

VOL. 1

VOL

SHI/NAV/2#3

2177

2177

(Formerly)

ARCHIVE

Pa	
CS	
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PA	
DD	20 29/3
HM	1 21/3
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CS	25 X
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CS	3
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CS	26 5/2
HM	5
CS	6 1/2
HM	2
CS	8 PA

1

Hm

To see (24) pl

29.3.

DCS

See by [signature] 21/1/75

Ben 30/4/75(22)

2

HM

NAVIGATION LIGHTS AND BEACONS

In case all the navigation lights and beacons in the harbour and Port William are not working, will you please make immediate arrangements to remedy the situation.

2. If any of the navigation lights and/or beacons are not in working order and cannot be rectified immediately, may I please have your recommendations whether we should place any restriction or prohibition on the entry of shipping into Port William and/or the harbour. For instance, you may wish to consider whether to exercise your powers to control entry in daylight hours only.

3. If there is any doubt about safety, err on the safe side.

CS
28.10.76

All navigation lights and beacons in the harbour and Port William need repairing. This has not been done due to pressure of work and weather conditions when Forrest is in port.

It would take one week in Stanley to get everything in working order, and until this is done ships should only enter during daylight hours

Off.

5.10.76.

Mrs Allan

4
M. inform EC, BAS, C+N, & boat owners act. 11
also draft broadcast announcement. 8/10

C.S.

Pl see draft announcement at face.
 Have informed BHS, C.W. & F.I.C. verbally but
 will also send them a copy of the
 announcement.



15/11
 Public notice issued
 accordingly. 12/11/2.

5

H.M.

May I pl. have a draft reply to (26) pl.

(Intld) AM 22/11

6

CS

26 Draft reply attached. It is a great pity we do not have means of keeping the lights fully maintained we could then charge the FIC light dues!

27. The light at the Narrows are now working.

for
24/11

7

11/11
It is now slightly amended.

for
29/11

8

CS

letter issued for 17/11 30/11

H.C.S.

It has been found necessary to send a Flasher Unit belonging to Blanco Bay Light to the United Kingdom for repairs and overhaul. I would be grateful if the Crown Agents for Oversea Administrations could be informed that an account in respect of these repairs will be presented to them by The Gas Accumulator Company (United Kingdom) Ltd., Lighthouse Engineers, Beacon Works, Brentford, Middlesex, and that the charges should be debited against V. Customs & Harbour

9. Upkeep of Lights and Beacons.

2
affd.
or.

H.M.
29.10.62.

1st November, 62.

Gentlemen,

I am directed to inform you that a flasher unit belonging to a coastal light has been sent direct to the Gas Accumulator Company, Deacon Works, Brentford, and to request you to meet their account for repairs when it is presented. Please debit the Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Boudh

for COLONIAL SECRETARY.

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

DRM/TB

Copy for Harbour Master.

6.11.62

THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER SHOULD BE
QUOTED IN COMMUNICATIONS.



CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

P4/MISC. FALKLAND ISLANDS 1.

4. MILLBANK,

LONDON. S.W.1.

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON S W 1"

TELEPHONE: ABBEY 7730

TELEX NO. 24209

22 FEB 1963


Dear Sir,

5
With reference to the attached copy of a letter addressed to the Gas Accumulator Co. (United Kingdom) Ltd. by the Collector of Customs & Harbour Master, Stanley, we have been advised by the addressee that the charge in respect of reconditioning the Flasher referred to, including the supply and fitting of all the necessary replacement parts and packing and delivery F.O.B. London is £35.8.-d., and that it is expected that delivery will be made in April 1963. The firm state that their quotation is subject to a Price Variation Clause which reads as follows:-

The price quoted is based on the costs of material and labour ruling at the date of tender, and if between that date and the date of completion of the order, variations, (either by rise or fall) occur in these costs, then the price quoted will be amended to provide for these variations.

ACC3 | As Gas Accumulator Co. (United Kingdom) Ltd. have been requested by the Collector of Customs & Harbour Master to submit their account to us for payment, we shall be glad if you will inform us whether we may make payment in this connection from Falkland Islands funds when their invoice is received.

Yours faithfully,


for the Crown Agents

The Colonial Secretary,
Stanley,
Falkland Islands.

Aug
Reply at 8

ROS.

JTFC.

5
Customs & Harbour Department,

Stanley,

Falkland Islands.

30th October 1952.

H. Wolff Esq
Gentlemen,

I have the honour to inform you that one Flasher unit belonging to Blanco Bay Light in Port William, Falkland Islands has been despatched to you by Parcel Post for servicing and overhaul.

