

CONFIDENTIAL.

UTI/FUE/2#03

**D**

(Formerly)

0014/VI

0014/VI

SUBJECT:

SUPPLY OF PETROL PARAFFIN  
AND OIL.

CONNECTED FILES.

NUMBER

*Fue/13/2*

1  
I.E.

P.5576.

The hall has been started rolling, under pp. 559-560.  
I aim to get the enquiry to which p. 560 relates off to the embassy by the next Albatross flight (16 December).

2 I assume that the intention was that the enquiries of a commercial nature, at p. 5576, para. 8 (c) - (e), would be made by the F.I.C?

3



CS ✓

469

MEASURING FUEL OIL FROM THE BOWSER

Arising out of a query by me as to the amount of fuel oil put into the Government House storage tank on 5th May, I am informed that there is alleged to be a difference of some 40 to 50 gallons between the measurement taken with the dipstick and the meter on the outlet from the Bowser.

This is not a very satisfactory state of affairs and I should be glad if the matter could be looked into and rectified.

Copied to CT  
SPW

see f#71

W  
12/5/69

By. 30.5.69.

470

C.S.

1. There is no meter on the outlet from the bowser
2. The meter is on the outlet from the main supply.
3. The bowser, when full, holds 1050 gallons according to the meter.
4. The bowser is said (by the makers) to be of 1,000 gallons capacity.
5. The dipstick is calibrated on this assumption.
6. The dipstick method is not foolproof for its accuracy depends on the bowser always being on level ground.
7. A meter for the bowser would cost about £100.
8. Experiments are being conducted to ascertain the errors produced by dipping on ground that is not level.
9. The dipstick method tends to favour the purchaser, but adjustments appear to have been made to dipped issues for all oil taken out is accounted for.
10. It seems that the dipstick should be re-calibrated to show issues 5% greater than present calibration, and this is being investigated.

L.G.

14:5:69



471

20th May,

69

Colonial Secretary

Colonial Treasurer

Superintendent Public Works Department

Measuring Fuel Oil from Bowser

469

Please recall His Excellency's memorandum, dated the 12th of May, 1969, addressed to me and copied to you, on the above subject.

2. After studying C.T.'s written comments (the original of which I have had copied and now return to C.T. herewith) and after discussing with S.P.W. I have drafted the attached reply to H.E. and will be grateful if we can arrange, by 'phone, a mutually convenient time to discuss it.

(J. A. JONES)  
COLONIAL SECRETARY

472  
Y.E.

Measuring Fuel Oil from Bowser

will recall the query you posed in the attached (we have a copy in the file).

2. Y.E. has, I believe, not been accurately informed. The bowser itself has no meter. The input to the bowser from store is metered: but the bowser's output to your tank is measured either by dipsticking that tank or the bowser (or both), not by meter on the bowser.

3. The store issues have also been scrutinised and indicate that all oil taken out has been accounted for.

(J. A. JONES)  
COLONIAL SECRETARY

June, 1969.

0014/VI

c.c. C.T.

S.P.W. & For information with reference to my memorandum of the 20th May and to discussions (Jones-Royans and Jones-Gleadell) of the 31st of May.

SC

J.A.J.



473

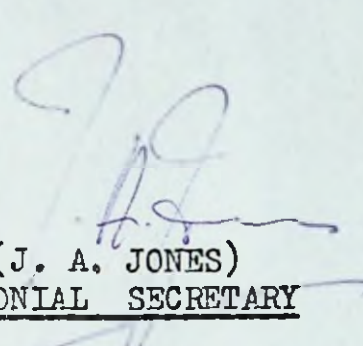
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(J. A. JONES)  
COLONIAL SECRETARY

2 June, 1969.

0014/VI

c.c. C.T.  
S.P.W.

SC

2  
P.S. please speak to 2/6 ✓ Amc

3  
P.S. I am obviously wrong about the meter - perhaps there is some discrepancy between the two dipsticks. When you come to S.W. I will give you the background.

to 2/6

PA 1/3/6



ADVICE OF AMENDMENT ORDER PLACED

No. 2.

474  
THE CROWN AGENTS  
for Oversea Governments and Administrations.

G6V

FALK.IS.8/11585/2.

All letters to be addressed to the CROWN AGENTS this reference being quoted

Authy

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

Sir C.Heskard(Falks)  
Tel.166 of 26.8.68.  
Comm.Off.Ltr.  
YC.12/2 of  
Dept 7.8.68.

The Director of Fuel Movements  
and Transport (Navy),  
Ministry of Defence,  
Section 3A, Empress State Building,  
LONDON, S.W.6.

Telegrams "Crown, London-S.W.1."  
Telephone 01 - 222 7730  
Telex No. 24209

Admin.

Date 13th February, 1969.

Dear Sir,

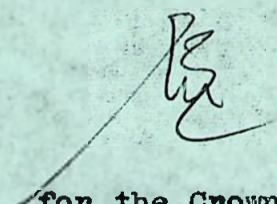
Your Reference: N/FMT.352/68/73C.

With reference to our telephone conversation of the 10th February regarding the above numbered order for the supply of diesel oil to the Government of the Falkland Islands during 1968, we understand that the total quantity involved was 3,400 tons inclusive of the 1,509 tons being stored temporarily in Ministry of Defence (Navy) tanks.

2. In view of this fact the correct contract total is £46,920 C & F Port Stanley (exclusive of extra handling charges).

3. We apologise for this misunderstanding.

Yours faithfully,

  
for the Crown Agents.

AOC/SU/RO.

Copy for:-

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.

Special notes to Principal:—

P.p.



ADVICE OF AMENDMENT ORDER PLACED

No. 2.

G6V

/ FALK.IS.8/11585/2.

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Tel.166 of 26.8.68.  
A/c Comm.Off.Ltr.  
YC.12/2 of  
Dep.7.8.68.

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and Transport (Navy),  
Ministry of Defence,  
Section 3A, Empress State Building,  
LONDON, S.W.6.

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

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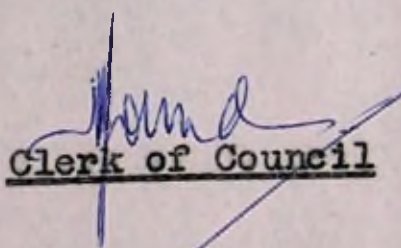
20TH AND 27TH MAY 1969.

