

C.S.

MISCELLANEOUS.

FIRE BRIGADE.

1926.
1927.

No. 644/26.

Colonial Secretary.

SUBJECT.

1926

20th December.

Previous Paper.

Condition of Fire Engine and other
Fire Fighting Appliances in possess-
ion of Stanley Volunteer Fire Brigade.

Ref. M. P. 404/26.

MINUTES.

Extract from Colonial Secretary's Minute dated 18th Dec. 1926
in M. P. 404/26.

I will also call in another paper for a report as to
the condition of the Fire Engine which failed so signally on
the occasion of the outbreak of fire in Drury Street on
12. 12. 26.

....

Sept. Fire Brigade.

*Please report as to the
present condition of the Fire Engine
and other fire-fighting appliances belonging
to the Stanley Volunteer Fire Brigade.*

Subsequent Paper.

*J. M. L. H.
Ag. Secy.*

20. 12. 26

Memo from Superintendent, Fire Brigade.

21 Dec 1926.

(1)

Y^r. Schttd. As will be seen from H.P. 262/01 - in
particular N. Hart Smith's minute of 19. 9. 04 on page 7 -
this Fire Engine purchased in 1897 has never
proved satisfactory although I cannot trace that
the matter of its disposal and replacement has
been seriously considered since the end of 1902
when endeavours were made to sell it to the
Townships of Park Trees and Rrain and to
return it to Messrs. Mergenthauers, the suppliers,
in part payment of a new Naval Engine.

2. In H.P. 517/25 however the Col.
Engineer in his minute of 30. 9. 25 reports
that in view of all the difficulties to be
contended against the Fire Engine has done its
work well and that ^{after} ~~afterwards~~ overhaul it should
be capable of performing useful work for several
years.

3. At the two fires which have occurred recently the Fire Engine has rendered no assistance whatsoever. It is cumbersome to handle especially with the fresh water tank now added, takes a considerable time to bring steam and start to pump, while the condition of the boiler is to say the least uncertain although it has within the last few days been subjected to thorough overhaul and testing.

4. On both these occasions the situation has been saved in so far as water is concerned by the hydraulic officer to the Stanley Water System and in view of the successful working of these the need for an up-to-date

Cyril is perhaps somewhat less urgent.

5. In any case I think that the time has come very earnestly to consider whether the "fun" fire Cyril is now keeping going is commensurate.

6. In the first place I will ask the Harbour Master to report the result of the practical work experienced by the "Cyril" at the fire at W. B. Henry's house on the 7th inst. as to what his considered view is the matter of the further usefulness or otherwise of the "Cyril".

J. M. S.

9. 1. 27.

W. B. Henry refers to Supt. of Fire Brigade as proposed.

D.

11 Jan. 1927.

Supt. of S.V. Fire Brigade.

Accordingly, please.

11. 1. 27.

J. M. S.

9. 1. 27.

Inside Minute Paper.

2. Memo from Superintendent Fire Brigade
13 Jan 1927.

G. Schmitt. Re Mr. Wright's report
to the Col. Engr. & his considered
report.

2nd

17. 1. 27.

B.
18 Jan 1927

Col. Engineer

Accordingly please

1st

G. W. Sec.

18. 1. 27.

The Hon. Col. Secy.,

After having considered this question
I am of the opinion that the "Gem" steamer cannot be
accepted as being a satisfactory apparatus for fighting
fires in Stanley, for the following reasons:

(1) With the installing of the water system it now
requires that the engine be taken to the nearest hydrant
to the seat of the fire. This cannot be done ^{speedily} ~~in-time~~ with
the "Gem" steamer as it is too heavy for quick handling
with man power and would require at least two horses to
take it up to the middle road.

(2) To keep/

(2) To keep the boiler and engine in sound and satisfactory condition the machine has either to be ⁱⁿ constant use or definitely laid up. In this case neither method can be adopted, with the consequent risk that the engine or boiler may fail when required.

2. In my opinion the head of water at the reservoir will not be sufficient to give adequate nozzle pressure for dealing with fires, and I consider that a fire engine is essential.

3. Either an engine mounted on a motor chassis, with turbine pumps driven by the same motor (illustration attached hereto), or a trailer turbine fire engine, as supplied by Messrs Dennis, Bros., of Guildford, would, in ^(M/P. 517/25) my opinion, prove satisfactory. _{12/3/27.}

4. It is essential that the pump suction be connected to the Town main and that all deliveries are taken from the engine.