It would be appreciated if the flasher could be returned to the Customs & Harbour Department, Stanley Falkland Islands, and the account forwarded to The Crown Agents for Oversea Administrations, 4 Millbank, London, S.W. 1.

Thanking you in anticipation

I am,

Gentlemen,

Your obedient servant,

Collector of Customs & Harbour Master.

The Gas Accumulator Co (United Kingdom) Ltd.,
Lighthouse Engineers,
Beacon Works,
Brentford,
Middlesex.

(X.1365)

2/4 APRIL

12



GO.17373

SHIPPING SPECIFICATION of Goods to your esteemed Order No. Airmail Letter
of the 30.10.63. which are now ready for shipment
to The Falkland Islands.

[illegible]

In the case of goods not of United Kingdom manufacture the items concerned should be indicated on the invoice and the country of origin stated.

INVOICE.

(Supplementary Copy)

G	X	E	S
			4

THE CROWN AGENTS

Dr. to Messrs. Gas Accumulator Co. (UK) Ltd.,
of (full address) Beacon Works, High Street,
Brentford, Middlesex.

Crown Agents' Reference P4/Miscellaneous Payments Invoice No. 63/88/036
Indent No. Falkland Islands.

Date of Invoice 27th August, 1963
Contractor's Reference No. 80.17573

Special Account (if any) -
Department -

If goods have been despatched by post:-
Date of Posting -
Post Office of Despatch -
G.P.O. Serial No. -

Shipped by SS/MV "HARDEN"

To be filled in by Contractor.

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate			
			T.	c.	q.	lb.		£	s.	d.
1	1	WBO/T100 Flasher Serial No. 3796/21255 FOR LONDON Reconditioned. Freight and Insurance Charges London to Port Stanley. <u>"DIRECT ORDER"</u> MARK: Customs & Harbour Department, Stanley, Falkland Islands, via Montevideo. SHIPPING ADVISE SA6969 REFERS.								

PACKING PARTICULARS

PACKAGE NUMBERS	NUMBER AND DESCRIPTION OF PKGS.	GROSS WEIGHT EACH PKGE.			NET WEIGHT EACH PKGE.			MEASUREMENTS EACH PKGE.	SHIPPING MARK	
		c.	q.	lb.	c.	q.	lb.			
	1 Case	-	1	0	-	-	6	1'2"x1'1"x1'5"	Reqn.	C ↑ A

PACKAGE NUMBER If more than one package, CONTENTS OF EACH PACKAGE STATING ITEM NOS. AND QUANTITY OF ITEM IN EACH PACKAGE.

10
FOLLOWING REFERENCE
AND DATE OF THIS
LETTER SHOULD BE QUOTED
IN COMMUNICATIONS

CROWN AGENTS

FOR OVERSEA GOVERNMENTS
AND ADMINISTRATIONS

PL/MISC/FALK Is/1

4, MILLBANK.

LONDON, S.W.1

TELEGRAMS { INLAND "CROWN, S.WEST, LONDON"
OVERSEAS "CROWN, LONDON SW1"
TELEPHONE: A908 77301 EXT. 16 SEP 1963
TELEX NO. 24209

6 SEP 1963



Dear Sir,

Further to your letter No. 2177 of the 6th April authorizing payment of the sum of £35. 8s. Od. to the Gas Accumulator - Co. (U.K.) Ltd. in respect of repair to a Flasher Unit, attached are relative invoices and shipping documents covering despatch to the Falkland Islands showing a total of £43. 18s. Od. The original amount of £35. 8s. Od. was paid on 3rd May and a further £8. 10s. Od. has been paid to cover the cost of freight.

Yours faithfully,

for the Crown Agents.

The Colonial Secretary,
Stanley,
FALKLAND ISLANDS.

JRD

SR

THE FOLLOWING REFERENCE
AND THE DATE OF THIS
LETTER SHOULD BE QUOTED
IN COMMUNICATIONS

9

CROWN AGENTS

FOR OVERSEA GOVERNMENTS
AND ADMINISTRATIONS

P4/Misc Falks Is/1

TELEGRAMS { INLAND: "CROWN, SOWEST LONDON"
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730

TELEX NO. 24209

27 APR 1963 4. MILLBANK.

LONDON, S.W.1.

16 APR 1963

Dear Sir,

GAS ACCUMULATOR CO.(U.K) LTD.

4 With reference to the Crown Agents letter of the 22nd February, regarding repairs to Flasher (payment for spare-parts, packing and delivery F.O.B.) your early instructions in this matter would be appreciated.

Yours faithfully,

R. F. M. [Signature]
for the Crown Agents.)

The Colonial Secretary,
Stanley,
FALKLAND ISLANDS.