0014/V

27. INSURANCE OF OIL

It was explained that the question of insuring oil stocks had recently been discussed in Standing Finance Committee. The oil contained in the two smaller tanks was fully insured but the policy would shortly expire. Following an earlier decision (Minute 31 of 9/69) in Executive Council the bulk supplies of oil contained in the two larger tanks had not been insured since it was considered that the possibility of loss from fire was too remote to justify their insurance. However, the view was advanced that a case might exist for obtaining coverage against loss from leakage.

Council advised that the Superintendent Power and Electrical be asked to examine the leakage question and report his findings for consideration at the next meeting of Executive Council.

  
Clerk of Council



30th June,

69.

To: Superintendent Power &amp; Electrical

From: Colonial Secretary

STANLEY.

Insurance of Oil Stocks.

The question of insurance of bulk oil stocks has again been under consideration and you will recall that some years ago it was decided that the possibility of loss resulting from fire was considered too remote to justify the premium asked. The view has now been advanced that a case might exist for obtaining insurance coverage against loss from leakage and I am to request that you examine the question and submit your findings for consideration at the next meeting of Executive Council which is provisionally scheduled for the second week in July. In view of the urgency, I would be most grateful if you could let me have your report not later than Friday 4th July.

(H.L. BOUND)  
for COLONIAL SECRETARY

1st July, 69

Colonial Secretary

Superintendent Power and Electrical  
DepartmentInsurance of Oil

Please see p. 475. It will be appreciated if you will examine the question of possible dangers from leakages and of the strength or otherwise of a case for obtaining insurance coverage against loss from leakage. It will be appreciated if this is done in the form of a report so that it can be submitted for examination at the next Executive Council Meeting (which is likely to take place in mid July).

*A. Clements*for J. A. JONES  
COLONIAL SECRETARY



No.

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



1st. July 1969.

The Colonial Secretary,  
Secretariat,

STANLEY.


Supt. Power & Electrical Depat.

Stanley, Falkland Islands.

SUBJECT :-

Insurance of Oil Stocks.

I refer to your memorandum ref. 0014/V. dated 30th. June 1969. concerning the above. [ I consider that the construction of the tanks (three welds per seam) are such that loss through leakage may safely be discounted, I have absolute confidence in stating this. There is danger however that loss could occur from the 6" pipeline, normally maintained full. This loss would be limited to a maximum of 13 tons the capacity of the pipe, the outlet valve is maintained in the closed position and the operating wheel removed.]

  
Supt. Power & Electrical  
Department.

CONFIDENTIAL

478

11th July, 1969.

HF. 1/69

EXECUTIVE COUNCIL

Insurance of Oil.

Memorandum by the Colonial Secretary

Previous Ref: Executive Council Meeting No. 6/69, Minute 27

In accordance with the wishes of Council expressed in Minute 27 of the 6th (May) Meeting of this year, the Superintendent, Power and Electrical, has examined the leakage question and reports as follows:-

"I consider that the construction of the tanks (three welds per seam) are such that loss through leakage may safely be discounted, I have absolute confidence in stating this. There is danger however that loss could occur from the 6" pipeline, normally maintained full. This loss would be limited to a maximum of 13 tons, the capacity of the pipe, the outlet valve is maintained in the closed position and the operating wheel removed."

COLONIAL SECRETARY

Ref: 0014/VI ✓

SC

CONFIDENTIAL



ADVICE OF AMENDMENT ORDER PLACED

No. ....

QGV / Falk. Is. 8/11585/2

THE CROWN AGENTS  
for Oversea Governments and Administrations.

All letters to be addressed to the CROWN AGENTS this reference being quoted

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

Authy

Sir C. H. Ward (Falk)  
Tel. 26.8.68  
Off. letter  
YC.12/2 of  
27.8.68  
Dept.  
Admin.

The Director of Fuel Movements  
and Transport (Navy),  
Ministry of Defence,  
Section 3A, Empress State Bldg,  
LONDON, E.C.6.

Telegrams "Crown, London-S.W.1."  
Telephone 01 - 222 7730  
Telex No. 24209

Date 6-2-69

Dear Sirs,

With reference to your letter N/INT.(352/68)/730 dated 30th January regarding the above-numbered order for the supply of Diesel Oil to the Government of the Falkland Islands, we wish to acknowledge that the cost of this is £13.16s. 0d per ton inclusive of freight charges.

We understand that 3,400 tons were delivered and that a further 1,509 tons are being stored temporarily in Ministry of Defence (Navy) tanks at the charges previously agreed in our letter dated 4th September, 1968.

The total cost for the 4,909 tons exclusive of these extra charges is £67,744.4s. 0d C.&F. Port Stanley.

Your assistance is, once again, appreciated.

Yours faithfully,

for the Crown Agents.

JPH

Copy for:-

Special notes to Principal:—

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.



ADVICE OF AMENDMENT ORDER PLACED

No. ....

THE CROWN AGENTS

for Overseas Governments and Administrations.

G6V / Pk.Is. 8/11585/2

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Tel. Off. 26.8.68  
YC.12/2 of  
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JPH

Copy for:-

Special notes to Principal:-

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.



original filed in 5/3/62/11. Copy.

480

No. 0014/V

MEMORANDUM

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

9th July, 19 69

To: Assistant Colonial Secretary

From Supplies Officer, Central  
Store.  
Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

Diesel Fuel Oil

The following figures in respect of Diesel Fuel Oil issued from Colony stocks during the last two financial years may be worth placing on file for statistical purposes:

Issued 1967/68 -	Power Station	625.210	
	South Georgia	262.465	
	Others	<u>287.571</u>	<u>1175.246 tons</u>
Issued 1968/69 -	Power Station	636.008	
	South Georgia	257.520	
	Others	<u>514.808</u>	<u>1408.336 tons</u>
Balance of stock held at 1st July, 1969 -			<u>2716 tons</u>

From the above figures, and considering the possibility that South Georgia will be supplied from B.A.S. stocks in future, I estimate that we have sufficient stock left for two years.

(sgd) A.M. Carey  
Supplies Officer.

