSE 1613.



Trinity House, London, E.C.3.

17th October, 1950.

Sir,

136

With reference to your letter of 7th July, 1950 (No. 64/45) forwarding a copy of a report on the coastal lights, both existing and proposed, in the Falkland Islands, I am directed to acquaint you that the Elder Brethren have studied the report and they desire me to submit the following observations which they have made on the proposed new lights:-

(i) Fox Bay

The Elder Brethren are unable to see the need for two lights in this area in the positions recommended in the report; in their opinion the establishment of a 10 mile light, single flashing white every 5 seconds, in the position to the southward of the settlement would cover all requirements but, if a second light should be considered necessary for entering the anchorage, a low powered red light, flashing every 2½ seconds, might well be established on Flat Island.

Both the above lights should have restricted arcs, and these are shown approximately on the enclosed Admiralty Chart No. 1874.

(ii) Cape Dolphin

The site proposed is considered satisfactory, and the character suggested is group flashing (2) every 10 seconds. It is agreed that the range of the light should be at least 10 miles.

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

/(iii)

This is Capt. White's view. see 131 a.

(iii) Cape Carysfort

The observations contained in the report on the preference for this site as against Macbride's Head are concurred in, and it is considered that the light should have a character of white, single flashing every 5 seconds, and a full 15 miles' range. It is considered that a red sector as shown approximately on Admiralty Chart No. 1354b, enclosed, might well be introduced into this light to cover Volunteer and Uranie Rocks.

I am, Sir,
Your obedient Servant,

R. J. Thomas

188
 9 FEB 1951
 Date of Issue: —
 COOKLAND ISLANDS

W /

1/11/51

Indent No.
 or Authority

Col. ... of ...
 ... Co. (U.K.) Ltd.,
 ...

A/c.

Dept.

TENDER for the supply of: — ...

ITEM NO.	QUANTITY.	DETAILED DESCRIPTION OF ARTICLES.	RATE.	AMOUNT.
1	1	... This ... is being forwarded to you ... This ... is urgently required, and if possible should be recorded some degree of priority. ... shall be responsible for making of the articles mentioned in accordance with the terms of the ...		10 15 =

Subject to ...
 price variation
 clause

DIRECT ORDER

Director: —
 of tender.
 of entry.
 red up by
 es to firm.

Delivery
 ... 1951

Cost of articles specified on continuation sheet (if any)

Total	£	10 15 =
Trade and Shipping allowances per cent. on £	} = £	
Cash discount for prompt payment per cent. on £	} = £	
Cost of packing and delivery f.o.b. LIVERPOOL	£	10 15 =
Alternative, cost of packing and postage to	£	
Amount payable (including all charges) on receipt of Bills of Lading or Parcels Receipt	£	10 15 =
Post Office Certificate of Posting.		
Alternative, total net cost f.o.b.	= £	

For Post Packages: —
 our Master,
 nley,
 land Islands.
 4/45

Shipping Mark.
 5550
 O A G
 STANLEY
 O.S. Ltr 64/45.

P.T.O.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
1	Fitzroy etat	9	1335	19.2.51.
To	Colonial Secretary Stanley			

Porpoise Point light not working

White

*Mr reports reason is that
lighthouse in England undergoing
repairs.*

VJSS

H. H. 20/2

Extract from Regional Report.
(Original filed in 0430).

- 9 -

are to be placed under a single direction to ensure better co-ordination and closer supervision. It is expected that they will both in time, just about pay for themselves. Coastal navigation lights which were put out of commission during the war and had fallen into disrepair have all been restored to service and four new lights are in course of erection.

[Faint, illegible text]

[Faint, illegible text]

N.S. No. Division Date I understand that you,

.....

64/45

Copy sent to Hydrographer
of the Navy under c.s.
18/5/57.

14th May,

51.