R. Brassey.
Colonial Engineer.
11th March, 1927.

Y.P. Submitted. Re "Gen" engine shall be condemned and a new fire engine with motor power ordered.

1. Ultimate disposal of the "Gen" engine can be considered in due course.

2. The Harbour Master should consult the members of the Brigade and should submit a recommendation as to the type of fire engine to be obtained.

4. At the same time he should submit a financial statement showing cost of the engine and its maintenance.

to the credit of the Duple Fund. In any
case it will be necessary to put to
assist with the purchase.

1/2

14.3.27

Hel.

1. The Gun Engine is useless and should
be condemned and disposed of as soon
as we get a substitute.
2. Harbour Master should proceed as
proposed in your paper. 3 & 4. The
matter should be dealt with early as
there is now an unexpected opportunity of
getting an Indent away by P.M.L. "Loradon"
about 10th April.
3. In my view a proportionate share
of the cost of the provision of an
up-to-date and efficient Fire Engine could
equitably be borne by Government

14 March 1927

Sgt. J. S. V. his Deputy.

Accordingly please

14.3.27

1/2
9. 10. 11.

24. 3. 27.

Submitted.

The Committee of the S.V. 2. B. do not feel compelled to advise as to the type of new Fire Engines.

They feel that if details of the hydrant, size of pipes, flow of water etc. are sent to a firm in Britain, a type could be selected then suitable for Stanley.

Personally I should like a catalogue from the Foamite Fireworks Ltd 24. 26 Maddox St W. 1 as they have chemical engines on hand. I think one of this type more suitable than water for this town.

3. The financial statement is only rough until the actual cost of the orders at home for hose, stand pipes, etc. are received, but at a liberal estimate, after these items are paid, there is £542 in hand.

W. Madson.
Sup^t S.V. 2. B.

J. C. Sec^y:

Y. 2.

Submitted. I must ask Mr. Pyman for his observations in regard to the

Supt's proposal to obtain a chemical

motor - mounted fire engine.

Just

25. 3. 27.

W. C.

Yes, please. I should like to have Mr. Basileys' observations on this proposal.

2. I presume that Supt. of Fire Brigade has connected "The Fireman", copies of which are sent to him periodically, and has been unable to get any assistance therefrom.

March, 1927

C.S.O. No. 644/26

Inside Minute Paper.

Sheet No. 5

Col. Engineer 28/3/27

Dept of S.V. Fire Brigade

Accordingly please

M. S. S.
G. L. S.

26.3.27

The Hon. Col. Secy.,

I have always understood that chemical fire engines were used for "first aid" purposes. In my opinion a chemical fire engine for Stanley would require to have two cylinders of at least 35 gallons capacity each, also spare acid bottles and capsules. As the cylinders are quickly exhausted they have to be recharged alternately when working at a fire. Before the war a Merryweather, Petrol Motor Chemical Fire Engine cost about £1050 in England.

2. Firefoam is a modern method of fighting fire. I do not know if it is greatly used on the exteriors of buildings, etc. The catalogue of the Firefoam Company would, I think, prove useful and interesting.

M. S. S.

Colonial Engineer.

28th March, 1927.

Supt. S.V. Fire Brigade,

Passed to you accordingly.

M. S. S.

Colonial Engineer.

28/3/27

29. 3. 27.

Submitted

"Iniman" has been carefully consulted, but is not helpful in this case. I understand "Iniform" is extensively used in outside work nowadays & is effective.

1/11/27.

H. H. H. H.

To C. H. H. H.

Yr. Submitted. The Crown Agents might be asked to send us a catalogue of Iniform L^{td} & finally to advise in the matter of the provision of a new fire-engine for Stanley.

2 The financial position of the S. F. Fire Brigade is very satisfactory at with a contribution from the fact it will be possible to obtain a really efficient fire-engine.

Yr. 30. 3. 27.

Hel.

Enquiry should be made of the Crown Agents as proposed. In addition to the catalogue of Iniform L^{td} we might ask for similar publications of Messrs. Merryweather and other fire appliance manufacturers.

5 April, 1927

C.S.O. No. 644/26

Inside Minute Paper.

Sheet No. 6

Col. Pyman

Supt. S.V. Fire Dept.

To see

M. L. L.

G. C. L.

8.4.27

The Hon. Col. Secy.,

Noted.

