

C.S.O.

(Formerly)

SUBJECT:ADMIRALTY OIL BARGES O- C- 82 and 505

Commencing with No. 188

Removed bodily from 0222 (F.I.D.S. Equipment and Stores) 188-194; 197-199; 242-243;
246, 251, 258-259; 264, 265, 274
275.

CONNECTED FILES.

NUMBER AND YEAR.

0 6 1 0	0
	6
	1
	0

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 9.10.47 Time: 1445 Received: 10.10.47 Time: 0900

IMMEDIATE

No. 372. Confidential. F.I.D.S. Owing to cost of and short supply of barrels difficulty is being experienced in arranging diesel oil supplies at Stanley for new vessel. Bingham understands Falkland Islands Company have reported that Admiralty oil barge C. 82 will not be serviceable after March 1948.

2. Suggest survey by Public Works Department to estimate cost of repair and cleaning with a view to purchase for F.I.D.S. bunker oil and in this connection it is important to determine// whether barge is suitable for diesel gas oil as well as for diesel marine oil. Please state tonnage capacity of barge now and what it would be after repair.

3. Understand Admiralty are asking N.O.I.C. to give all facilities for inspection.

4. Please reply urgently.

Reply - 197. SECRETARY OF STATE.

G.T.C.
HS

YE

*86 with 172 c. by last to be
c. 'clean - upscale' f. S.*

*See 189-
191*

REPORT ON CONDITION OF "O C 82".

189

This craft was examined afloat only on the 21st March, 1947.

The Oil Compartments are in fair condition as far as can be ascertained without drilling test holes in the plating.

Forward buoyancy compartment. This is in bad condition especially forward where a large cement block has been placed to strengthen the plating and prevent leakage.

There is now a leak from behind this on the starboard side approximately 4' 6" from the main deck level and the same distance from the stem. Water seeps in from behind the cement if the craft is laden to 400 tons.

After buoyancy compartment. Plating ^{the} but better condition than forward.

Decks. Fair condition.

The barge should not now lie with more than 300 tons and should only be used for work in Stanley Harbour.

"O C 82" may be considered good for 300 tons for another 12 months, but it is not recommended that any great reliance should be placed in her carrying capacity for oiling H. M. Ships.

THE FALKLAND ISLANDS Co. Ltd.

Monogram

F. I. Co. Ltd.,
25th March, 1947.

REPORT ON CONDITION OF "O C 82".-

At the request of The Honourable The Colonial Secretary, on October 10th 1947, we, the undersigned, accompanied by Messrs. R. Reive, D. Lees and G. Pallini, inspected the oil barge O C 82.

We wish to point out that without the benefit of qualified engineering advice, opportunities for carrying out plate tests by drilling and docking for underwater inspection, we feel unable to guarantee the accuracy of this report, which we consider should only be treated as a guide; in conjunction with the report dated 25th March 1947, a copy of which has been forwarded to you.

The oil compartments. These appear to be in reasonable condition and will require cleaning with shale or gas oil, before being put into use as a means of storing gas oil. A similar operation carried out aboard C.505 in Feb. of this year cost approximately £30 for one tank. O C 82 has two oil tanks.

Forward buoyancy compartment. In addition to the leak referred to in the above mentioned report of March 25th 1947 there is a leaking seam which admits water when the barge is fully laden. Mr. R. Reive informs us that the barge has not made any water since she was lightened some months ago.

After buoyancy compartment. We have nothing to add to the previous report.

Decks. Plating fair. Coamings, hatchways, stanchions and skylights are in a poor state of repair but these should not affect her efficiency in sheltered waters.

Pumps. We understand from the Naval Caretaker that although replacements are required fairly frequently there are ample spares on hand to maintain the pump in running order for some time to come.

Hull plates. These are heavily oxidized. Without knowledge of the plate thickness it is difficult to say whether the cost of scaling would be justified, as the plates may be found to be too thin and unsuitable for the carriage of gas oil in bulk.

This vessel is at least 25 years old and although the oil tight bulkheads appear to be efficient for retaining oil fuel it is possible that gas oil, being less viscous might penetrate these bulkheads.

.....

As this barge has been condemned by the Admiralty we feel that a thorough survey should be carried out before any expensive re-conditioning is undertaken. In her present state the barge may serve for the bulk storage of gas oil for some time without undue risk, providing that no more than 300 tons be carried and provided that she is kept at moorings. If she is made fast alongside an exposed jetty, damage may be caused in bad weather.

Note. As the barge is divided into five compartments, frequent soundings of same should give ample warning of her making water, to a dangerous extent.

Frederick Jones.

W. Jones

Y.E.

188

I have herewith the fee for 189-191 which has been furnished by the kind co-operation of Messrs. W. Young (F.I.C.) - Jones + Reiss (F.I.C.) - Lees (O.T.C. R.W.D.) - Pallini (R.W.D.).

2. The survey does not exceed the fee for 188, - they can only be

answered if a 'through survey' (X n 190) was undertaken. But the report is quite unconvincing: we can say is held to be the absence of such a survey the position is as at X 9 191.

* at any rate not more than 300 tons.

2. The best thing to do would be to burn (say) 150-200 tons of the heavy oil in the barge. The gas we in the second Admiralty oil tank which is now shortly to be available. See the R.N. file in it is pumped back into the first tank. Notice N.O.I.C. will bring see any objection to this in night but it to the S.P.S. for Admiralty approval?

3. In any case - whether he burns the oil in the tank to be brought back by tanker? The barge would hold heavy oil, probably in more space, in its present condition, up to a limited amount.

4. 186 ft.

L.B.L
13/1

93

YE

Spoke & submit a draft here

for whom.

Ch. Bl
13. x

Issue. - 19

mc. 13/

No.

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

MINUTE.

11th October, 1947. 1947.

To The Honourable

From O. i/c Public Works.

The Colonial Secretary.

Stanley, Falkland Islands.

Mr Paulini's report on the Admiralty Oil Barge.

The cost of repairs are not known and are endless; to repair one place would probably mean starting up another.

If left as it is now and at anchor it may last for five years.

95.

This came in the 1 put the
fire up to 95. It combooks
the river expenses been.

MC 13/x

Other O/c. P.W.
11-10

Abh
13.x

pp abh

Decode.

197-

TELEGRAM SENT.From **GOVERNOR** to **SECRETARY OF STATE**.

Despatched: 14.10.47 Time: 1000 Received: ... Time: ...

158

IMMEDIATE No. 592. CONFIDENTIAL. Your telegram No. 372 F.I.D.S.

Superficial survey of O.C. 82 in absence qualified engineering advice, plate tests and docking affords no grounds for justification expenditure on reconditioning. In present state she might serve for bulk storage not more than 300 tons gas oil if kept at sheltered moorings.

2. Suggest Admiralty be approached (a) for loan or sale at scrap price of O.C. 82 to hold maximum 250 tons diesel marine oil and (b) for storage space in second Admiralty oil tank at Camber, shortly due to be cleaned, for diesel gas oil supplies.

G.T.C.
HSthis S.See 300

GOVERNOR

See 213

233 A

251

What are 195, 196?

2. K.I.V. § 3 § 187.

3. Re. issue letter by - 198

ABK
14.10

See 244 70

Reply - 258

198

October 15th, 47

Sir,

190:191 I am directed by the Governor to acknowledge the receipt of your Report on the Admiralty Oil Barge "O.C. 82" and to ask you to accept and to convey to Mr. Jones and the other members of the Committee the thanks of Government for this useful Report.

I am
Sir,
Your obedient servant,

Colonial Secretary.

W.H Young, Esq.,
Stanley.

DECODE.

COPY

199

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 14.11.47 Time : 1005 Received : Time :

No. 676. My telegram No. 592. F.I.D.S.

188
Your telegram No. 372 paragraph 2 was interpreted to mean that lighter might be required to store both gas oil and marine oil. It now appears 300 tons Admiralty diesel (presumably gas) oil being supplied for discharge to lighter.