Copy to 0014/V



0014/VI

480  
481  
22 July, 69

To: Superintendent Public Works Dept.,

From: Colonial Secretary,

STANLEY

- (i) Covered Way to Mortuary at K.E.M.H.
- (ii) Fuel Oil Bowser

X I shall be obliged if you will let me know, for the information of the Stanley Committee on Finance, what is the authority for and purpose and cost of the covered way at present under construction leading to the mortuary at the K.E.M. Hospital. Cost should be broken down into its constituent elements of labour and materials.

Y 2. A member of the Committee also remarked upon the large amount of labour apparently needed to operate the fuel oil bowser, the number of staff engaged upon the operation being apparently five. I shall be glad if you will comment on this.

See 483

See 482

*General Office*

*to be*

(J. A. JONES)

COLONIAL SECRETARY

Bu 7/8

A.C.S. Please pay P.W.D. money over X & Y above.

7/8/8



9th August,

69.

To: Superintendent Public Works

From: Colonial Secretary

Stanley.

- (i) Covered Way to Mortuary at K.E.M.H.
- (ii) Fuel Oil Bowser

481

I refer to my memorandum 0014/V of 22nd July 1969,  
and would be grateful to receive your early reply.

(H.L. BOUND)  
for COLONIAL SECRETARY

Reply  
483

By 14.8.69

ARA.



482 (a)

EXTRACT FROM MINUTES OF MEETING NO. 7/69 OF EXECUTIVE COUNCIL  
HELD ON 15th, 16th, 17th JULY, 1969.

~~1974~~  
CO. 4/10

24. INSURANCE OF OIL (Memo INF 1/69)

Council noted the report by the Superintendent, Power and Electrical Department contained in Memorandum INF 1/69 of 11th July, 1969.

*[Signature]*  
CLERK OF COUNCIL

*[Signature]*

No.

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

MEMORANDUM



4th August, 1969.

To: The Acting Colonial Secretary,

Secretariat,

STANLEY.

From: The Superintendent of Works,

Stanley, Falkland Islands.

SUBJECT :- Fuel Oil Bowser.

481  
When I took over, I too noticed a large amount of labour being used, four or five and found it justified considering it was hand pumped over distances of 120 feet in places, a relief was required every few minutes.

I managed to obtain an electric pump and got it installed on the bowser, this reduced the number to operate it to two, and was quite satisfactory. However in those days we had a short wheel base dumper capable of towing the bowser, that could reverse, but this dumper (15 years old) is not sufficiently roadworthy and after three incidents, it was taken off this work, it was replaced by the only vehicle capable of towing it safely, a long wheelbased Bedford, with this there is virtually no manouverability and there are at least four places where there is no 'through' road, which means either we have to keep a Rover with it for shunting (which is not always available) or send the navy gang to man-handle it, and if someone has seen five men, they are the navy gang.

navy

481

SA 482

SUPERINTENDENT OF WORKS.

*ABoyans.*

BWS.



484

C.T.Fuel Oil Bowser

I believe that you satisfied S.F.C. at its recent meeting regarding the use of labour for the fuel oil bowser. Whether you had S.P.W.'s full explanation available at the meeting I am not certain; but it can be taken that no further action is necessary?

3 September, 1969.

(J.A. Jones)  
ACTING GOVERNOR

Y.E., 485  
A.P.W.'s report was read to the  
Committee.

L.C.  
4/9/69

C.T. T.g.

486

2 In Exco. there was mention of the possibility of (IC) writing the covered way at the R&M/H at yesterday's meeting. Was this in fact done?

M. J. 9

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

Z1F/FALK IS 9/31762

Telegrams: "Crown, London S.W.1"  
Telephone: 01-222 7730  
Telex No. 916205

487  
CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

"Z" Department,  
4, MILLBANK,  
LONDON, S.W.1.



8th August, 1969.

Dear Sir,

Further to our letter under the above reference dated 1st August, and with reference to your telegram No. 122 dated 14th July 1969, we have now obtained the enclosed quotation from Scottorn Ltd., reference ABK/EW dated 4th August 1969, offering a reconditioned XWD Bedford Model RL, 4 x 4 chassis fitted with an 800 gallon fuel tank with separate engine driven pumping unit, at an ex works cost of £1985.

If you are interested in this vehicle we can arrange inspection to verify its serviceability and provide you with a relating C.I.F. Port Stanley figure.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "A. H. Cairns".

A. H. CAIRNS  
for The Crown Agents

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.





Telephone  
01-942 3633 (5 Lines)

# SCOTTORN

LIMITED

VICTOR WORKS · KINGSTON ROAD  
NEW MALDEN · SURREY  
ENGLAND



MEMBER  
Cablegrams

ESSENN, NEW MALDEN

OUR REF. ABK/EW

YOUR REF.

DATE 4th August, 1969

## Q U O T A T I O N

The Crown Agents,  
4, Millbank,  
London, S.W.1.

To supplying:-

- One Fully reconditioned Ex W.D. Bedford R.L.  
4 x 4 Chassis Cab RHD 156" wheelbase  
painted to agreed specification and fitted  
with Petrol engine 300 cu.ins.  
800 gallon tank suitable for carriage of  
diesel oil.
- 5 New Avon Trakgrip 1100 x 20 tyres  
1 Pexson 2A1CD pump fitted with 2  
inch outlet. Petter AA1 engine.  
3 10feet delivery hose  
1 New tool kit.

Ex Works..... £1,985. 0. 0.

Delivery: 8-10 weeks from date of order.

Payment: Against invoice rendered before  
delivery or collection of vehicle  
from these works.



AUSTIN COMMERCIALS AND CARS—SALES, SERVICE AND SPARES





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

ZIF/FALK IS. 9/31762

Telegrams: "Crown, London-S.W.1"  
Telephone: 01-222 7730  
Telex No. 24209

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

"Z" Department,  
4, MILLBANK,  
LONDON, S.W.1.



1st August, 1969.

Dear Sir,

We refer to your telegram No. 122 dated 14th July 1969, requesting prices and details of a small oil fuel Tanker with auxiliary motor and pump, and wish to advise you that the Bedford R type 4 x 4 chassis has now ceased production and a substitute chassis is not expected to be available until some time in 1970.