2. The Morris make of chassis may be strong enough for this work, but it is not sufficiently strong for use with the half creeper track attachment.

3. I fear I do not agree that a chemical fire engine would be the most serviceable; please see my minute of 28/3/27, para. 1. I believe that a 50 gallon capacity cylinder has to be re-charged every 10 to 13 minutes when in use.

M. L. L.
Colonial Engineer.

12th April, 1927.

Supt. S.V. Fire Brigade,

Passed to you accordingly.

M. L. L.
Col. Eng. 12/4/27

13.4.27. Subit, which

M. L. L.
Supt. S.V. F.B.

To Col. Secy.

Await receipt of rps to reels 5-4

~~4~~ 10. 6. 27
~~to 22. 4. 27~~

~~4~~ 16. 8. 27
~~to 16. 6. 27~~

~~4~~ 30. 8. 27
~~to 16. 8. 27~~

Ltr. from C.F.A.S. of 30. June. 1927. 6-7.
Folder containing trailer pumps & types of
of Fire Engine.

Sgt. Stanley Whitman Fire Engine

For your consideration please

30. 8. 27

Walden
C.

Memo from H. Master of 19/9/27

8-12.

B.F. 15/10/27.

~~AB~~ 3. 10/27.

Supt. S. V. Fire Brigade.

For further report,
please, after discussion with the
Committee.

2. 16 sum of £500 for
his purpose has been included in
the Budget Estimate for 1928.

Yours

28-10-27

24-11-27.

Submitted
The Committee of the S.V.F.B. unanimously
agrees to Mr. Roberts' recommendations.

M. A. D.

Supt. S.V.F.B.

L. B. Secy.

Y. 11. 2. 28.
L. 26. 1. 28.

Y. 11. 1. 28.
Y. 29. 11. 27.

Y. 25. 1. 28.
Y. 15. 1. 28.

4 24. 2. 28

6 24. 2. 28

4 31. 3. 28

6 15. 3. 28

4 10. 3. 28

6 24. 2. 28

Letter from ^{Manager} Estate Louis Williams dated 27. 3. 28. 13-16.

Letter to Estate L. Williams. of 3. 4. 28 17.

Harbour Master }
Colonial Engineer. }

Re No 16-17 herewith for
your observations.

2. As the Estimates have now
been approved will you please
in consultation revise the list
of materials required as specified
in Re No 8 and have the necessary
indent prepared for submission to the
Crown Agents.

G. W. R.
17. 11. 28 for C.S.

10. 5. 28.

S. Little

In a conversation with Mr. G. Roberts he advised consulting people at home as to the best fire appliances & giving them personal details of the conditions in Stanley.

M. H. L.

Sup. S.V.P.B.

J. C. Lee

18 Telegram to Crown Agents, of 23. 5. 28

19 Telegram from Crown Agents, of 6. 6. 28

Colonel Enquiry

Please prepare indent accordingly for transmission by "Lorega" mail.

G. H. L.
11. VI. 28 for C.S.

Hon. Colonial Secretary.

Indent herewith for the petrol driven trailer fire pump, "foam" chemical engine & the "minimax" extinguishers.

Excerpted to
183/28.

70-71.

Minute from Col. Enq
& copy of Spec. 10 Reg. 21/11/28.

S. White
for C.E.
12/6/28.

Y.E.,

Requisition to Inaur for £25. 0. 0 submitted for signature.

A. J. L.
9.11.28.

Off 1/2 Sect.

F.R.

~~Is~~ approved and signed

or the express understanding that

the service is completed within

the provision made i.e. that

any expenditure is less than £500

in this connection becomes a

charge on the accumulated funds

of the Fire Brigade.

Yours
J. H. S.

9. 11. 28.

Hon. Treasurer.

Will you please withdraw

Special Warrant and pass

M.P. to Col. Engineer to note.

A. J. H.
9/11/28

Col Engineer

Item 42 withdrawn M.P.
passed to you.

H. Cher
H. Meas
12/11/28

Hon. Colonial Secretary
Noted & returned

C. P. Roberts.
Col. Engineer
12/11/28

22-23. Minutes from Col Engineer of 19 Dec 1928.

Y/E.

J.R. submitted for signature.

A. J. S.
24/12/28
24.12.28

Hon. Treasurer,
Col Engineer.

To note and withdraw

J.R.