2. Grateful you confirm vessel uses gas oil only and that storage for gas oil only and not (repeat not) for marine or other oil required.

GOVERNOR

G.T.C.
HS

See 242

0225
2426
DECODE.

No. 19.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 2. 12. 47 Time: 18.15 Received: 3.12.47 Time: 09.00.

~~233A~~

199
No. 445. F.I.D.S. Your telegram No. 676. Fuel.

I confirm vessel uses gas oil fuel only; storage required for this type of oil only.

SECRETARY OF STATE.

G.T.C.
L.J.H.

See 244C

Reply - 244

243.

K.I.V.

Extract from 0243/11. (Navigation lights in Dependencies)

Y.E.

Another argument for a vocabulary of stores with code names or numbers.

(intld) A.B.M.

2.12

Indeed.

(intld) M.C.
2.12.

See 216

● DECODE.

File in 0222.

TELEGRAM RECEIVED.

246
246

From SECRETARY OF STATE to GOVERNOR.

Despatched: 8.12.47 Time: 2130 Received: 9.12.47 Time: 0900

197

No. 457. Your telegram No. 592 Confidential. Oil barge OC.82

Admiralty prepared to sell barge for £500. Oil ready for
shipment provided barge available. Do you agree to purchase?

SECRETARY OF STATE.

G.T.C.
HS

See 251

DECODE.TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 11.12.47 Time: 1700 Received: ... Time: ...

No. 730. F.I.D.S. Oil Barge

Barge available but cannot (repeat not) guarantee that there will be no seepage. Assume cost will be charged to F.I.D.S. and should thus prefer to leave question of purchase at figure proposed to your decision since in view of paragraph 2 (a) of my telegram 197 No. 592 I am not in a position to say whether barge is worth £500. While recent reports suggested that subject to certain reservations quote "it may be good for another 12 months" unquote it was condemned by Admiralty and is at least 25 years old. Purchase at £500 is therefore something of a gamble and provisional loan preferable in circumstances.

2. As added precaution must in any case press for action as in paragraph 2 (b) of my telegram under reference. 197

GOVERNOR

G.T.C.

HS

See 246

Reply - 258

See 264

DECODE.TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 16.12.47 Time: 1515 Received: 17.12.47 Time: 0900

*advised*IMMEDIATE.

No. 479. Because "John Biscoe" is owned by Falkland Islands Dependencies Government as distinct Falkland Islands Dependencies Survey I feel cost of barge to refuel her should be borne by that Administration to which hire charge would be paid and I am ~~at~~ that:-

(a) Provisional loan would cost about £400 at normal Admiralty rate for 8 weeks.

(b) Using container would cost about £1000 per annum. While appreciate that purchase at £500 may be hard bargain; the saving indicated should justify expense and I hope you agree.

1. Admiralty are not prepared to lend storage space in oil tank at Camber.

2. Subject to foregoing I propose asking Admiralty to include 300 tons fuel for use of "John Biscoe" in tanker leaving West Indies next few days. Please reply urgently.

SECRETARY OF STATE

G.T.C.
HS

See 301

Dec 251, 246, 197
Reply - 259

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 17.12.47 Time: 1230 Received: Time:

IMMEDIATE

258

No. 746. Your telegram No. 479. Oil barge. I concur.

2. I appreciate difficulty your paragraph 2 but am concerned that some alternative storage should be available in case seepage from barge (life of which in any case limited) proves excessive. Assumption is that we shall have to build tank on south side harbour and I should be obliged if enquiries as to cost and supply position may be made. Capacity say 500 tons. Presume Admiralty could be prevailed upon to bring supplies whenever topping up own tanks here.

GOVERNOR.

G.T.C.
HS

See 274

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 21.12.47 Time: 1740 Received: 22.12.47 Time: 0900

No. 491. Oil Barge. I am advised barge has been used for oil fuel storage and steam cleaning may be necessary for reception of diesel oil.

SECRETARY OF STATE.

P.L.
HS

See 251

OS

Is this practicable?

Ans 23
— 811

There is an obscenity on 262.

265

P.S.

262 Re. clear up by telegram.
2. 264 Re. info to E.E. who is
in touch with F.I.C. - is due to
report on the clearing of Oct 82
for which probably 10 P.C.D. labourers
will be required.

C.B.H.
23.11

(E.E. to inform all about)

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 31.12.47 Time: 1400 Received: Time: ...

259

No. 760. My telegram No. 746. Oil Barge.

Some 30 tons heavy oil remain in barge and is on charge to Admiralty agents while barge itself requires completely cleaning prior to loading with gas oil. Am arranging accordingly and presume Admiralty will bear cost emptying and cleaning.

301
GOVERNOR

G.T.C.

HS

his S. 274 / has spoken to E.E.
dut. 2.1.48. | R. send copy to Lin " for -".
2. 272 § 2 N.O.I.C. is keeping
Circ. 4.2.1. A.B.S.
3.1.12

375

K.I.V. - (For necessary action in due course)

Extract from Secretary of State telegram No. 490 of 21.12.47.

" 5. Meanwhile please bear in mind BISCOE will have no repeat no further accommodation" and that subject to paragraph 4 above four Falkland Islanders should travel in "Snipe" if possible. It is suggested "Snipe" should carry as many drums F.I.D.S. petrol as possible. "

0452.

MINUTE.

270

From The Executive Engineer,
Stanley.

6th January, 1948.

To The Honourable,

The Colonial Secretary.

Stanley.

With reference to the emptying of oil barge O.C. 82 and transferring the contents to O.C. 505.

2. I inspected O.C. 82 on Saturday 3rd January, 1948 and noticed that there was much more water in the forward compartment than had been anticipated.

3. I therefore requested the Falkland Islands Company to take soundings which were taken on Monday 5th January, 1948. Soundings in the forward compartment showed that about 20 tons of water were present in addition to about 17 tons of oil. The aft compartment was free from water.

4. The forward compartment is clearly leaking therefore, and
and efforts to repair will have to be made on completion of cleaning.

277 to 279 5. For your information I attach correspondence with the Falkland Islands Company on the subject and should be grateful for its return after your perusal.

E. F. Bunting
Executive Engineer

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

277

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

3rd. January

19 48.-

The Executive Engineer,
P. W. D.,
Stanley.-

Dear Sir,

Oil barges O.C. 82 and 505 will be moored alongside Admiralty Jetty.

We confirm having advised you that, as Agents for the Admiralty, we will pay all expenses in connection with the transfer of the 30.9 tons of oil fuel from O.C. 82 into 505.

Please be kind enough to render your accounts in due course, giving full details of labour etc. employed and let us have six copies of same.

We also request you to be most careful not to let any water, either salt or fresh, to enter barge 505. It is intended to use the oil at present in this barge to bunker H.M.S. "SNIPE", so you will understand our interest in this respect.

If the for'ward compartment of O.C. 82 is really proved to contain a large percentage of water we suggest that you work the other compartment first.

As 30.9 tons of fuel oil figure on our books we request you not to dispose of any, other than to 505, without consulting us. If necessary a survey could be held and useless oil, if any, disposed of some way or other.

Yours faithfully,

Bertram Jones
for Manager.-

PUBLIC WORKS DEPARTMENT,

STANLEY, FALKLAND ISLANDS,

5th January, 1948.

Oil Barge O.C. 82.

Dear Sir,

277 I have received your letter of the 3rd January, 1948 for which I thank you.

Before commencing work it would be very much appreciated if a representative of your company could take soundings in both of O.C. 82's compartments as the Executive Engineer is convinced there is far more water present than anticipated.

Yours faithfully,

E. S. Beating
Executive Engineer.

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

Public Works Department,

Stanley, Falkland Islands.

6th January, 1948.

Sir,

277 With further reference to your letter of the 3rd January, 1948 and my reply of 5th January, 1948 on the subject of oil residue in barge O.C. 82.