Sir,

I am directed to refer to your letter No. Ex.2109/1950 dated the 17th of October, 1950, regarding coastal lights in this Colony, and to advise you that it has been decided not to proceed with the installation of a 500 mm light on Knob Island in the area of Fox Bay. It has been represented to His Excellency that a light of this power so sited would be in fact a waste, since the area of the Falkland Sound from which it could be seen at a distance is one little used by shipping. The reason for installing a light or lights at Fox Bay is in order to assist ships to enter the anchorage during the hours of darkness, and for this purpose harbour lights, as opposed to coastal lights, are held to be sufficient. It is therefore proposed to instal two small harbour type lights on Quarry Point and Knob Island in this area.

2. This administration has obtained two 55 mm lights (which were originally intended for the Fox Bay area) and has now to consider the best use for them. The Colonial Development Corporation is erecting a freezing plant at Ajax Bay (in the area of San Carlos, north-east end of the Falkland Sound), and once this is in operation shipping in this area may be expected to increase in volume. There will be small vessels bringing sheep over from Port Howard on the west of the Sound to Ajax Bay, and also probably larger ships entering from the north of the Falkland Sound to carry the frozen meat overseas. This is one reason why it is proposed to instal a 500 mm light at Cape Dolphin.

3. Having regard to the developments mentioned in the preceding paragraph the advice of the Elder Brethren on the best sites for the two 500 mm lights would be greatly appreciated.

4. A copy of this letter is being sent to the Hydrographer of the Navy.

I am,

Sir,
Your obedient servant,

(Sgd) Michael R. R.

Reply at 239.

COLONIAL

233

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				6.7.51.
To				
	CHANDLERING LONDON.			HOA/C

NO 158 FOLLOWING FOR GOVERNOR BEGINS STOP IN CONNECTION WITH ANNUAL OVERHAUL AND UPKEEP OF COASTAL LIGHTS BY JOHN BIGGON SUBMIT THAT IT MIGHT BE VALUABLE RE ONE OFFICER COMEA PERHAPS CHIEF ENGINEER COMEA UNDERWENT SHORT COURSE OF INSTRUCTION IN THIS WORK STOP YOU MAY CARE TO CONSIDER STOP ENDS.

OFFICER ADMINISTERING THE GOVERNMENT.

Time

145

234

INWARD TELEGRAM

TO THE SECRETARY OF STATE FOR THE COLONIES

En clair

FROM FALKLAND ISLANDS (O.A.G.)

D. 6th July, 1951.

R. 7th " " 06.30 hrs.

No. 153.

Following for Governor. Begins.

In connection with annual overhaul and upkeep of coastal lights by JOHN BISCOE submit that it might be valuable if one officer, perhaps Chief Engineer, underwent short course of instruction in this work. You may care to consider. Ends.

Copy sent to:-

Sir G. Clifford,
The East India and Sports Club,
16 St. James's Square,
S.W.1.

CS

I am afraid I forgot to mention this
to Capt. Johnson: we might send suggestion
to him via C.A. ? MC 12/12

14/5/51.

235

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				18.9.51.
To				
GEO IN LONDON.				H.D./C.

FOLLOWING PRO JOHNSTON MASTER JOHN BISCOE BEGINS COLONIAL REFERENCE
 ANNUAL XXV OVERHAUL AND MAINTENANCE COASTAL LIGHTS GOVERNOR SUGGESTS
 FOR YOUR CONSIDERATION MIGHT BE ADVANTAGEOUS XX IF ONE OF YOUR
 OFFICERS UNDERWENT SHORT COURSE OF INSTRUCTION IN THIS WORK.

COLONIAL SECRETARY.

Time _____

11/11
DECODE.

23
TELEGRAM.

From Captain Johnson, London.

To The Colonial Secretary.

Despatched : 25th September, 19 51 Time : 1730.

Received : 26th September, 19 51 Time : 0845.

235 Your telegram 18th Coastal Lights. Owing delay in obtaining
Officers regret cannot comply your suggestion.

JOHNSON.