A. J. S.
24/12/28.

Col Engineer

J.R. withdrawn M.P. passed to

you
H. Cher
H. Meas
31/12/28

Hon Col Sec

Noted
CWB 1-1-29.

21/11/26
P. Stanley
①

Sir

In accordance with your 644/26 of 20.12.26. I have the honour to report the present condition of the Fire Engine & the other appliances in Stanley.

The Engine is in pieces.

This was necessary for the searching of the boiler tubes after the failure on 12.12.26.

On lifting the tubes yesterday 20.12.26. the two tubes were found & have been plugged.

The remainder have been expanded, but the Engineer in charge tells me that owing to neglect & non-use, he is only expanding on rust, & the boiler is consequently unreliable in the future.

The boiler is what is termed a "rush" boiler, its steam is raised in 10-15 mins, & this puts a great strain on the different parts, owing to the rapid expansion of some of these parts, & the boiler has never been kept warm, as is done in other places, by having a light of some sort underneath.

It has from freezing to steam at 120 lbs the sq. in. is a great strain.

The hydrant pipes are again full. This happens about 4 hours after emptying if the stopper is replaced.

I have the honour to be

Sir
your obedient servant

W. B. B. B.

Sup: P. V. B. B.

The Colonial Secretary
P. Stanley.

13/1/27
P. Stanley
29

Sir

In accordance with your para 6 of M.P. 9.1.27. I have the honour to report that on the occasion of the fire at Mr. Lewis's house on the 7th inst the fire engine did nothing. Owing to the state of the road from the engine house to the reservoir to the west of the C.S.O. it took roughly 30-40 men to pull the engine into place. This business took about a quarter of an hour, & I find that the engine had 80 lbs of steam about 5 mins after, when pumping could have been started, but wood was passed from the house to keep the fire hot to pump as the fire was out. The pressure of steam was therefore not raised, & I regret this was not done as the boiler would thereby have been subjected to a thorough test.

This can be done at the first drill of the brigade, which I shall suggest before after the meeting on Monday night. My considered opinion, after consultation with the Eng^{rs} of the "Hibernians" & the "Penguin" (Eng^{rs} of "Penguin" is also Eng^{rs} of Fire Brigade) is, that the engine is undeniably, & can never be relied upon, owing to its weight & unwieldiness takes a large body of men to drag it about who might be much better employed at the fire itself.

On the 7th a motor lorry was unable to move it over the road uphill to take it back to the shed & the Steam roller had to be called into use, but perhaps this was not quite a fair case as the road was under repair & the surface was loose.

I have the honour to be

Sir

Yours obedient Servant

L. Medeson.

Sup^t S.V.F.B.

Clairib Lewis
P. Stanley.
29

3th April,

27

Gentlemen,

I am directed by the Acting Governor to inform you that the provision of a new fire-engine for the town of Stanley is under consideration by this Government and to ask your advice and assistance in the matter.

2. As you are doubtless aware Stanley is a small town of approximately 1,000 inhabitants living in some 200 houses the greater number of which are constructed entirely of wood. The town lies along the sea-front for a distance of a mile and is one-quarter of a mile in depth. It contains few large buildings other than Government House the Town Hall, and the Cathedral Church. Its total road mileage does not exceed five miles.

3. It is considered that the most suitable type of fire-engine would be a light chemical engine mounted on a chassis propelled by a motor of some well-known make such as a Morris or a Ford.

4. If a chemical fire-engine is for any reason not considered advisable a motor fire-engine would be used in conjunction with hydrants affixed to the town water supply system.

5./

THE CROWN AGENTS FOR THE COLONIES,

4, MILLBANK,

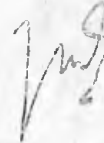
WESTMINSTER, S.W.1.

5. I shall be grateful for your observations in the matter and also for catalogues of Foamite, Ltd., Messrs. Merryweathers, and other fire appliance manufacturers.

I am,

Gentlemen,

Your obedient servant,

A handwritten signature in dark ink, appearing to be 'J. M. S.' or similar, written in a cursive style.

Acting Colonial Secretary.

A LIGHT RELIABLE FIRE ENGINE.

NOT many years ago the small rural district council was faced with a somewhat difficult problem in regard to efficient fire-fighting equipment. The majority of fire-engines on the market were too big, and cost much more than the council could afford. Now, however, several manufacturers have realised the need for light, comparatively

cheap machines, one of which, to wit the Stanley, we describe below.