Crossed - See B

JRD

PAH
VA

6th April,

Gentlemen,

4 I am directed to refer to your letter PL/Misc. Falkland Islands 1 of the 22nd February, 1963, regarding expenses incurred in connection with repairs to a Flasher Unit forwarded by the Customs & Harbour Department and to authorise payment of the sum of £35. 8. -. to the Gas Accumulator Co. (United Kingdom) Ltd.

2. I would refer you to our previous letter on this subject dated 1st November, 1962.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound

for COLONIAL SECRETARY.

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

HLB/IM.

Copies to: Audit, Treasury, Customs & Hbr.

PL
8.4.63

DECODE.

TELEGRAM.

From Administrative Officer, South Georgia

To Colonial Secretary, Stanley

Despatched : 24th November, 19 66 Time : 1230

Received : 24th November, 19 66 Time : 1130

✓
✓
✓ done
No 244. Grateful you inform Hydrographer Navy for insertion in notice to mariners that with one exception all coast lights harbour and leading lights and buoys as shown on South Georgia charts are unlit. The exception being the fixed red light on King Edward Point shown on harbour plan for King Edward Cove on chart No 3589. All lights mentioned as unlit were previously maintained by whaling companies. Also grateful if you would request the Superintendent of Telecommunications to insert in the appropriate International publications details of alterations to ZBH working conditions. Hydrographer should also be notified. Also request CMO to insert in the appropriate International publications altered programme from South Georgia Met Station again advising Hydrographer

Adminoff

P/L : ER
Intld. H.L.B.

Reply 18

51
25/11

Ref: 2177

Colonial Secretary's Office,
Stanley, Falkland Islands.

26th November 1966.

Dear Sir,

Coast, Harbour and Leading Lights
and Buoys : South Georgia

I shall be obliged if you will give notice to mariners that with one exception all coast, harbour and leading lights and buoys as shown on South Georgia charts are unlit. The exception is the fixed red light on King Edward Point shown on harbour plan for King Edward Cove on chart No. 3589.

All the now unlit lights were previously maintained by whaling companies none of which are now operating.

Yours faithfully,

W. H. Thompson.

COLONIAL SECRETARY

Hydrographer of the Navy,
Ministry of Defence,
Hydrographic Department,
Old Admiralty Building,
LONDON, S.W.1.

FA

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Stanley			22.11.66
To	etat ADMINONT ZEN			SGA/c

No 217 Yourtel 244 Hydrographer etc action taken

Secretary

Time ER

memo for this?

2177

20

26th November,

66

To: Superintendent Posts & Tels.,

Colonial Secretary,

STANLEY.

South Georgia Communications

When you advise the appropriate International publications of the details of alteration to ZBH working conditions will you please also advise the Hydrographer to the Navy.

W. H. T.

COLONIAL SECRETARY

Pa

Reply 21

ER

2177

26th November,

66

Colonial Secretary,

To: Chief Meteorological Officer,
Meteorological Office,

STANLEY.

South Georgia Meteorological Station

When you advise the appropriate International publications of the details of alteration to Meteorological Station working conditions will you please also advise the Hydrographer ~~of~~ the Navy.



COLONIAL SECRETARY.

ER

No.

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



MEMORANDUM

2nd December, 1966.

To: The Colonial Secretary,

The Secretariat,

STANLEY.

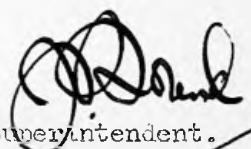
From: The Superintendent,

Posts & Telecommunications,
Stanley, Falkland Islands.

SUBJECT:-

South Georgia Communications.

20
With reference to your Memo. 2177 of 26th November, 1966, the necessary amendments for I.T.U. publications have been telegraphed to the G.P.O. London. At the same time the G.P.O. was requested to pass the information to the Hydrographer of the Navy.


Superintendent.

CUS/32/5

22
4th March 1975

Chief Secretary

Harbourmaster

Reply (24)

Will you kindly look into the question of whether the "Gentoo" should be either moved or lit. It was quite apparent the other night that as she is, she is a hazard to shipping in the harbour.

2. Will you also let me know what action Mr Clarke is taking to remedy the defective lights on his boat, "Nancy".

3. I should be grateful, too, if you will ensure that all the lighthouses are put into working order.

A.J.P. Monk
Chief Secretary

CUS 32/5

(23)

12th March 1975

Chief Secretary

Harbourmaster

Will you kindly inspect the land marks and if they need repair or replacement please take the necessary steps accordingly.