We have therefore obtained an alternative quotation from Vauxhall Motors Ltd. for an 800 gallon capacity fuel oil tank mounted on a Bedford Model KDS, 4 x 2 chassis, with separate engine and pumping unit in accordance with the enclosed Vauxhall Motors Ltd. quotation, reference 4029/JDLS/HH/690G dated 23rd July 1969.

The F.O.B. and relating C.I.F. costs Port Stanley for supply of one vehicle are as follows:-

F.O.B. - £2390 10s. 6d.

C.I.F. - £3025 6s. 3d.

The above C.I.F. figure is inclusive of Crown Agents General charges.

This offer is our interpretation of your require per your telegram. We shall of course be glad to obtain other quotations if you find that the vehicle offered is not what you require.

Please quote the above Crown Agents reference in any communication you have with this office concerning this subject.

Yours faithfully,

A. H. CAIRNS  
for The Crown Agents

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.

AHC/NLB



No.

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



488

2nd September, 19 69.

To: The Acting Colonial Secretary,

Secretariat,

STANLEY.

From: The Superintendent of Works,

P. W. D.,

Stanley, Falkland Islands.

SUBJECT :-

Oil Bowser.

It is with interest I find this Model ideal all round, and would like this to be considered with some urgency.

- (1) It is a Model, twin to the Bedford already here so spares are no problem.
- (2) The fact that we are experiencing the non availability of a suitable towing vehicle is becoming more frequent.
- (3) Recent developements Road - scheme etc. will place us in an embarrassing position with reference to any towing at all with our present vehicles.
- (4) Even if delivery of oil is overcome through the better weather it is unlikely that it will be a possibility by next winter.

ag. CS

Submitted

10.9.69

B. U. after H. E. return (for any action by Mr Jones) L.E.  
*[Signature]*

SUPERINTENDENT OF PUBLIC WORKS.



489

EXTRACT FROM MINUTES OF MEETING OF STANDING FINANCE COMMITTEE HELD ON 22ND  
AUGUST 1969.

4. Nugatory Expenditure

(a) Delivery of Oil

Referring to the minutes of the last meeting the Chairman explained that Government had certain properties using diesel oil where it was essential to have labourers engaged on handling the Bowser manually.

0014/v1

80. after H.E's return

Please refer to 488.



(HGF 12/1)

UNCLASSIFIED

26 September, 1969

Your Ref. 0014/V

490

*See J.R.*

Fuel Oil Supplies

--- Would you please refer to Sugg's letter YC 12/2 *copy enclosed* of 9 September 1968 to Thompson about the supply of diesel fuel. You will see from the attached copy of a letter from Hopkins in the Ministry of Defence that he is looking into the possibility of sending a tanker to you either early in 1971 or, if the situation allows, later, between October 1971 and March 1972.

2. To help the Ministry assess the position Hopkins requires answers to the questions posed in paragraph 4 of his letter. Perhaps you would be good enough to let me have a reply in a short telegram giving the position so far as it applies to the Colony's needs. I am writing similarly to Gipps about the BAS requirement.

*[Signature]*

*[Signature]*  
(K. H. Robins)

J. A. Jones Esq., O.B.E.  
Port Stanley,  
Falkland Islands.

*Me*  
*For me initially - hors file. 10/21/10*





YC 12/2

Your Ref: 0014/V

Commonwealth Office

S.W.1.

(18) 490A

September, 1968.

Fuel Oil Supplies.

Telegram No.205 of 23 August to you set out the arrangements proposed by the Ministry of Defence for the delivery of diesel fuel to the Colony this year: these are being implemented as agreed in your reply TEL No.166 of 26 August.

2. In a letter to me on the subject, the Ministry advise that there may be some difficulty in arranging future supplies and I quote below the relevant paragraphs from this letter for your information:-

"After this year's replenishment it is doubtful whether it will be practicable to carry diesel fuel for the Falkland Islands Government or B.A.S. in RFA tankers. The answer will depend on the availability of ships of a suitable size to carry the joint requirement economically and will not be known for several months yet. It would be prudent to assume, however, that even if we can assist there will be a gap of 30 months between the first and second replenishments. We shall be able to help with storage for the first 30 months, but not subsequently because it will be necessary for each of our tanks to be emptied at intervals not exceeding four years for cleaning and maintenance.

I will let you know as soon as possible the prospects for future cargo lifts in RFA tankers. You will no doubt wish, in any event, to consider the desirability of erecting more tanks in the Islands"

3. I am sending a copy of this letter to Sir Vivian Fuchs since any difficulties which may arise will also affect the British Antarctic Survey.

(A. St. J. Sugg)  
Gibraltar and South Atlantic Department

W.H. Thompson, Esq., C.B.E.,  
Colonial Secretary,  
Port Stanley,  
Falkland Islands.

IN CONFIDENCE

JF





DIRECTOR GENERAL OF SUPPLIES AND TRANSPORT (NAVAL)  
MINISTRY OF DEFENCE  
Empress State Building, LONDON S.W.6  
Telephone: FULham 1244, ext. 2146

(8)  
490B

Please address any reply to  
MINISTRY OF DEFENCE  
( DGST (DFMT) (N) )

12th September 1969

and quote: N/73A/D16/68  
Your reference:

Dear Sugg,

FALKLAND ISLANDS - REPLENISHMENT OF FALKLAND ISLANDS GOVERNMENT AND BAS FUEL STOCKS

(39) on 4012/2

1. In his letter N/FMT 352/68/30 dated 21st August 1968, Marshall promised to let you know as soon as possible what the prospects were of future cargolifts for the replenishment of the Government and BAS fuel stocks being carried in RFA tankers.
2. Unfortunately the position on this is still not at all clear and there are a number of questions which need to be resolved before the longer term situation can be assessed with accuracy. The situation is complicated by the request made by Alginate Industries, of which I believe you are aware, to be allowed to draw fuel from our stocks.
3. As regards the shorter term, it appears to us from information given previously that the quantity of fuel we freighted to the Falklands in October last for the Government and BAS (including that which is being stored in our tanks) should be adequate to last until at least October 1970 and possibly March 1971. It seems unlikely that we shall need to send a tanker to the Falklands at this time to replenish our own stocks; on the other hand there is just a possibility that we might be able to supply enough fuel from our stocks (on repayment, of course) to keep the Government and the BAS going for another year, thus postponing their need for further supplies until sometime between October 1971 and March 1972.
4. So that we can look at this more closely I would be grateful if you would let me know:-
  - a. When further replenishment of the Falkland Islands Government and BAS fuel stocks will next be required.
  - b. How much fuel will then be needed in order to keep them going to, say, March 1972, after allowing for retention at that time of a modest reserve.