Because of its low initial cost, its ease of maintenance, the simplicity of obtaining spares, and because nearly everybody can drive it, the Stanley Fire Engine Co., of Halifax, has adopted the Ford 1-ton chassis.

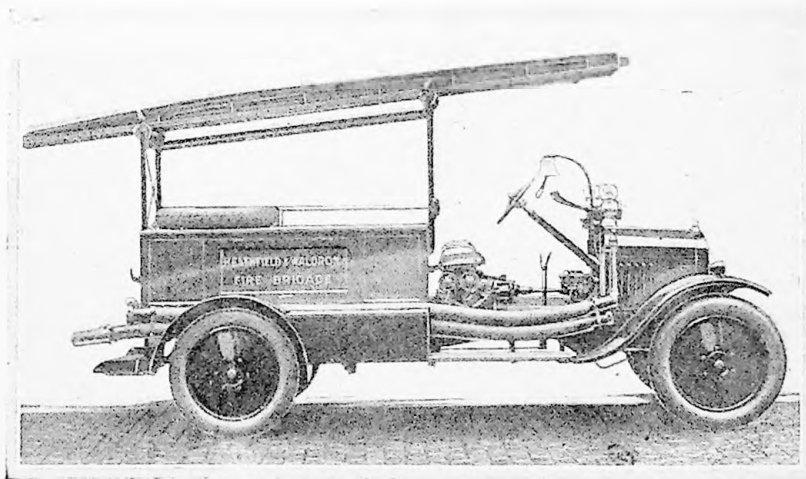
Brought into action by a simple friction

type clutch, the pump—a Rees Roturbo—is driven by gearing from the engine flywheel, and is carried in a well-protected and easily accessible position at the centre of the chassis. At engine speeds between 800 and 1,000 r.p.m. it can deliver any quantity of water from 50 to 200 gallons per minute at pressures up to 120 lb. per square inch. Two 5 in. jets can be thrown over a three-storey building, or a single jet, of course, to a much greater height. In addition, the pump will lift up to 25 ft., and we learn that it has proved capable of throwing a good 5 in. jet at the end of 1,000 ft. of hose.

Carburetter, ignition, and controls are all standard Ford, except that special provision is made to cool the cylinders and oil, and special oiling arrangements are provided.

Throughout, the aim has been to produce a simple and reliable fire engine that can be managed after a few hours' instruction by anyone conversant with the Ford chassis. The number of controls and valves has been kept as low as possible, and, where practicable, they have been made automatic. One man standing on the off-side between pump and engine can control the pumping.

In addition to the pump, the machine will carry 8 men, an extension ladder, 1,000 feet of hose, suction pipe, nozzles, etc. It may also be fitted with a first-aid tank, hose reel, and a modified body to carry six men.



A Stanley fire engine working for the Heathfield and Waldron F.B. The somewhat unusual position of the pump is worthy of note.

m/p. 604/26.

RECEIVED
C. E.
11/3/27

(7)

644/26



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE: 79 W/Falkland Is.2668.
TELEGRAMS, "CROWN, LONDON."
TELEPHONE, 7730 VICTORIA.

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

ENCLOSURES

30th June 1927.



Fire Protection for Stanley.

I have the honour to acknowledge the receipt of your letter No.644/26 dated 8th April 1927, on the subject of the provision of fire protection for the town of Stanley.

2. It will be recollected that when the question of the arrangement of mains for the water supply to the town of Stanley was under consideration some years ago, provision was made for a number of hydrants for fire protection purposes, and four 3" and fourteen 4" sets of hydrants and fittings were provided for the mains of these sizes, and presumably these have been installed in the positions agreed upon. Provided adequate supplies of hose are available on light hand trucks, stationed in suitable positions in the town, these would appear to furnish a considerable degree of protection against extensive fires, especially for use in the first instance.

3. Should it be considered that something in addition to these is required, a trailer type of fire engine pump is suggested which might be kept in a central position and convenient to points at which it might be used for pumping direct from the sea through a line of hose to the fire.

We /

The Colonial Secretary,
Falkland Islands.

KWS

4. We therefore enclose particulars of both trailer pumps and the larger types of fire engines, from:-

in Separate folders. { Messrs. Merryweather and Soms Limited
" Dennis Brothers Limited
" The Stanley Fire Engine Company Limited

We think that you will probably consider that the costs of the larger machines are beyond the requirements of the case.