2. Your representative called yesterday, 5th January, 1948 and stated that having taken soundings in both compartments of O.C. 82 the results were as follows:

(a) Depth of liquid in forward compartment $1^{\prime}-6\frac{1}{2}^{\prime\prime}$.

(b) Depth of liquid in the aft compartment 7".

3. Your representative assumed that there were 9" of oil in the forward compartment and $9\frac{1}{2}^{\prime\prime}$ of water as he had sounded the tank previously when no water was present and ascertained that the depth of oil was 9". He further stated that there was no water present in the aft compartment.

4. Work will therefore commence on the aft compartment, all residue being transferred to barge 505.

5. On completion of the clearing of the aft compartment, work will commence on the forward one, and whilst every care will be taken to ensure that no water will be transferred from barge O.C. 82 to barge 505 you will readily appreciate this cannot be guaranteed, and no responsibility can be accepted by this department for such water as may be found subsequently in barge 505. In this connection will you please inform me if barge 505 is absolutely free from water now.

Yours faithfully,

E. J. Bunting

Executive Engineer.

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

MINUTE.

From The Executive Engineer,
Stanley.

7th January, 1948.

To The Honourable,
The Colonial Secretary,
Stanley.

281 ~~278~~ Attached please find further letter from the Falkland Islands Company on the subject of oil residue in barge O.C., 82, the emptying of which I propose to begin on Thursday 8th January, 1948.

Executive Engineer.

xx
MP
WBe
g.a

278
281.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

6th January

19 48

The Executive Engineer,
P. W. D.

Dear Sir,

~~back cover 279.~~ In reply to your letter of to-day's date re O.C. 82, we intend to request the Engineer Officer of SNIPE to condemn the oil fuel in the forward compartment.

If the fuel in the forward compartment is condemned we, as Admiralty Agents, will not pay for the expenses of having condemned oil moved from O.C.82, unless the Admiralty instruct us to do so.

With reference to paragraph 5 of your letter we believe that 505 is free of water. We quite appreciate that you can not accept responsibility for any water entering 505, but we are sure that you will take every care to prevent water entering.

When and if SNIPE requires to bunker from 505 we will, of course, have to tow her away for that purpose.

Yours faithfully,

B. C. L. Jones.

for Manager.

276? pl

S. 1320b.

NAVAL MESSAGE.

For
in
Signal
Department
onlyOriginators Instructions :
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups :

TO :

N.C.I.C. FALKLAND ISLANDS (R) C IN C A.W.I.

FROM :

ADMIRALTY

Write
Across

P My 24/10/31 December. Request lighter C 82 be cleaned for reception of diesel 5
 oil arriving in R.F.A. Gold Ranger about 28th. January. Liability for this
 work is at present under discussion with the Colonial Office. Total cost involved 10
 should therefore be reported by signal. 15

5

10

15

20

25

30

35

40

45

50

10/15/15 January

System

P/L Code or Cypher

Time of
Receipt

Despatch

Operator

P.O.O.W.

Date

MINUTE.

283

Rec. 12/1/48

10th January, 1948.

From: The Executive Engineer,
Stanley.

To: The Honourable,

The Colonial Secretary,
Stanley.

With reference to conversation between the Honourable the Colonial Secretary, and the Executive Engineer, the labour Federation have agreed to the following conditions with regard to cleaning of oil barge O.C. 82:

1. Rate of Pay. - Flat rate of £1. (per day).
2. Clothing. - Adequate protective clothing, when available to be provided.
3. Baths. - At the finish of each days work a bath in the Public Baths to be provided, the men to clean up the room on completion of bathing.
4. Adequate medical supervision.

E. J. Bunting

Executive Engineer.

682

284

E.F.

Re-arrange for inspection of
barge & report by Engineers Office

✓ H.M.S. 'Singe':

2. When the ship has been
condemned?

AB

Honorable Colonial Secretary

Noted by. The cleaning of OC. 82 will be complete
by the return of the 'Singe'. This will enable a more thorough
examination to be completed by the Engineers Office

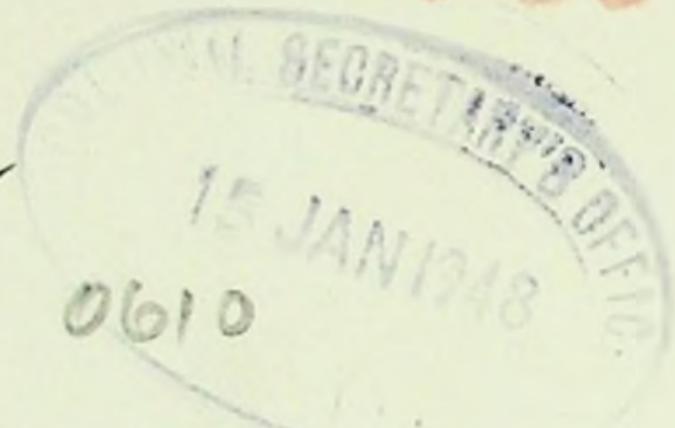
C. J. Bunting 13/1/48.

for
Supt. 20/1/48
AB

Mr. Campbell

285

I.T.C. S.



Attached pl find
copy of letter from 286
the Manapu F.I.C. a
Resubject of oil in
O.C. 82.

EFB

TT

100
ABC
16-1

The Falkland Islands Company, Ltd.,
Stanley, Falkland Islands.

12th January, 1948.

The Executive Engineer,
P.W.D.-

Dear Sir,

We confirm having advised you that the Engineer Officer of H.M.S. "SNIPE" considers that the oil fuel in the barge O.C.82 is of no use for bunkering ships, and thus we have decided, on his advice, to condemn it.

Unless the Admiralty instruct us to the contrary, we can not pay any expenses whatsoever removing this condemned oil from O.C.82.

Yours faithfully,

(Sgd.) Fredrick Jones.

for Manager.

B.
26/1
A.B.
19.1

H.M.

to S.P.K. - In an acting - report
for the Ch. Engineer "G.R. Range".

A.B.
26.1

Recalled for filing 7/287

27.1

No.

MEMORANDUM.

0610 Harboursmaster
27.1.48

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

26th January,

19 48.

287

To The Honourable,

The Colonial Secretary,

Stanley.

From The Executive Engineer,

Stanley, Falkland Islands.

I have the honour to submit the following report on the condition of oil barge O.C. 82 which I accompanied by the Government Coxswain inspected on the 24th January, 1948.

(i) Aft Compartment.

This compartment is completely free of all oil and water and is in such a clean condition that I congratulated the foreman Mr. J. Clifton on his excellent work. Corrosion has occurred on the inside in many places in some to a depth of $\frac{1}{4}$ " and even though the barge is high out of the water very slow seepage is occurring along the seams in at least six different places.

(ii) Forward Compartment.

Work progressed satisfactorily until Friday 23rd January, 1948 when two leaks developed in the bottom plates forward in the forward compartment. Due to the terribly corroded nature of the bottom plates in this position the ~~plates~~ have rapidly enlarged and now are equivalent to holes of $\frac{1}{2}$ " diameter. There is thus 4" of liquid over the whole of this compartment and the hand pump in operation cannot gain on the leakage. Therefore I have instructed the men to stop hand pumping, to plug the leaks as efficiently as possible, to take off all the loaded drums of liquid and to clean down the decks. When there is sufficient depth of water I shall cause pumping with a centrifugal motor pump to commence.

A/

288
A further report will be submitted after re-inspection by the Chief Engineer of the "Snipe" on her arrival in Stanley.

E.S. Bunting
Harbour Master.

H.C.S.

A

R. Reg. No. 12 to ~~Snipe~~ ^{above}
Force Board of
Lt. Com: (E) Macke (Snipe)
Ch. Engineer (GR) Rance
Jansen
to report on the condition of or. 82 -
be capable of storing diesel oil

H.C.S.

B

Abt
20.1.