Yours sincerely,

*A. St J. Sugg*

A. St J. Sugg Esq, CMG

RECEIVED IN  
REGISTRY No. 17  
18 SEP 1969  
HG 712/1

SR/44

*R. Moore enter on 'Oil' file cty  
earlier correspondence  
HMC as a/p*



491

Supplier Officer,  
Central Store

### Diesel Fuel Oil Requirements

Please recall your memorandum p. 480 & connect with correspondence just received & filed at pp. 490-B. I shall be glad of your early advice as to the answer which we should make to paragraph 4 (a) & (b), p. 490 B.

2 Please route file back to me via C.T. L.G.

J.F.  
C.S.  
22.10.69.

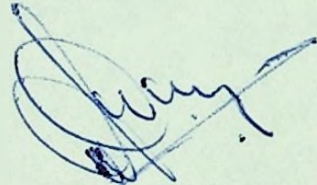


C.S.

492

The following is the Diesel Fuel Oil position to-date:

1. Balance of Colony oil held at 30th September, 1969 = 1,999 tons
2. Average monthly consumption -  
Power Station 52  
South Georgia 22  
Others 60  
134 tons  
===
3. Estimated stock held should Colony continue to supply South Georgia:  
 $1,999 \text{ tons} \div 134 = 15 \text{ months}$ . Therefore sufficient stock is held to last until 30th December, 1970.
4. Estimate of stock held to meet demand of Colony only:  
 $1,999 \text{ tons} \div 112 = 17 \text{ months}$ . Sufficient stock to last until 28th February, 1971.
5. Estimate of <sup>Extra</sup> fuel needed in order to keep going until March, 1972, and leave two months reserve:  
Re. para. 3 -  $134 \times 14 = 1876$  + 2 months reserve = 2,144 t.  
Re. para. 4 -  $112 \times 12 = 1344$  + 2 months reserve = 1,568 t.
6. I gather from folio 490 that B.A.S. have been approached directly concerning their fuel.

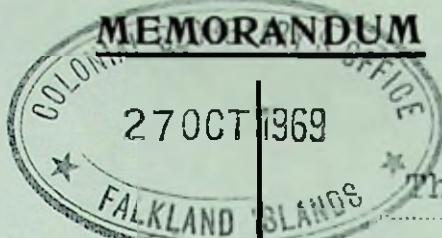
  
Supplies Officer.  
22nd October, 1969.



No.

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

MEMORANDUM



27th. October 19 69. 493

Supt. Power & Electrical Dept.

The Colonial Secretary,

Secretariat,

Stanley, Falkland Islands.

STANLEY.

SUBJECT:-

Purchase of fuel from Government Stocks.

At one time I received a vehicle allowance with permission to purchase fuel from Government stocks. I subsequently declined the allowance which was nominal at £2 per month, but continued drawing my vehicle fuel from Government stocks as before at cost plus the current store charge of 33 $\frac{1}{3}$ %. Some little while back while discussing fuel control with the C.T., then Acting C.S. he enquired on what authority I had purchased my vehicle fuel. I explained as above. After considering, C.T. advised that I should formally apply and suggested that I might do this when the substantive holders of C.S. and C.T. posts were back in their respective offices.

I accordingly apply for permission to purchase fuel and oil for my private vehicle from Government stocks at cost plus the current store charge by reason that I use my vehicle on Government work when the department vehicle is not available during normal working hours. I also use the vehicle after hours when on emergency calls to the Station or system and on any other Government work I am required to do from time to time.

Supt. Power & Electrical  
Department.

C.T. I assume SRR 1609-11 apply.  
2 Personally I would prefer some <sup>duty</sup> mileage claim system to the proposal outlined above, which is obviously open to public criticism. May I have your views? after 1  
return from P. Georgia 7/11

C.S. If there is to be a rule, SRR 1609-11 would apply. The mileage system would be much better, for it would show exactly the extent to which private vehicles are used for public business and whether it was necessary or a matter of convenience for the Officer. H.S. 12/11/69

By: 20.11.69.



494  
~~496~~  
13th November

69

To: Superintendent of Public Works,

From: Colonial Secretary,

STANLEY.

Copy to: S.M.O.

Coal/Coke for Lucum Tonens.

Dr. Gallimore is now in camp and will be returning to Stanley on Monday 17th November. He will be remaining in Stanley until Darwin sails on 7th December and I would be grateful if you would arrange for a suitable amount of coke/coal to be delivered to the old drug store (where he will now be accommodated), to last him until 7th December. As you know the heating in this building is limited to one rayburn cooker.

for COLONIAL SECRETARY.

AR.



DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 24.11.69

Time :

Received :

Time :

No. 175

0014/VI. For Robins from Jones. Your telegram of 28th September.  
Fuel oil supplies. Stocks currently hold estimated sufficient until  
23rd February 1971. To bridge gap from then till March 1972 and  
keep two months reserve in hand 1600 tons needed. These estimates made on  
supposition which understand correct that BAS will supply South Georgia's  
fuel oil needs

Richard

P/L : ARA

COPIES: Supplies Officer

BAS

S/C let me know if he pl

CS. At leisure  
I'd like to see  
background pp pls  
LA 28/11

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 24.11.69

Time :

Received :

Time :

No. 175

0014/VI. For Robins from Jones. Your telegram of 26th September.  
Fuel oil supplies. Stocks currently held estimated sufficient until  
28th February 1971. To bridge gap from then till March 1972 and  
keep two months reserve in hand 1600 tons needed. These estimates made on  
supposition which understand correct that BAS will supply South Georgia's  
fuel oil needs

Maskard

P/L : ARA

COPIES: Supplies Officer

BAS

~~49A~~  
495



~~495~~  
496

L.T.