A.J.P. Monk
Chief Secretary

MEMORANDUM

266

Reference CUS/32/5

Date 26th March, 1975

From Harbour Master



To

Chief Secretary

Please refer to your memorandum of 4th March CUS/32/5

(22)

1. m.v. Gentoo. After discussing this problem with the Master of the "Forrest" it has been decided to shift m.v. Gentoo. I have informed Mr. Hill, the owner of Gentoo, about this decision and he is in complete agreement that she is a shipping hazard in her present position and is happy to have her moved. This will be undertaken by m.v. Forrest.

X/ 2. m.v. Nancy. Mr. Clarke assures me that m.v. Nancy will have the necessary lights on if it is necessary for him to be under way during the hours of darkness.

3. Lights. The lights, with the exception of the east narrows, are all in order. We are making enquiries for a new type of light to replace the east narrows and quotations have been received.

Hm

X It must be lit when anchored or
it must be moved.

J. Ralby
Harbour Master

cc. We spoke. ignore my comment 26/3
26/3

PUBLIC NOTICE

Because of H/V Forrest's heavy commitments in recent months and unsuitable weather it has not been possible to service the navigation lights and beacons in the harbour and Port William area, with the result that they are not functioning.

It is intended to remedy this in the near future but until the lights and beacons are working properly again ships should only enter during daylight hours.

Harbour Department
Stanley

Public Notice No 43

GUB/32/5

CUS/32/5

26

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

15th November, 1976.

The Chief Secretary,
The Secretariat,
Stanley.

c.c. The Master, M.V. 'Monsunen'.
The Harbour Master.

Dear Sir,

PUBLIC NOTICE NO. 43

25

We acknowledge receipt of your Public Notice No. 43 regarding the navigation of vessels in and out of Port William and the Narrows.

We have discussed this matter with the Master 'Monsunen' who advises us that only one light has been functioning for a number of months and that he has made requests to the Harbour Master to have the lights attended to. We understand that the reply given to Mr. Betts was that it was impossible to service these lights due to the lack of acetylene. We are further advised by Mr. Betts that upon return of M.V. 'Monsunen' from Punta Arenas towards the end of July a supply of approximately sixteen cylinders of acetylene were delivered to Colonial Government. It appears that there has been considerable delay in maintaining these lights after receipt of the necessary materials.

M.V. 'Monsunen' is equipped with two fully operational radar sets and her Master is fully trained in night navigation using radar, compass and chart and has been navigating the approaches to Stanley and the unlit coasts of the Falkland Islands by night using these methods of navigation since February of this year. Further, we consider that holding M.V. 'Monsunen' to daylight approaches to Stanley would cause undue suffering to any livestock on board and an unacceptable delay to 'Monsunen's' already heavy itinerary.

In view of all of the above we propose to leave the matter of entry and exit from the narrows and Port William during the hours of darkness to the discretion of the Master of M.V. 'Monsunen'.

Yours faithfully,



Stanley Manager.

HMM/ra

CUS/32/5

27

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,



The Chief Secretary,
The Secretariat,
STANLEY.

Dear Sir,

LIGHTS

A recent broadcast stated that lights at the entrance to the Narrows were being repaired on Monday 22nd November. We are advised that only the West light is operational.

On Monday 29th November 1976 an R.F.A. Tanker the "Plumleaf" will be arriving in Port William to discharge bulk fuel oil and cargo. The unloading operation will be carried out on a "round the clock" basis with F.I.C. personnel working in shift.

Our launch the m/v "Lively" will be towing the Naval Fuel Depot barge C852 and will be negotiating the Narrows both in daylight and darkness. She has no navigational aid on board apart from a compass and it is absolutely essential that both lights at the Narrows are functioning properly.

We look to Government to ensure that this matter receives prompt attention and, if this Company can be of assistance say, in the supply of a launch kindly advise the writer as soon as possible.

Yours faithfully,

Hm

See early comments of

25/11

[Signature]
STANLEY MANAGER

Note

*F.I.C. Manager informed lights are not
in operation for*

Hm 30/11
HMV/hjs

29th November

76

Stanley Manager
Falkland Islands Co Ltd
Stanley

Dear Sir,

20 Thank you for your letter of the 15th November regarding navigational lights.

At the moment the Narrows lights and Blanco Bay are in operation. Mangeary Point light will be attended to as soon as possible.

It must be appreciated that these lights can only be maintained by the crew of M/V Forrest and she has had her programme severely disrupted during the last few months.

It is appreciated that the Master of M/V Monsunen is fully trained in night navigation etc and I would agree that he can use the port during the period any of the lights are not operational but it must be pointed out that he will do so at his own risk.

Yours faithfully,


Harbour Master

for CHIEF SECRETARY