5. If a large quantity of oil, petrol, grease or inflammable resins are stored in the town, special appliances for dealing with this class of fire would be desirable, and we therefore also enclose particulars and prices of chemical fire engines. If the quantity of inflammable material of this nature ~~likely~~ to be stored is small, probably it would be sufficient to purchase a quantity of extinguishers of the Foamite, Firefoam or the Pyrene Carbon Tetrachloride type for immediate use against small fires of this nature. We enclose details of the following makes of extinguishers of this class :-

in Separate folders. { The Pyrene Company Limited
Messrs. Mather and Platt Limited
" Minimax Limited
" Foamite Firefoam Limited.

I have the honour to be,

Sir,

Your obedient servant,

W A T Wichehart

for Crown Agents.

Improvement Works,

Stanley,

16th September, 1927.

STANLEY - FIRE APPLIANCES.

Dear Commdr: Amedroz,

After carefully going through the catalogues of fire fighting appliances forwarded by the Crown Agents for the Colonies I would advise that the following appliances be obtained:-

"A". A number (say 10) of 10 pint Minimax Fire Extinguishers, complete with two refills and bracket for each appliance.
(From Messrs Minimax Ltd., Milton House,
8 & 9 Chiswell Rd., E.C.1).

"B". I No. Foamite Firefoam Engine,
Model "D", 34 gallons capacity,
complete with 30 ft. special chemical
rubber hose. (as page 10 of Foamite catalogue)

and 4 No. Re-charges.

(From Foamite Firefoam Ltd., 24-26 Maddox St, W.1)

"C". I No. Merryweather's latest patent portable petrol driven "HATFIELD" Trailer Fire Pump, capacity 150 gallons per minute at a pressure of 135 lbs. per square inch, complete as specified in quotation dated 30/5/27 (JF/HMS).

with an additional suction, 15 ft. long, for connecting up to existing street fire hydrants, which are 2½" "V" brigade thread.

(Messrs Merryweather & Sons Ltd.,
Greenwich Road, S.E.10).

The approximate cost of these appliances would be:-

| | | | | |
|------|------------------------------------|-----|----|----|
| "A". | 10 No. Minimax Fire Extinguishers, | | | |
| | complete as above, "A" type. | | | |
| | 10 pint, as quotation 25/5/27. | £ | s | d |
| | @ 80/- each less 35% | 26. | 0. | 0. |

| | | | | |
|-----|------------------------------------|-----|----|----|
| "B" | I No. "Foamite" Engine, Model "D", | | | |
| | 34 gallons, complete. | 75. | 0. | 0. |

| | | | | |
|-------|-------------------------------|----|----|----|
| 4 No. | Recharges for engine. @ 2 ea. | 8. | 0. | 0. |
|-------|-------------------------------|----|----|----|

Carried Forward. £109. 0. 0.

| | | | | |
|--|-------|------|----|----|
| Brought Forward. | | 109. | 0. | 0. |
| "C". 1 No. Merryweather improved portable petrol driven "Hatfield" trailer Pump, capacity 150 gallons per minute, complete as estimate dated 30/5/27). | 417. | 0. | 0. | |
| Extra length of 15 ft. hose for connecting to street fire hydrants, which have 2½" V.brigade thread. (say). | 10. | 0. | 0. | |
| Estimated inspection, insurance, freight, landing etc.charges. | 40. | 0. | 0. | |
| | 2576. | 0. | 0. | |
| (SAY.....£580). | | | | |

In the event of these appliances being obtained it would be necessary to re-organize and train the Fire Brigade, having 3 separate squads as follows:-

- (a). MINIMAX SQUAD.
- (b). FIREFOAM SQUAD.
- (c). HYDRANT AND PUMP SQUAD. (for water).

I am of opinion that a Brigade trained and fitted out with these appliances would be capable of dealing with any outbreak which may occur in the town, and the ease with which the three appliances can be handled would enable the men to arrive at the scene of a fire with appliances in the order named.

It may be argued that Firefoam may be sufficient to deal with any fire in Stanley, but after seeing the last three fires I think you will agree that it would be a difficult job to smother with Firefoam such a burning mass as the 'Pearson fire'. In this case water was essential. Similarly should a fire occur at the Town Hall, Government House, or West Store etc., and get well alight, these buildings would require several powerful jets of water, and the Firefoam could be used for spraying the adjoining buildings to prevent the fire from spreading.