Attached please find report of Board (as above) which
sat on Jan 29th 1948 (2 Copies).
E.S. Bunting 29.1.48.

289.

289.

Public Works Department,

Stanley, Falkland Islands.

29th January, 1948.

At the request of the Honourable the Colonial Secretary the undermentioned met on January, 29th, 1948 to report on the condition of oil barge O.C. 82.

W.H. Macfarlane Chief Engineer R.F.A. "GOLD RANGER".

E.G. McKee Lt. (E) R.N. Engineer Officer H.M.S. "SNIPE".

Mr. E.F. Bunting Executive Engineer, Public Works Department.

1. With the information available the Board begs to submit the following report.

2. (i) The after oil compartment in itself appears to be satisfactory for the stowage of Diesel oil as a temporary expedient and from a purely operational point of view.

(ii) The remainder of the barge may not be able to support this tank in a loaded condition and certainly not more than 50% capacity (100 tons) due to internal stresses which would be set up in weaker parts of the hull.

(iii) It is considered impossible to give a guarantee either for the safety of the barge or its cargo without carrying out water pressure tests on all compartments which are impossible before the R.F.A. "GOLD RANGER" is scheduled to sail.

3. (i) This Board is of the opinion that under normal practice the barge is unfit for further service in its present condition but if the circumstances are sufficiently extenuating not more than 100 tons Diesel oil should be stowed in the after oil compartment providing it is embarked under the direct supervision of the Chief Engineer R.F.A. "GOLD RANGER" who insists on retaining the right to discontinue loading at his discretion.

(ii) In the event of loading the barge under these extraordinary circumstances it should not be reloaded without exhaustive tests being executed.

W.H. Macfarlane
Chief Engineer, R.F.A. "GOLD RANGER".

E.G. McKee
Engineer Officer, H.M.S. "SNIPE".

E.F. Bunting
Executive Engineer, P.W. Department.

30th January,

40.

Sir,

I am directed by the Governor to request you to be good enough to convey to Mr. W. H. Macfarlane, Chief Engineer of R.P.A. "Gold Ranger", and Lieutenant (E) E. G. McIee, R.M.S. "Snipe", an expression of the thanks and appreciation of this Government for the services they rendered as Members of a Board of Survey on the condition of oil barge No. C.C. 82.

289

I am,

Sir,
Your obedient servant,

R. S. A. B. MATHEWS

Colonial Secretary.

The Naval Officer-in-Charge,
STANLEY, Falkland Islands.

W.L.

8

291

~~ANS~~ H.M.

1. furnish report of inc. per
(a) in Oct. 82 - description of the
and advance her inc. fin
to 'Brisca'; (b) of prospects of
Oct. 82 holding it without leakage.

2. I presume 'Gas Range'
left with the inc. of the inc?

AB

H.C.S

293
Attached please find report on (a) Time alone will show of Oct. 82 with leak as
I can add nothing to 299; 2 is correct.
E. J. Bunting 31.1.49.

31.1

No.

MEMORANDUM.

292

It is requested
that, in any refer-
ence to this memo-
randum the above
number and the
date may be quoted.

0610 LTE

30th January, 1948.

From Executive Engineer,

To The Honourable,

Stanley, Falkland Islands.

The Colonial Secretary,

Stanley.

Confirming verbal conversation (Honourable the Colonial Secretary and Executive Engineer) of 30th January, 1948 O.C.82 will be towed to R.F.A. "GOLD RANGER" and will take on board 100 tons of Diesel oil subject to conditions as laid down in the ~~report~~ subject 'condition of oil barge O.C.82' submitted to you on 29th January, 1948.

C. J. Bunting

Executive Engineer.

W. B. B.

lip?

292a
NAVAL MESSAGE.

For use in
Signal
Department
only

J. G. W.
H.M. B.
30.

Originators Instructions (Indication of Priority, Intercept Group, etc.)	IMMEDIATE	Codress/Plaindress	No. of Groups
TO:	ADMIRALTY, C IN C A.W.I, C.S.BERMUDA (R)S.M.C.A.COLONIAL SEC. N.O.I.C.FALKLANDS,	FROM:	GOLD RANGER.
			5
S	THERE WILL BE APPROXIMATELY 150 TONS OF ADMIRALTY		10
O	DIESEL OIL REMAINING ON BOARD AFTER DISCHARGE AS		15
C	OIL LIGHTER IS DEFECTIVE AND CAN ONLY TAKE 100 TONS.		20
A			25
E			30
R	REQUEST YOUR INSTRUCTIONS FOR DISPOSAL.		35
M			40
	300809 F.		45
			50
System	P/L Code or Cypher	Time of Receipt	Operator
		Despatch	P.O.O.W.
			Date

MEMORANDUM.

31st January, 1948. 293.

From: The Executive Engineer,
Stanley.

To: The Honourable,

The Colonial Secretary,

Stanley.

With reference to telephone conversation (Honourable the Colonial Secretary-Executive Engineer speaking) of 30th January, 1948 I have the honour to report that

1. R.F.A."GOLD RANGER" transferred 102.01 tons of Diesel oil into the after oil compartment of oil barge O.C.82 on 30th January, 1948.
2. R.F.A."GOLD RANGER" transferred 55 tons of Diesel oil into the aviation tank of oil barge O.C.505 - Admiralty barge on the authority of the Naval Officer-in-Charge.
3. 50 drums each containing 40 gallons of petrol 67 octane unleaded were transferred from R.F.A."GOLD RANGER" to oil barge O.C.82 on 30th January, 1948.
4. 25 drums of petrol mentioned in paragraph 2 were unloaded from O.C.82 and loaded on to the M.V."JOHN BISCOE" on 30th January, 1948.
5. 25 drums each containing 40 gallons of petrol (specification not known in this department) were transferred from the M.V. "JOHN BISCOE" to the oil barge O.C.82 on 30th January, 1948.
6. Oil barge O.C.82 was towed to a position North and West of the Dockyard Jetty on 31st January, 1948.

E. F. Bunting

EXECUTIVE ENGINEER.

294

RECORDED DATE

SEARCHED AND : CP

INDEXED AND : CP

FILED AND : CP

EE.

Re furnish me with copies of recent correspondence with F.C. regarding cleaning of the Mer Adm. base for receipt of a. manade of rice. I believe the

~~50 lbs~~ stores in the 'aviation' tank of that base were used to transport to the Mer tank then cleaned & broken with

1. when? 2. A brief report, which will be forwarded if necessary to the S.S., will be made, dealing with the above un. satisfactory business.

3. Is 188 § 3 entirely in
accordance with 1 or 289?

Ash
3.2

No.

It is requested
that, in any refer-
ence to this memo-
randum the above
number and the
date may be quoted.

MEMORANDUM.

295

3rd February, 1948.

To The Honourable,

From The Executive Engineer,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

296 I have the honour to attach 2 copies of an agreement reached
between the Public Works Department and the Falkland Islands Company,
Admiralty Oil Fuel Agents with reference to ^{the} cleaning of oil barge C.505.

E. S. Boutting
Executive Engineer.

acs

New p. pl? we have one for O.C. 82.

No. *Explan* *File* *to* *act*
W.H. *4/2/48*
51

CLEANING OF OIL BARGE C505

BY THE PUBLIC WORKS DEPARTMENT STANLEY, FALKLAND ISLANDS.

As the result of a discussion held between the undermentioned at 15.30 hours on Sunday 1st February, 1948, the Public Works Department of STANLEY, FALKLAND ISLANDS, agreed to the execution of the work of cleaning oil barge C505 in such a manner as to be fit for the reception of approximately 130 tons of Diesel Oil Fuel which is to be transferred from the R.F.A. "GOLD RANGER".

1. Cmdr. H. Marshall R.N. Naval Officer-in-Charge.
2. Mr. M.G. Greece A/Manager F.I.C. (Admiralty Oil Fuel Agents).
3. Mr. F. Jones Shipping Manager F.I.C. (Admiralty Oil Fuel Agents).
4. Mr. E.F. Bunting Executive Engineer, Public Works Department.