P 493.

Having considered this matter I have reached the conclusion that it would be improper to continue to permit purchase of vehicle fuel in this manner: but that there might be a case for some kind of mileage allowance (the processing of which proposal would however take a considerable time).

2 I propose to reply accordingly to W. G. Fetheridge. Before doing so I would be glad if A.C.T. would like this subject (+ the relevant file number connected with it) for mention at next week's SFC meeting.

P 27

A.D.,

Noted, thank you

del

A.C.T.

29. 11. 69

Recd 5. 12. 69





*With the compliments of*

FOREIGN AND COMMONWEALTH  
OFFICE

(K. H. Robins)  
J. A. Jones. Esq., O.B.E.,  
Colonial Secretary,  
FALKLAND ISLANDS.

Your telegram No. 175 of 24 November.

LONDON, S.W.1

27 November, 1969



497

Your Ref: N/73A/D16/68

27 November, 1969

Falkland Islands - Replenishment of  
Falkland Islands' Government and Bas Fuel Stocks

Would you please refer to your letter to Sugg of 12 September 1969 and my interim reply of 26 September, 1969.

2. With reference to the questions posed in paragraph 4 of your letter, the following information has been received from the Colonial Secretary in the Falkland Islands and the British Antarctic Survey in London:-

- (a) The Falkland Islands' Government estimate that their current stocks will be sufficient until 28 February 1971. A supply of 1,600 tons will be required at that time to bridge the gap from then until March 1972. This quantity includes two months' reserves.
- (b) The British Antarctic Survey advise that they currently hold about 2,700 tons in the Falklands; 1,200 tons in the Admiralty tank and 1,500 tons in their own. To manage until March 1972 without a tanker they will require 2,400 tons. They will probably need 600 tons by 1 January 1971, 900 tons before 1 November 1971 and 900 tons before 1 January 1972. The British Antarctic Survey point out that these estimates do not provide for a reserve.

3. When you have had an opportunity to examine these requirements I should be grateful if you would let me know the future delivery prospects by the R.F.A. tankers.

4. I am sending a copy of this letter to the Colonial Secretary and to the British Antarctic Survey.

(K. H. Robins)

F. R. Hopkins, Esq.,  
ADFMT (N) 73,

Director General of Supplies and Transport (Naval),  
Ministry of Defence,  
Empress State Building,  
S.W.6.



COLA./VI

498

30th December,

69

To: Superintendent of Power and

From: Colonial Secretary.

Electrical.

Purchase of fuel from Government Stocks.

I regret that it is unlikely that I shall be in a position to return an early definitive answer to your memorandum dated 27th October. The matter is, however, under consideration.

J. A. Jones.

499

Y.E.

asked, vide the copy of p.495 attached thereto, to see background pp. These are to be found at pp 490-B-492, plus an (unrecorded) 'phone discussion between myself and o.i.c. B.A.S. to confirm that B.A.S. would meet S. Georgia's requirements from now on.

J. A. Jones  
31st December, 1969

File No. 0014/VI  
JML

CS. Thank you.

I assume that Colony & B.A.S. figures have been coordinated here and that there is no possibility of overlap, i.e. each party counting as its own something already ~~counted~~ counted by his own.

ls  
31/12

Y.E.

Affirmative in that I consulted with O.I. B.A.S. I believe B.A.S. actual requirement figures were sent from their London Office by W. Gipper who had been kept in the picture by B.A.S. Stanley.

31/12

CS. Thanks. 31/12

PA



CROWN AGENTS  
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

SHIPPING DEPARTMENT,  
ST. NICHOLAS HOUSE,  
SUTTON,  
SURREY.

IMPORTANT

SHIPPING (ACCOUNTING) DOCUMENTS

The Crown Agents present their compliments and enclose Second Shipping Advices to enable the stores concerned to be taken on charge and accounted for.

Dated 22-12-69

FMT FUEL CLAIM No 91..../1969



499(a)

Claim upon CROWN AGENTS, "G" DEPARTMENT, 4 MILLBANK, LONDON S.W.1.

for STORAGE AND HANDLING CHARGES AT OIL FUEL DEPOT FALKLAND ISLANDS  
FOR THE FALKLAND ISLANDS GOVERNMENT.

*Director General Defence a/c. Ministry of Defence. Portsmouth.*

*668/741 Island St. 8/11585/2 (1)*

*Butt. BAI SA.*

387/69

*a/c no 9-24900*

*DEPT ADMIN*

*1/20 1/10*

Date	Ship or Service	Tons Gallons	Rate	Value		
				£	s.	d.
<u>STORAGE</u>						
From 1.4.69. To 10.7.69.	Falkland Islands Government.	1088	Storage Charge 3d per ton per week.	196	4	7
From 11.7.69. To 30.9.69.		587		85	19	1
<u>HANDLING</u>						
10.7.69.		501	Handling Charge 5/- per ton outward.	125	5	0
TOTAL				£	407	8 8

FORER PAPERS:- FMT

*MP.*



C.S.Diesel Fuel

At your convenience please let me see the file on which is recorded the date up to which we are supposed to have adequate diesel fuel for the Colony.

64  
14/2

2

CS. Thanks. I shall have gone before stocks become low. You will no doubt be keeping under review. 64

17/2/70

S/C

F & R J  
16/2

Bu 1/9/70.

Y.E.

14/2

Secretarial Copy

501

QC 14/45

COLONIAL SECRETARY'S OFFICE,  
STANLEY, FALKLAND ISLANDS.  
16th February, 1970.

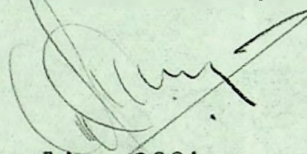
Dear Sir,

S.O.

In reply to your letter S6/Falk Is. 8/11585/2, dated 7th January, 1970, concerning a duplicated payment of Handling Charges on Diesel Fuel Oil.

We calculate that an overcharge has been made in respect of Inward handling charges for 1509 tons stored at MOD Naval Tanks @ 3/6d. p.t. = £264. 1. 6d.

Yours faithfully,



Supplies Officer.  
for Colonial Secretary.