Minimax and Firefoam extinguishers would, I think, be capable of dealing with any minor outbreak of fire. To quote recent instances, the fire at Mr. Newing's house could have been dealt with by the

Minimax extinguishers, whereas the fire at Mr. Gleadell's house required the "Firefoam". Had these two appliances been available at the time the damage to both houses and furniture would have been minimised.

I would recommend the purchase of the 10 pint Minimax extinguishers ($22\frac{1}{2}$ lbs. weight) as against the 2 gallon capacity ones ($32\frac{3}{4}$ lbs. weight) on account of the weight. It would be difficult for one man to run far with $32\frac{3}{4}$ lbs on his shoulder, and speed counts in such cases.

The existing fire hydrants are capable of doing good work up to a level of some 50 feet above Fitzroy Road, as proved at the test on Wednesday 14th September, 1927, but there are a number of houses above this level for which at present no provision for quelling fire is made.

By the use of the "Hatfield" pump connected to the hydrants on Fitzroy Road it is anticipated that all houses on the high level will be reached, and in the event of a serious fire in any other part of the town this pump would be capable of increasing the pressure at the hydrants from approximately 45 lbs to 160 lbs, which would be very useful and necessary in the event of a serious outbreak.

Should it be decided to order a "Hatfield" pump I would strongly advise that a sketch of Stanley showing the water mains, diameters, lengths, and the levels of the fire hydrants with levels of houses it is desired to reach be sent to the Crown Agents for Messrs Merryweather's information. It will be necessary to do this as the pump will be required to work mostly from hydrants, and the

81

amount of water discharged from the different
hydrants varies considerably owing to the
different lengths of fire mains and the
varying levels on a gravitational supply.

Yours sincerely,

G. Roberts.

Commander R.T.Amedroz,
Superintendent Fire Brigade,
Stanley.



19. 9. 27
P. Stanley
→

Unhittled

I think the S.V.I.B. Committee should be attached to
~ discuss the attached paper, which I have received
from Mr. G. Roberts.

If Government is going to provide some of the initial
cost of these appliances, may I have some idea of
the amounts in order that I may inform the Committee.

W. Stanley.
Subj.

In C. H. H. H.
as



RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
ABC 5TH ED
A. I.



16
ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS.

ESTD 1863

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

27th March 1928

Sir,

As we notice from the Estimates for 1928 that the purchase of Fire Engine has been provided for (KIX Public Works Extraordinary 8.), we herewith send the Colonial Secretary for his perusal a folder issued by the Morris-Commercial Cars Ltd. of Birmingham, agent the fire engine unit manufactured by them.

In addition to the many advantageous features set out in the folder, we would add that such an engine would be in uniformity with the Morris-Commercial trucks at present in Government service in Stanley, and therefore drivers of the trucks now in use, would adapt themselves immediately to the fire-engine unit, both as to driving same and the care of the engine and chassis.

Furthermore as this firm 'Estate Louis Williams' in gone by years/was the largest individual contributor to the Funds of the Stanley Fire Brigade, we consider that certain weight should be attached to our recommendation that the new Fire Engine for Stanley should be of the type detailed in the attached folder.

Finally we would suggest that, as we are at present sole agents for the sale of Morris-Commercial Cars productions

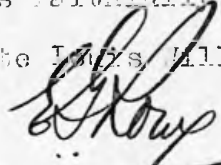
II

in the Falkland Islands, the order for a new Fire-Engine,
if the Morris-Commercial model is approved of, could
be, ~~with~~ ^{with} all confidence, entrusted to our care.

We are, dear Sir,

Yours faithfully,

p.p. Estate Louis Williams.



The Hon.
The Colonial Secretary
Port Stanley.
Falkland Islands.

644/26

3rd April,

28.

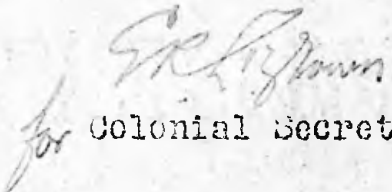
Sir,

Red 13 to 16
I am directed by the Governor to acknowledge the receipt of your letter of the 27th of March, 1928, enclosing a pamphlet relative to the Morris Commercial fire engine, and to inform you that your recommendation in this connection will receive consideration, when a further communication will be addressed to you.

I am,

Sir,

Your obedient servant,

for  Colonial Secretary.

The Manager,

The Estate Louis Williams,

Stanley.

CODE.

644/26

TELEGRAM.

From The Colonial Secretary,

To The Crown Agents for the Colonies.