Before commencing the work, the Executive Engineer wishes to state that the Public Works Department cannot accept responsibility for any damage which may happen to barge C505, whatever the cause, nor can that department be held responsible for any loss of oil of whatsoever type which may occur in the process of cleaning. Further the Executive Engineer states that the rate of wages for the men engaged on this work will be one pound (£1) per day excluding overtime. Should overtime prove to be necessary, then the rates will be those as decided by the Falkland Islands Labour Federation and the Executive Engineer.

(Sgd.) E.F. Bunting.

Executive Engineer, P.W.D.
1st February, 1948.

I have read and agree with the above statement and on behalf of the Falkland Islands Company in that company's capacity as Admiralty Oil Fuel Agents, I am willing to abide by the conditions stated therein.

Signed under protest M.G. Greece. A/Manager F.I.C. (Admiralty Oil Fuel Agents).

Signed under protest Frederick Jones. Shipping Manager F.I.C. Admiralty Oil Fuel Agents).

C.S.O. No.....

Sheet No.....

Inside Minute Paper,

297

H.C.S.

1.

296

1. Copies of agreement with the Admiralty Oil Sale Agents has been despatched to you.

2. Barge 505 now has

(a) 55 tons of Diesel Oil in the aviation tank

(b) 120 " " " after port oil tank.

There is a small amount of space in the after port tank but not sufficient to take the 5 tons of Diesel from the Aviation tank.

298

3. (2) Attached please find report on the cleaning of oil barge 505 (It is incomplete in that the correspondence between Admiralty - N.O.T. is not in this department.)

4. (3) Yes Sir 188 para 3 was complied with in that all facilities for inspection were given in as far as N.O.T.C was able (ie having no stepway the inspecter could only be inside the b

E. S. Bunting
9 Feb 48

Public Works Department,

Stanley, Falkland Islands.

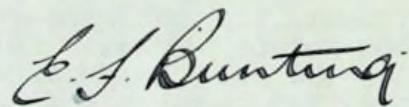
10th February, 1948.

289 As a result of a decision reached by a board which sat on January, 29th, 1948 to the effect that oil barge O.C.82 was unfit for storing more than 100 tons of Diesel oil the R.F.A. "GOLD RANGER" sailed from Stanley on Friday 30th January, 1948 with 120 tons of Diesel oil still stowed in her tanks.

2. The R.F.A. "GOLD RANGER" returned on Sunday the 1st February, 1948 apparently having received orders from the Admiralty to unload the oil into Admiralty barge C.505.

3. Barge C.505 had been used for the storage of heavy fuel oil and on Sunday 1st February, 1948 the Admiralty Oil Fuel Agents (the Falkland Islands Company) together with the Naval Officer-in-Charge approached the Executive Engineer and requested labour to clean the barge.

4. Work commenced on Monday 2nd February, 1948, was completed as efficiently as possible without steam cleaning (for which no facilities exist in the Falkland Islands) on Tuesday, 3rd February, 1948 and the R.F.A. "GOLD RANGER" discharged 120 tons into barge C.505 and sailed the same day.



EXECUTIVE ENGINEER.

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 13th February, 1948.

No. 30. SAVING.

274 My telegram No. 760 of 31st December, 1947. Oil Barge.

1. While cleaning was in progress it was noticed that the forward compartment was leaking, and on 5th January, 1948, 20 tons of water were present in addition to some 17 tons of oil.

2. Work proceeded on the after compartment, the residue of oil being transferred to Admiralty Barge C. 505 which was moored alongside.

3. The Falkland Islands Company, Admiralty agents, were informed that on completion of the cleaning of the after compartment work would commence on the forward one, and that whilst every care would be taken to ensure that no water would be transferred from C.C. 82 to C. 505, no guarantee could be given. An assurance was sought that C. 505 was free from water; and the agents stated that they believed that such was the case.

4. However on the arrival of H.M.S. "Snipe" the oil in C.C. 82 was condemned on the advice of the Engineer Officer, and it was necessary to arrange for it to be transferred from the barge to drums.

5. On the 28th January the after compartment of C.C. 82 had been completely freed of oil and water subject to the limitation that no facilities exist locally for steam-cleaning. It was then found that corrosion had occurred on the inside, in some places to a depth of a $\frac{1}{2}$ inch, and even though the barge was high out of the water very slow seepage was occurring along the seams in at least six different places.

6. As regards the forward compartment work had progressed satisfactorily until the previous day when two leaks developed in the bottom plates. Owing to the corroded nature of the plates the holes rapidly enlarged and it was impossible to control the water with hand pumps. Accordingly, the leaks were plugged and work suspended.

7. In view of the condition of C.C. 82 a Board of Survey was appointed consisting of the Chief Engineer, R.F.A. "Gold Ranger", Engineer Officer, H.M.S. "Snipe" and the Executive Engineer, Falkland Islands. The Board reported as follows:-

"2. (i) The after oil compartment in itself appears to be satisfactory for the stowage of diesel oil as a temporary expedient and from a purely operational point of view."

(ii) The remainder of the barge may not be able to support this tank in a loaded condition and certainly not more than 50% capacity (100 tons) due to internal stresses which would be set up in weaker parts of the hull.

7E.

A

last saw at 274. The draft S/T summarizes the position, 1 point.

1. Mr. Bunting has been most helpful - his men are to be congratulated on the satisfactory completion of 2 in. pleasure hole.

2. I also wish to record my appreciation of N.O.I.C.'s help.

B

16.2

Please express my appreciation to EE.

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 13th February, 1948.

No. 30 SAVING.

274 My telegram No. 760 of 31st December, 1947. Oil barge.

While cleaning was in progress it was noticed that the forward compartment was leaking, and on 5th January, 1948, 20 tons of water were present in addition to some 17 tons of oil.

2. Work proceeded on the after compartment, the residue of oil being transferred to Admiralty Barge C. 505 which was moored alongside.

3. The Falkland Islands Company, Admiralty Agents, were informed that on completion of the cleaning of the after compartment work would commence on the forward one, and that whilst every care would be taken to ensure that no water would be transferred from C. C. 82 to C. 505, no guarantee could be given. However, on the 12th January the whole of the oil in C. C. 82 was condemned on the advice of the Engineer Officer of H.M.S. "Snipe".

4. On the 24th January the after compartment of C. C. 82 had been completely freed of all oil and water, subject to the limitation that no facilities exist locally for steam-cleaning. It was then found that corrosion had occurred on the inside, in some places to a depth of a . inch, and even though the barge was high out of the water very slow seepage was occurring along the seams in at least six different places.

5. Work had progressed satisfactorily in the forward compartment until the 25th January when two leaks developed in the bottom plates. Owing to the corroded nature of the plates the holes enlarged rapidly and it was impossible to control the water with hand pumps. The leaks were therefore plugged and work suspended.

6. On the arrival of R.F.A. "Gold Ranger" a Board of Survey was appointed consisting of the Chief Engineer, R.F.A. "Gold Ranger", Engineer Officer, H.M.S. "Snipe" and the Executive Engineer, Falkland Islands. An extract from the Board's Report is appended:-

2. (i) The after oil compartment in itself appears to be satisfactory for the stowage of Diesel oil as a temporary expedient and from a purely operational point of view.

(ii) The remainder of the barge may not be able to support this tank in a loaded condition and certainly not more than 50% capacity (100 tons) due to internal stresses which would be set up in weaker parts of the hull.

(iii) It is considered impossible to give a guarantee either for the safety of the barge or its cargo without carrying out water pressure tests on all compartments which are impossible before the R.F.A. "Gold Ranger" is scheduled to sail.