See 50f

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

See 510

Rev. 1. 9. 70  
(500)





3014

Gibraltar and South Atlantic  
Department,  
Foreign and Commonwealth Office  
London S.W.1



HGF.12/1

6 February, 1970.

502

*Handwritten initials: JH/3*

*Dear Jones*

Falkland Islands -  
Replenishment of Falkland Islands  
Government and B.A.S. Fuel Stocks

Would you please refer to my letter of 26 September 1969, and my letter to Hopkins in the Ministry of Defence of 27 November 1969, which I copied to you.

490

490A

2. I enclose a copy of a reply from Hopkins which indicates that the Ministry is at present unable to make long term arrangements for fuel supplies to 1972 until they know the requirements of Alginate Industries. However, in the meantime the Ministry would make available from their stocks sufficient fuel to last you until mid-1971 on the repayment basis outlined in their letter.

3. I should be grateful if you would let me know if this offer is acceptable to you.

4. I have written to Hopkins and told him that I feel sure that you and B.A.S. will be anxious to know as soon as possible the prospects for further supplies in 1971/72.

*Yours sincerely*  
*K. H. Robins*

J. A. Jones, Esq., OBE.  
Colonial Secretary,  
Stanley,  
Falkland Islands.

(K. H. Robins)

*Handwritten notes: "Reply at 507" and "JH/3" with a large flourish.*

502 A.



MINISTRY OF DEFENCE

~~DIRECTOR GENERAL OF SUPPLIES AND TRANSPORT (NAVAL)~~

Empress State Building, LONDON S.W.6.

Telex:

Telephone: FULham 1244, ext.

Please address reply to

MINISTRY OF DEFENCE

~~XXXXXXXX~~ DGST(DGMT)(N)

EMPRESS STATE BUILDING

LONDON S.W.6

and quote: FMT73A/D16/68

Your reference:

K H Robins Esq

Foreign and Commonwealth Office

LONDON SW1

30th January 1970

Dear *Robins*,

FALKLAND ISLANDS - FUEL STOCKS

1. Thank you for your letter dated 27 November 1969. Our future arrangements for replenishing stocks of fuel in the Falkland Islands will be influenced to a great extent by the requirements of Alginate Industries and as these are still uncertain it is not yet practicable to say what is likely to be done.

2. In the meantime, pending clarification of the position, we should be pleased to release from naval stocks during 1970 sufficient fuel to meet the requirements of the Falkland Islands Government and the British Antarctic Survey until mid 1971, which we estimate as about 500 tons and 1,000 tons respectively. This would be a normal repayment transaction and the price would be of the order of £17 per ton, plus lighterage charges if our lighters were used to move the oil from our depot to the Government and BAS storage. //x

Yours sincerely

See extra charge of £6. at 525

*JP*

*F. R. Hopkins*

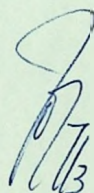
F R HOPKINS



C.T.

p. 502-A, particularly para. 3, p. 502, &amp; X p. 502-A.

The offer is acceptable so far as FK is concerned?  
 (I will take up separately with the OTC BHS the question  
 of that organisation's reaction).



C.S.

Our existing issue price is  
£13.17/- so there will be a substantial  
 increase when we buy at £17.

Nevertheless offer is acceptable as we have  
 no alternative.

L.L.  
9/3/70

Our stocks are estimated to be sufficient  
 until March 1971. L.L.

Fuel Officer.

pp. 502 - A

I propose, unless you have reason to disagree, to reply to p.502 as in draft attached to top page of file.

2. Please let me have file back earliest to enable me to ensure that my reply is typed and signed before the weekend.

J. A. Jones  
10th March, 1970

File ref. 0014/VI

*Browning*  
*Noted 11/3/70*



DRAFT TO P. 502

cc. 02 BAS.

d/o

Falkland Islands -  
Replenishment of Falkland Islands  
Government and B.A.S. Fuel Stocks

p 502

Thank you for your letter of the 6th February. It is noted that the Ministry of Defence will make available from their stocks sufficient fuel to last us until mid-1971 on the repayment basis set out in Hopkins' letter to you of the 30th of January. This offer is acceptable to the F.I.G. / The local B.A.S. Office is in communication with its London headquarters on the matter and I emphasise that my notification of acceptance applies to the Colony Government only. However, as you say in your last paragraph, we and the B.A.S. are anxious to know as soon as possible the prospects for further supplies in 1971/72.

p. 502 A

J. A. Jones

10th March, 1970.

File ref: 0014/VI

JML

10th March,

70

To: Officer in Charge,  
British Antarctic Survey,  
Stanley.

From: Colonial Secretary.

Replenishment of F.I.G. & B.A.S. Fuel Stocks.

As promised in our telephone conversation of this morning I am setting out for you the relevant parts of a letter which I received in the last mail from the Foreign and Commonwealth Office about the replenishment of the Colony's and your fuel stocks.

2. The Ministry of Defence's future arrangements for replenishing stocks of fuel here will be greatly influenced by the requirements of Alginat Industries and as these are still uncertain it is not possible to say what is likely to be done; but in the meanwhile the Ministry will be prepared to release from naval stocks during 1970 sufficient fuel to meet the requirements of the F.I.G. and the B.A.S. until mid 1971. These requirements the Ministry estimates as approximately 500 tons and 1,000 tons respectively. This would be a normal repayment transaction and the price would be of the order of £17 per ton plus lighterage charges if lighters were used to move the oil to F.I.G. and B.A.S. storage.

3. I have been asked to let the Foreign and Commonwealth Office know whether the aforementioned offer is acceptable and I am replying on behalf of the Colony Government alone that it is. At the same time I am mentioning that you are in communication with your London Headquarters on the matter.

4. The Foreign and Commonwealth Office has informed the Ministry of Defence that F.I.G. and the B.A.S. will be anxious to know as soon as possible the prospects for fuel supplies in 1971/72 and I have confirmed that this is the case.



16th March,

70

7  
10

Falkland Islands -  
Replenishment of Falkland Islands  
Government and B.A.S. Fuel Stocks

502

Thank you for your letter of the 6th February. It is noted that the Ministry of Defence will make available from their stocks sufficient fuel to last us until mid-1971 on the repayment basis set out in Hopkins' letter to you of the 30th of January. This offer is acceptable to the F.I.G. The local B.A.S. Office is in communication with its London headquarters on the matter and I emphasise that my notification of acceptance applies to the Colony Government only. However, as you say in your last paragraph, we and the B.A.S. are anxious to know as soon as possible the prospects for further supplies in 1971/72.