P/L.
SS

(Intld) M.R.R.
26/9/51.

239.

Any further communication on this subject should be addressed to THE SECRETARY, TRINITY HOUSE, TOWER HILL, LONDON, E.C.3, and the following letter and number should be quoted :-

Trinity House, London, E.C.3.

Ex. 2109/1950.

Telegraphic Address— "DIOPTRIC, BILGATE, LONDON."

Telephone No.—MANSION HOUSE 1613.



17th August, 1951.

Sir,

222.

In reply to your letter of the 17th May last (No. 64/45) I am directed to acquaint you that the Elder Brethren consider that the following would be the best positions for the installation of the 300 m.m. lights which it is proposed to establish to assist shipping using the new freezing plant at Ajax Bay:-

1) In Falkland Sound on the point, in position:-

51° 27' 00" S. *San Carlos*
59° 07' 30" W. *N of Thomas Pt.*

2) In the approaches to Ajax Bay on the point, in position:-

51° 30' 00" S. *San Carlos*
59° 07' 00" W. *Wreck Pt.*

2. Further the Elder Brethren suggest that if another light is considered, a suitable position would be on the extremity of the northern arm in the approaches to Fort Howard if shipping is to make this port at night.

I am, Sir,
Your obedient Servant,

R. J. Thomas

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

Y.E. f.c. before filing sl.

*To Hydrographic Office as
arrived of John Bruce pt.
I wd. like to see these positions
on the chart. me*

30/10/51.

30/10/51

J. D. HEWETT & CO. LTD.
SHIPBROKERS, GENERAL FORWARDING AND
COMMISSION AGENTS AND CONTRACTORS.



EXPORT PACKERS
TRAVEL AGENTS
INSURANCE BROKERS.

98, LEADENHALL STREET,
LONDON, E.C.3.

Our Ref. ABO/JM

23rd May, 1952.

The Secretary,
Corporation of Trinity House,
Trinity House, E.C.3.

Dear Sirs,

We have been asked by the Master of the m.v. "DA CAPO"
recently arrived from the Falkland Islands, for which vessel we
were the agents, to report to you the following:-

Falkland Islands East

William Point (Wengeary Point) Entrance to
Stanley Harbour Not Burning

Porpoise Point Not Burning.

West Falklands, Cape Meredith Southernmost
Point of West Falklands Not Burning

Brazil:

Tamandara Light $3^{\circ}43'30''S$
 $35^{\circ}05'00''W$

M.T.F.L. W.R. (20 sec) Altered to Group FL(3) 20 sec.
25th April, 1952.

Entrance to Stanley Harbour
Port Williams Light and "The Narrows" Not Burning

These matters were mentioned to the Customs at the time of
reporting, but we understand from them that this type of report
is to go to you direct.

Yours faithfully,

Per Pro J. D. HEWETT & CO. LTD.

?

252

Any further communication on this subject should be addressed to
 SECRETARY,
 TRINITY HOUSE,
 TOWER HILL,
 LONDON, E.C.3,
 and the following letter and number should be quoted :—
 Ex. 2109/50

Telegraphic Address—
 "DIOPTRIC, BILGATE, LONDON."

Telephone No.—MANSION HOUSE 1613.

Trinity House, London, E.C.3.
 29th May, 1952.



Sir,

252a

I am directed to enclose herewith for your information a copy of a letter received from Messrs. J. D. Hewett & Co. Ltd., regarding inter alia, certain lights in the Falkland Islands.

2. Messrs. Hewett & Company's letter has been acknowledged and the Company has been informed that a copy has been sent to you.

I am, Sir,
 Your obedient Servant,

subscribed

at night 11/7 *AM to see 18/7*

The Colonial Secretary,
 Colonial Secretarys Office,
 Stanley,
 Falkland Islands.

255

NORTH ARM,
18th. July, 1952.

J.F. Oliver Esq.,
Acting Harbour Master,
STANLEY.