"5. (i) This Board is of the opinion that under normal practice the barge is unfit for further service in its present condition (i.e. it had previously been condemned) but if the circumstances are sufficiently extenuating not more than 100 tons diesel oil should be stowed in the after oil compartment providing it is embarked under the direct supervision of the Chief Engineer R.F.A. "Gold Ranger" who insists on retaining the right to discontinue loading at his discretion.

(ii) In the event of loading the barge under these extraordinary circumstances it should not be reloaded without exhaustive tests being executed."

7. Accordingly, arrangements were made for the loading of 100 tons of oil from the "Gold Ranger" into the C.O.82, and with the consent of the Naval Officer-in-Charge 55 tons were put into the aviation spirit tank of C.505.

8. The R.F.A. "Gold Ranger" sailed on the 30th January, 1948, with 120 tons of diesel oil still stowed in her tanks. She returned on the 1st of February, having received orders from the Admiralty to unload this oil into C.505. C.505 had been used for the storage of heavy fuel oil and had to be cleaned out. Work was completed as efficiently as possible without steam cleaning on 3rd February, and the "Gold Ranger" discharged 120 tons into barge C.505 and sailed the same day.

9. The Admiralty Agents are being presented with bills for the cleaning of C.O.82 (see my telegram under reference) and for the cleaning on behalf of the Admiralty of C.505.

10. As you are aware, the gas oil was brought for the use of the m.v. "John Biscoe", and I am obliged to their Lordships for their co-operation in the matter. Unfortunately, it has not yet been possible to arrange for oil storage, which fact placed this Government in a difficult position in the negotiations. It was with this in mind that I made the suggestion in paragraph 2 (b) of my telegram No. 592 that storage space might be made available in the second Admiralty tank at the Camber, which your telegram No. 479 informed me was not acceptable.

197
258

11. The preceding paragraphs make it clear that the doubts expressed in my telegram No. 592 of 14th October, 1947, and subsequent correspondence have been more than realised in the event. In the circumstances I trust that the Admiralty may be disposed to remit the charge of £500 for the sale of C.O.82 to this Government which will in its turn undertake the cost of cleaning it.

GOVERNOR.

N.S.B. on 300 P.C.
16/1/2

303

EE.

301, 301 to see.
2. B or 300 to see.

A. Bly
17.2

H.C.S.

1. 301 302 seen thank you.
2. Many thanks indeed both for A & B on 300
and I have informed Mr Clifton - the foreman
of the work of cleaning area

E. S. Bunting
19 Feb 48

N.O.T.C.

301, 302 f.i.

A. Bly
20.2

H.C.S.

Thanks you

AB
21.2.48.

PA A. Bly
24.2

581
828

88027/33/48

0610

304

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS
Dependencies.

Date 21 September, 1948.

No. 5 Saving.



AT

304 Your savingram No. 30 of 14th February.

Oil Barge.

305 I enclose the copy of a communication from the Admiralty concerning the disposal of C.505 and O.C.82.

2. You will realise that the reference, in the penultimate paragraph, to this office is an error and should be to the Falkland Islands Dependencies Government.

3. Grateful to learn in due course what action you wish me to take.

SECER.

Reply at 304.

COPY

305

Military Branch,
Admiralty,
S.W.1.

M.6493/47

11th September, 1948.



Dear Carter,

With reference to our telephone conversation yesterday afternoon about the oil barges in the Falkland Islands about which you wrote to us under your references 88027/33/48 of the 25th March and 686B A/cs of the 2nd April and 15th July, may I once again apologise for the regrettable delay.

Our towage experts say that as the Fitzroy is not a tug and as her engines are only of 91 horse power, the charge of £750 for towing the C.505 back to the Falkland Islands in somewhat hazardous conditions is not excessive.

Good || We are prepared to agree that as this barge was brought back from the Dependencies for Naval reasons and as from your point of view you would have been content to leave her there, the charge is one which can be met by the Admiralty.

In your letter of the 25th March you propose that the Admiralty should remit the charge of £500 for the C.82 if the Colonial Office bear the cost of preparing C.82 and cleaning C.505. We feel that as you have had about a year's use out of this craft and as it will remain on the spot and could perhaps be used in the future on a limited scale, some charge is called for, bearing in mind the following considerations:-

- ✓ (a) that we are making ourselves responsible for the towage of C.505;
- ✓ (b) that we have raised no charge for the storage of fuel in C.505;
- ✓ (c) that our Fleet Auxiliary GOLD RANGER was delayed for four days at Port Stanley as a result of these operations.

Good || We therefore propose that the price should be reduced from £500 to £200 on the understanding that the Colonial Office bear the cost of preparing C.82 for service and cleaning C.505.

After I should be glad to learn from you in due course that you agree to this settlement.

Yours sincerely,

Sgd. G.C.B. Dodds.

P.A. Carter, Esq.,
Colonial Office,
S.W.1.

GCBD/IMB

306.

A.

A.T.

304 - 305 Gy. o. p.

Q
27.x

B.

Mon. C.S.

The question regarding the sum of 6750
which was remitted now accepted is one
which shall be settled between C.S. & Adm. Rathy.
The sum of 200 ^{pre. 22} will be charged out
which is appears in my C.S.A. a/c.

Yrs A.T.

C

Yrs.

304 - 306 , Due 5/15 for
Com. fee. 1
4.4

F.I. Ref: 0612

304

C.O. Ref: 88027/33/48

SAVING TELEGRAM

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 4th November, 1948.

No. 5. SAVING. DEPENDENCIES.

304 Your saving telegram No. 5, Dependencies of 21st September, 1948. Oil Barge.

I shall be grateful if settlement on lines proposed in your enclosure may be accepted and an expression of my thanks and appreciation conveyed to Their Lordships.

GOVERNOR.

PAUL
18/11

88027/33/48

308

Saving.

0610

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS
(DEPENDENCIES)

Date 4th January, 1949.

No. 2 Saving.

X



304

My saving gram No. 5 of the
21st September, 1948.

Oil Barge.

Grateful to learn if you wish
any further action taken.

Reply at 307. SECER.

Have we replied about this yet?

L

Re.

Secretary 307 p1 H. K. H.
K. H. 2/1

(307) despatched in
mail of 24/1/48 and
crossed 308. P. G. 2/1

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



309.

1018

4, MILLBANK,

LONDON, S.W.1.

S/FIDS 164

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



-3 NOV 1949

Sir,

Referring to savingram Dependencies No. 5 of the 4th November, 1948 from H.E. The Governor to the Secretary of State, we have the honour to inform you that, following receipt of a request from the Colonial Office that we should settle financial details of certain oil barge transactions with the Admiralty, we wrote to the Falkland Islands Co., who stated that payment of the sum of £750 for the towage of barge C.505 was made to them locally in Stanley by your Government on 31st May, 1948.

As the Admiralty had agreed to accept responsibility for this charge and had also agreed to accept a payment of £200 from your Government for oil barge C.82 we recovered from the Admiralty, the nett sum of £550 which amount was credited in our May account with your Government.

The Admiralty advise us that they have since received from the Falkland Islands Co., a claim rendered to them by the Public Works Department at Stanley amounting to £115.18.10 for cleaning barges O.C.82 and C.505 but, as the price of barge C.82 was reduced from £500 to £200 on condition that your Government accepted responsibility for preparing barge O.C.82 for service and cleaning barge C.505, the Admiralty are unwilling to accept responsibility for this charge.

The Falkland Islands Co., we understand, have refused to accept liability for payment of the account and as the Colonial Office, with whom the matter has been discussed, are unaware of the terms under which this charge becomes the Company's liability, it would seem, in the absence of any further information, that it will remain as a charge on your Government.

Should you wish us to take any further action you will, no doubt, so inform us.

We have the honour to be,

Sir,

Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

HEM.

WW.

WITNESS. *Itzanga*, the Cottonuy (Cocozel).