Despatched: 23rd May, 192 8. Time: 22.00. telephoned.

Received: 192 Time:

CROWN,

LONDON.

Following for Roberts Colonial Engineer begins understand from Superintendent Fire Brigade that you propose making further enquiries regarding fire appliances for Stanley while in England. Is this correct or do you advise me to proceed with order for materials detailed in report already submitted by you. Secretary. ends.

COLONIAL SECRETARY.

CODE.

644/26.

(19)

TELEGRAM.

From ~~The Crown Agents for the Colonies,~~

To ~~The Colonial Secretary,~~

Despatched: 6th June,

192 8. *Time:* 1450

Received: 7th June,

192 8. *Time:* 1035.

SECRETARY,

PORTSTANLEY.

Res 18

Your telegram 24th May following is reply from Roberts begins. Enquiries have been made and it is safe to proceed with order for material detailed in report already submitted. ends.

CROWN AGENTS.

No.

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

MINUTE.

7th November, 1928

From Colonial Engineer,

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

FIRE FIGHTING APPLIANCES.

I beg to report that the new fire engine and other fire fighting appliances were received by S.S. "Orita" and they are now being unloaded, assembled and tested.

2. The cost in England of the "Hatfield" Pump, "Foamite" and "Minimax" appliances is about £335., and the cost landed Stanley will be £500 to £575.

3. I beg to submit a financial requisition for approval for £25 in connection with the unloading, assembling and testing of the appliances under the £500 approved in Estimates. (XIX. P.W.E. (8) "Fire Engine").

G. Roberts
Colonial Engineer.

Hon. Col. Treasurer.

Referred please.

C.R.
C.E.

J.H.
9/11/28

FALKLAND ISLANDS.

REQUISITION TO INCUR EXPENDITURE.

ORIGINAL.

DUPLICATE

HEAD OF ESTIMATE XIX. PUBLIC WORKS EXTRAORDINARY } Treasurer's
 SUB-HEAD 8. "Fire Engine". } No. 42.

State in detail, service or article, &c., on which the amount is to be expended.

Estimated Cost.

Expenditure in connection with the
 unloading, assembling and testing
 etc. of the "Hatfield" trailer fire
 engine, "Foamite" engine, and
 filling "Minimax" fire extinguishers

| £ | s. | d. |
|------|----|----|
| £25. | 0. | 0. |

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

Vote on Estimates. } £ 500. 0. 0. Expenditure authorised to date. } £ Nil. Balance available. } £ 500. 0. 0.

Comments of
 Treasurer in submitting
 to Governor.

Signature of
 Head of
 Department.

Es. Roberts.
 Colonial Engineer.

Balance available as stated

H. Cher
H. Meas

Date 7th November, 1928.

Decision of Governor.

Date 9/11/ 1928

[Signature]
 Governor.

9. 11. 28.

No.

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

MINUTE.

19th December.....19 28.



From Colonial Engineer.

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I beg to attach a Financial Requisition for £475 under XIX Public Works Extraordinary (8) Fire Engine, for part cost of the fire fighting appliances.

The total cost of the appliances is £567.17.7. of which the Fire Brigade Funds will contribute £67.17.7.

Hon. Col. Treasurer.
Referred.
C.E.

A. Roberts.
Colonial Engineer.

H.C.

7/12/28.

C.E.
19/12/28

(Form E.)

FALKLAND ISLANDS.

REQUISITION TO INCUR EXPENDITURE.

ORIGINAL.

DUPLICATE

HEAD OF ESTIMATE XIX Public Works Extraordinary.

SUB-HEAD 8 Fire Engine.

{ Treasurer's
No. 43. }

State in detail, service or article, &c., on which the amount is to be expended.

Estimated Cost.

£ s. d.

Part cost of the fire fighting
appliances. (Hatfield Trailer
Fire Engine, "Foamite" Engine
and "Winmar" extinguishers.)

£475 0 0

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

Vote on Estimates. } £500 : 0 : 0 Expenditure authorised to date. } £25 : 0 : 0 Balance available. } £475 : 0 : 0.

Comments of
Treasurer in submitting
to Governor.

Signature of
Head of
Department.

C. Roberts.
Colonial Engineer.

Date 10th December 1928.

Decision of Governor.

Balance available as stated

H. Chen
H. Meas.

Date 21 Dec 1928.

11/11/28 12
Governor.

24. 12. 28