Dear Sir,

With reference to your message re Bull Point Light.
I do not consider maintaining this light a job for a
man with no knowledge of such things. F.Duncan might (I express
some doubt here) manage to change the cylinders when this was
required, but beyond this I am sure it would need a more
experienced person to rectify any failure in the light.

I would like it clearly understood we cannot accept
any responsibility what-so-ever if the light should be found
out and has not been reported to Stanley by us. During shearing
and digging often no one is in the vicinity of the light for
2 or 3 weeks. Unfortunately the light can only be seen from
the land at Bull Point, and then only during darkness unless
you are right up to it.

We will however as in the past do what we can to assist
you to keep the light maintained.

Yours faithfully,



Section Manager.



254-

9th August, 1952.



From: The Act. Controller
of Communications,
Stanley.

To: The Hon. Col. Sec.
Stanley.

Re: Porpoise Point Light.

The "Philomel" visited Porpoise Light on Tuesday 29th July, 1952 and found the burner had been taken away reputedly about 12 months ago.

Who said so?

I have had no further details: however I was unable to trace the burner here in this office or in the Engineer's shop, I therefore in the afternoon of the 30th reported same to you by telephone and asked you if you had any record of its being sent to U.K. for repairs.

Dept themselves should keep records.

Subsequently I have received no affirmative reply from your office about this. Do I take it that after this period you have no record?.

The burner is worth £100 to £300 by repute. I would therefore wish the matter to be further investigated possibly by the Police or would you care to deal with the matter.

Reply at 258

John P. Blair

Act. Controller of Communications.

PA

259

No. 64/45.

MEMORANDUM.

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

29th August, 19 52.

To: The Controller of Communications,
STANLEY.

From: The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT :- Porpoise Point Light.

With reference to your memorandum of the 9th August, 1952, I am directed to inform you that the Burner was sent to the United Kingdom for repair in November 1950 and Crown Agents advised that a tender for the work had been accepted and delivery would be about May, 1951 by post.

2. Will you please check whether the Burner was received.



J. E. B. Baring
ACTING COLONIAL SECRETARY.

H.C.B.

This light has now been found aboard Philomel where it must have been for some time.

Seen P.A. JB 4/9/52

John P. Blair 29/10/52
A.H.M.

13th October, 1952. 276

From: The Ag. Controller of
Communications,
Stanley.

To: The Hon. Col. Sec.,
Stanley.

I have to honour to inform you that Porpoise Point Light was re-started on October 1st and should continue about one year without further except minor attention for which with your approval I propose to forward a payment of £2/10/- a half year's honourarium to Mr. Peter Duncan the shepherd there.

I would be pleased to have your approval to this soon.

Reply at 278

John P. Collins
Ag. Controller of Communications.

pp. pl.
[Signature]
23/10

64/45.

276

4th November, 52

To: The Harbour Master,

From: The Colonial Secretary,

STANLEY.

Honorarium - Mr. P. Duncan.

276

I am directed to refer to your memorandum of 13th October and to inform you that authority is given for the payment of an honorarium of £2. 10. -d. to Mr. P. Duncan in respect of the maintenance of Porpoise Point Light.

(Sgd.) J.E.Briscoe

ACTING COLONIAL SECRETARY.

Copies to: Treasury
Audit.

M.

24th October, 1952.

24/10-5

211

From: The Ag. Controller of Communications, Stanley.

To: The Hon. Col. Sec., Stanley.

Harbour Lights.

In respect of the Harbour Lights in the Narrows and Blanco Bay: these are in a poor state of repair and require chipping and painting. Owing to the difficulties of getting to these lights it would be very onesided to put this job up for tender. The "Alert's" crew would do the job little by little and as time and weather permits. I would therefore propose to use their labour for this and offer them an incentive bonus of £1 per light on completion of each in order to get the job done this summer.

Do you concur?.

pp. J.P.L. 27/x

reply in 1537.

John P. Lewis

Ag. Controller of Communications.