Top 2000 Books - Science

John Foster Dulles

Лекция 10. Понятие оценки

8/18

• 24

missed messages with the 0190
info is not 49/5413. I
would said it probably will
be less off now if none of
the passengers are like me
that is by now my eye is
about 22 as much as was
by mother and that the last
of my eye is 18.0 and
of 50's was 18.0 they are
now the same of 01:81-5118 of
my eye has been the same
as messages now & often

三三

H.C.S

ІІ ГЕЙНОНЕ: УВЕДЕЛ АДГО
ДЛЯССВАЧНІСТІ
(ОДЕБРЕВІ: «СКОЛІ ГОНДОН»
(ІНГУІДІ: «СИСАИ ГАМЕІІ ГОНДОН»



ГОДОМ 2011

СИГНАЛ

THE GOVERNMENT BELIEVES THAT THE
COUNCILS SHOULD BE ADDRESSED TO THE
GOVERNMENT OF THE STATE OF CALIFORNIA.



18
30d.

311

H. C.S.

A.

Noted tip and will attach for information

Eff 3-1-50.

A.S.T.

12/1/50.

B.

H.C.S. Noted. Stearns adjustment cont
cleaning ranges being made.

Eff.

K.I.V. for X on 1.310.

12/1/50.

~~B.v. 1/4/50.~~

B.v. 1/4/50.

A.C.

C.

We passed some loose papers on this subject
(minutes from OIC try & A.S.T) to E.E. a day or
two ago.

8

4/4/50

I

B.E.

I understand the loose pgs referred to
at C were sent to you earlier this month.

2. Will you please return them with this

file

Eff. 1/4/50.

H.C.S.

Attached I hope are the papers you refer to

Eff. 19. 4. 50.

March 1950

312

750 Drums Diesel Oil	\$ 12480.00	
Expenses on do.	1761.77	
	<u>14241.77</u>	
+ Comm @ 5%	712.08	
	<u>14953.85</u>	
Exch. \$8.805		\$ 1698. 6. 10.

April 1950

Expenses on do.	\$ 17.42	
+ Comm @ 2 1/2%	1.44	
	<u>17.86</u>	2. 7. 11.

April 1950

Expenses on do.	\$ 770.25	
+ Comm @ 5%	38.51	
	<u>808.76</u>	91. 17. 1.

May 1950.

Lighterage on 750 empty drums	\$ 702.23	
of Time etc., etc.,	13.00	
	<u>\$ 715.23</u>	
+ Comm @ 2 1/2%	17.88	
	<u>\$ 733.11</u>	96. 16. 3.
		<u>\$ 1889. 8. 1.</u>

A. S | F.

The charges for the Biwe's fuel oil, which we discussed this morning, came through in the MacStaple A/cs for March - May, 1950. If Wong has taken over the oil, it should re-imburse Dependencies.

RB
29/3/50.

H.C.S.

313

50, 750. down. I decide just out
we purchased from Island early in 1949
for use in the T.B. Part of this was
used by the Colony and E.E. has agreed
to re-imburse Dependencies from Colony Funds.
Understand that E.E. has a check on the
actual amount used by Colony.

Please see attached statement showing
cost of fuel. I would be grateful if you
will arrange with E.E. for the necessary
adjustment to be made.

F.W.
— 29/3.

E.E.

Attached and above. Can you say how much
of this was used by Colony. ?

J.

3.4.50.

H.C.S.

Am enquiring into this - the old power house &
photonel are involved

Eff 19. iv. 50.

BU. 2/5/50

314

XX

E.E.

I should like to have this matter clued up, and should be grateful if you could provide the necessary information.

Yours

5.5.50.

H.C.S.

I much regret the delay which has been caused through pressure of necessary detailed work outside.

2. 286 drums were off loaded from the barge and used by this Government

Eff 30/5/50.

AS.7

Above li.

Yours

6/6/50.

315

A/T (FIDS)

Please see p. 314 and 312.
Bill Colony for 286 drums of diesel
oil at 72-10-4½ per drum. We
should pay Colony for cleaning
out barges 0.0 82 and C 505
if we have not already done so -
bill at cover.

JK Elliott

8/6/50.

A/S.D.

Work have been billed accy. A paye will
be made to Colony 1.0 8282 & C 505.

JK A.T.

14/6/50

A/T

Notice Thank you

JK Elliott - 15/6.

Notes.

I regret that this file was not passed through you

Seen by.

JK

17/6/50

JK

15/6/50

JK
17/6/50

No.

0686

MEMORANDUM.

316

It is requested
that, in any refer-
ence to this memo-
randum the above
number and the
date may be quoted.

22nd Sept.

19 51

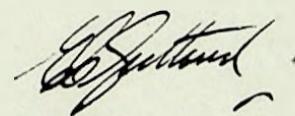
To Hon. Colonial Secretary

From: Superintendent Power Stn.

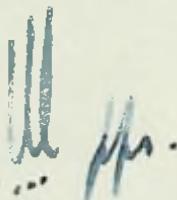
Stanley, Falkland Islands.

SUBJECT :- Oil Barge

I have the honour to submit for your information letter 317
received from Manager Falkland Islands Company regarding possible
use of Admiralty Oil Barge.



Superintendent Power House.



24 SEP 1951

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

Stanley,

22nd September

1951.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Mr. E. Gutteridge,
i/c Power Station,
STANLEY.

Dear Sir,

With reference to your verbal request to be allowed to use the 50 ton tank on the Admiralty Oil Barge C.505 for contaminated Diesel Gas Oil ex Oil Barge O.C.82, we have decided it would not be adviseable so to do.

If the condition of O.C.82 has indeed deteriorated so suddenly and alarmingly as your report implies, perhaps we could lend you sufficient empty drums to take the residue of the oil. We expect to receive a quantity of empties by the current Camp voyage.

Yours faithfully,

A. G. Barlow

MANAGER.

H.C.S.
316-317 F: 2: pe
L.G.S.
24/9/51

Seen. M
25/9/51

R.A.B.
25/9/51

Oil Fuel Barge O.C. 82.

Equipment on board.

1. Pumping unit.
Twin cylinder "Baldwin" Semi Diesel Engine.
Built in 1907. Obsolete.
2. Oil fuel cargo pump, complete with
some hoses.
3. Electric motor. Obsolete.
4. Air starting ~~tools~~, 2 in number.
5. 10, 12" Gate Valves. ? Navy.
6. Windlass complete with two anchors
and chain. Sale money — ~~H.M.~~

None of the above is on charge,
it was a gift to us from F.C.O.S.
The barge is unseaworthy.

B. S.P.S.

21-3-52.

B.B. Pipe line

0610

319.

25th March, 52.

To: Superintendent, Power House,

From: The Colonial Secretary,

STANLEY.

Survey of O.C. 82.

With reference to our discussion with His Excellency you are hereby appointed Chairman of a Board of Survey (with Mr. G. Pallini as the other member) to inspect and if necessary, condemn Oil Fuel Barge O.C. 82.

2. You should make recommendations as regards any equipment to be salvaged bearing in mind:-

- (a) The Navy may be interested in the Gate Valves.
- (b) The Falkland Islands Company may be interested in the purchase and removal of the windlass, anchor and chain.
- (c) The Harbour Master will ultimately sink the barge for F.I.G.A.S. use.

(Sgd) C. Campbell

COLONIAL SECRETARY.

VP

320

S. P. H.

319 - what is the position, pl?

P.C.S.
15/4/52.

321

H.S.

Answerable Star from K.C. com.

16/4/52

Q/H

H.M. 1) Please see (319) a board report.

2) approach Navy to Gate Valves (they
will have to remove them themselves).

3) See if you can find a purchaser for
the other equipment mentioned. ? P.C.

H.C.S. H.M.S. "Bramhead Bay" was approached
about gate valves but declined them. F.I.C. have
offered £20 for the anchors & cables & I have asked them to remove these
as soon as possible as the barge really is in a sinking condition. See Q
S.H. 21.4. 21/4

UNSERVICEABLE STORES.

P.W. Editorial Department.

Inspected by Board of Survey on

16th April 1952

Description.	Date of Receipt.	Quantity.	Folio in Ledger.	Value
62 Bay 068	15 Jun 51	1	—	—

We hereby certify that we have inspected the above stores which we consider should be ~~sold~~ as unserviceable.

H. J. H. Department

G. L.

I approve of the above stores being dealt with as recommended and accounted for as directed in Rule 20 of the Stores Rules.

C. Campbell
(Governor)

322

See

Do and copy of (321) at back cover, fl.

Q
23/4

H.C.S.

Barge scuttled in correct position April 28th. F.I.C. will remove anchors & cables as convenient to themselves. Flexible hose pipes sold to Summers of P.W.D. who will also remove himself. Some other pipes being removed by P.W.D. for use on peat barks.

Q
29. 4.

Q
29

Q
29

P/60/FALKLAND Is. 1.



Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEAS GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted.

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

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

16 MAY 1956 195

Sir,

I am directed to inform you that the
Crown Agents have received a claim from
THE ADMIRALTY

for the sum of £400 ————— in respect
of HIRE CHARGES FOR BARGE C.505 AT PORT STANLEY
FOR PERIOD 30th DEC. 1952 TO 13th JUNE 1953

The supporting vouchers are enclosed.

The Crown Agents will be glad to learn
whether they may pay the claim from FALKLAND Is.
funds.

I am, Sir,
Your obedient servant,

See 252, 254

THE COLONIAL SECRETARY

FALKLAND ISLANDS.

407 — 409

0014/E. & 0014/II

324

N.S. FUEL CLAIM No.....2..... /1956.

Claim upon Crown Agents for the Colonies (for Falkland Islands Government)
 for recovery of hire charges for Barge C.505 at Port Stanley for period
30th December, 1952 to 13th June, 1953

Date	Service	Tons	Rate	Value		
				£	s.	d.
30th Dec. 1952 to 13th June, 1953	Hire of storage 300 ton capacity of Barge C.505	300	Six months hire @ £800 per annum.	400	0	0
			TOTAL £	400	0	0

FORMER PAPERS:-

N.S. Fuel 395/56/2A
 M.3355/51
 C.P.18811/52

a2241.TRB.

S.P.E.I.,

325

323 Did in fact hire the barge for the period stated ?

(b) D.R.MORRISON.

25/7/56

A.A.C.S.,

Yes, RFA Gold Ranger arrived 29th Dec. 1952 with diesel Oil in bulk, the barge was emptied on the 13th June 1953, saving telegram at 312 in file 0014/II.

We have made no charge for storage of the Admiralty oil for Protector, would it be wise without undue complications to an already complex matter, to bring this to the attention of the Admiralty.

Brattin

27-7-56.

gd.

323 We shall have to pay this although it is a heavy charge because we agreed at 254 in 0014/II to accept the charge of £800 per annum.

2. Raise the question of Protector's oil?

DRM
27/7/56

CS

I think that this is a blunder. I can only assume that we have no specific funds - but can it come out of P.A.E. votes - if we don't get a tank in by August - we should have a considerable saving.

P.A. consider and discuss.

DRM

27-7-56

Returned from Ag.C.T. 18/8/56

0610.

~~325a.~~ ~~325a.~~ 325a. 5

No 5.

MEMORANDUM TO STANDING FINANCE COMMITTEE

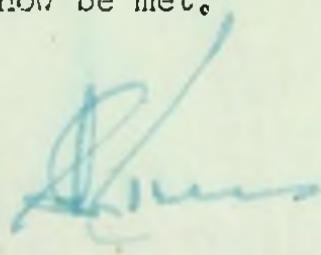
Hire of Admiralty Oil Barge

It was found necessary in 1952 to enter into negotiations with the Admiralty for the hire of an oil barge to store oil for use at the Power Station. The present tanks at the Power Station were not then erected.

The Admiralty agreed to make the barge available at a cost of £300 per annum. This was considered an excessive rental and representations were made with a view to some reduction being made. These proved unfruitful and Government had no alternative but to accept the Admiralty's charge.

The barge was in use from the 30th December, 1952 to the 13th June, 1953. Now, over three years later, Government has been presented with a bill from the Admiralty for £400, representing rental charges for 6 months at the rate of £800 per annum.

Honourable Members are asked, therefore, to take under favourable consideration the provision of the sum of £400 under Head XIV, Power and Electrical (b) Other Charges, Miscellaneous 17 - Hire of Oil Barge, so that the account presented by the Admiralty may now be met.



ACTING COLONIAL SECRETARY

A.I.S.E. approved on S.F.C. 13.10.56

(See 145 in 1040 1A/II)

V.M.

19.12.56.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEAS GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



326
4, MILLBANK,

LONDON, S.W.1.

P/GO/Falkland Is. 1.

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

TELEPHONE: ABBEY 7730.

21st September, 1956.



Sir,

Hire of Storage 300 Tons
Capacity of Barge C.505.

323 With reference to the Crown Agents' letter of even
reference dated 16th May 1956, enclosing an Admiralty claim
for £400 in respect of hire charges for Barge C.505 at Port
Stanley for the period 30th December 1952 to 13th June 1953,
I am directed to remind you that your authority for payment
to be made from Falkland Islands funds is still awaited.

324

327 (1) Enclosed herewith is a further claim received from
the Admiralty for £255 -s. 9d. in respect of hire charges
for the period 2nd April to 10th June 1955 plus handling
charges and your authority to effect settlement of this
claim is also requested.

328 (1) It would be appreciated if you would give this
matter your early attention and despatch a reply as soon
as possible.

I am, Sir,
Your obedient servant,

Reply at 230.

The Colonial Secretary,
Port Stanley,
Falkland Islands.

CA 68

F

327

N.S. FUEL CLAIM NO. 63 / 1956

Claim upon Crown Agents for the Colonies (For Falkland Islands Government)
 for recovery of hire charges for Barge C505 at Port Stanley for
period 2nd April, 1955 to 10th June, 1955, and associated
handling charges.

Date 1955	xxxxxx Service	Tons xxxxxx	Rate	Value		
				£	s.	d.
2nd April to 10th June	Hire of 300 ton storage capacity in C505.	300	70 days hire at £800 per annum	157	10	9
	Handling charges (in)	300	@ 1/6 per ton	22	10	0
	Handling charges (out)	300	@ 5/- per ton	75	0	0
			TOTAL £	255	0	9

FORMER PAPERS:-

N.S.F. 2866/56

a2241, TRB.

325

8/5/

We expect you are looking into the 1955 charge.

Do you
18/10/56

AC8.

① Sum of charge £157.10.9 is correct. This for the period between delivery in April 55 and June 55 when the 2nd tank was completed.

② Handling charges. 600 tons all 1st

at 5.0d

plus other charges all totalling £216.6.10, have been paid to Admiralty Agents here, who have confirmed this after I spoke to them this morning.

Amount payable is therefore less charge only £152.10.9.

Postscript

19-10-56.

329

Act

326. Draft telegram to draw off pl

DRW
19/10/56

I have made it a bit fuller.

Ed. 10/10/56

600

33
DECODE.

TELEGRAM.

From Colonial Secretary.

To Crown Agents

Despatched: 26th October, 19 56 Time: 0530

Received: 19 Time:

326

Your letter PCC Falkland Islands 21st September. Hire of Oil Barge. Payment of £400 to meet first claim approved. With regard to second claim payment of £157. 10s. 9d. approved. Balance which represents handling charges has already been paid here to Admiralty Agents in Stanley.

Secretary.

S.P.E.I.

Payment of £157. 10s. 9d. for the hire of the barge in 1955 should be debited against Head (a) Power and Electrical (b) Other Charges - Generation sub-head 2- P

Copy to Supt. Power & Electrical Dept. (Intld) A.G.D.T.

P/D:IP

Pa m SF C W at 325
3/11/56