(J. A. Jones)  
Colonial Secretary.

K. H. Robins, Esq.,  
Gibraltar and South Atlantic Department,  
Foreign and Commonwealth Office,  
LONDON S.W.1.

JML

BU 47

c.c. o/i/c B.A.S.

10th March 1970.

Dear Sir,

We wish to advise that there has apparently been a duplicate payment made in respect of Handling Charges on 1509 tons of Diesel Fuel Oil delivered to the Falkland Island Government from stocks stored in Naval Fuel Depot tanks.

Payment was made to the Admiralty's Agents (Falkland Islands Co.Ltd.) on 31st January 1969 by the Falkland Island Government and a further payment was made by the Crown Agents to the Admiralty on 21st March 1969.

There also appears to be an erroneous Handling Charge levied on 116 tons during February 1969. This oil was only adjusted from Government Stock held at the Admiralty Oil Fuel Depot to that of British Antarctic Survey and should therefore have only appeared as a paper transaction without charge. Payment of two further debits for Handling Charges, in respect of 100 and 205 tons, have also been duplicated. Payment for these having been made by the Falkland Islands Government to the Admiralty's Agents (Falkland Islands Co.Ltd.) in May 1969 and again by the Crown Agents to the Admiralty in October 1969.

We summarize the position as follows:-

Duplicate Inward Handling Charge on 1509 tons	
@ 3/6d. per ton	= £264. 1. 6. ✓
Erroneous Outward Handling Charge	
on 116 tons	29. 0. 0.
Duplicate Outward Handling Charge on 100 and	
205 tons	76. 5. 0.
	<u>£369. 6. 6.</u>

We trust you will agree with the foregoing and shall be pleased to receive your remittance in the sum of £369. 6. 6. by way of reimbursement.

Yours faithfully,

M. A. GILLHAM

for the Crown Agents.

Director General Defence  
Accounts,  
Ministry of Defence,  
Warminster Road,  
Bath BA1 5AA  
Somerset.



THE FOLLOWING REFERENCE  
SHOULD BE QUOTED IN  
COMMUNICATIONS

36/ Falk Is. 8/11585/2.

For information only

your letters dated 23/12/64 & 16/2/70  
refer

With the Compliments  
of  
The Crown Agents



C.T.

Supplies Officer

Per. sec

8/1 C.S.

CROWN AGENTS

2.4.70.

Shipping Department,  
St. Nicholas House,  
Sutton, Surrey.

Telephone: 01-643 3311

89 CAL

Per. 1.7.70 (507)

To Colonial Secretary



Falkland  
Islands

*With the compliments of*

GIBRALTAR AND SOUTH ATLANTIC  
DEPARTMENT

K. H. Robins

[Our ref. HG F(2/1)]

[Your ref. 0014 VI of 16.3.70.]

3.4.70.

FOREIGN AND COMMONWEALTH OFFICE  
LONDON, S.W.1



0014 . 570

GIBRALTAR AND SOUTH ATLANTIC DEPARTMENT,

3 April, 1970

HGF 12/1

Your ref. FMT 73A/D16/68

*(H.K. ref.)*

Falkland Islands - Replenishment of Falkland Islands  
Government and B.A.S. Fuel Stocks

*502A*  
*502* Please refer to your letter to me of 30 January and my interim reply of 6 February. The Falkland Islands Government and the British Antarctic Survey have informed me that your offer to make available from naval stocks sufficient fuel to last until mid-1971 on repayment basis is gratefully accepted.

2. I should be most grateful if you would let me know as soon as possible the prospects for further supplies in 1971/72.

3. I am copying this letter to the Colonial Secretary in the Falkland Islands and to the British Antarctic Survey Headquarter in London.

(K.H. ROBINS)

F.R. HOPKINS, ESQ.,  
DIRECTOR-GENERAL OF SUPPLIES AND TRANSPORT (NAVAL),  
MINISTRY OF DEFENCE,  
EMPRESS STATE BUILDING,  
LONDON, S.W.6.

*P/C*

*F.R. to me  
in Fuel D.T. file*

*J/g*

DECODE.

TELEGRAM.

From CROWN SUTTON

To COLONIAL SECRETARY STANLEY

Despatched : 11th May, 19 70 Time : 1410

Received : 11th May, 19 70 Time :

Please confirm storage charges fuel 587 tons Oct/Dec  
96 pounds acceptable propose deduct from refund due on  
duplicate payment your letter 16 February.

501 Crown Sutton

P/L : ARA  
COPY : SUPPLIES OFFICER.

C.T.,

Supplies Officer,

c.s. The above figures agree with our  
ledger. I see no reason why the £96  
storage charge cannot be deducted from  
refund due. Cf. supplies officer  
16/5/70.

Pe. see and advise.

c.s.  
11.5.70.

5101

Reply at  
511.



512

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15148-821 585968/704663 500 pds 9/69 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			14.5.70
To	ITE CROWN SECTION	Copy: 3.0.		HOA/C

510

NO 94 Yourtel 21th storage charges fuel stop Proposed deduction acceptable

Secretary

Time

Bu 28.7.70.(510)

~~Bu 1.7.70 (607)~~

## MEMORANDUM

511

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

1st. July, 9 1970.

To; Acting Colonial Secretary,

From; Superintendent of Works, P.W.D.

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

Request to Crown Agents.

I have the honour to request that the following be sent to the Crown Agents:-

- (1) *SPW* With reference to your correspondence ZIF/FALK, IS. 9/31762 of 8th Aug. 1969 and ZIF/FALK, IS. 9/31762 of 1st. Aug. 1969 with quotation SCOTTORN LTD., ABK/EW of 4th. Aug. 1969, we are now interested.
- (1) Would you forward all latest information and price C.I.F. Stanley.
  - (2) Is it possible to fit diesel engine.
  - (3) Cost if painted.
  - (4) Can a meter be installed for delivery of oil.
- (2) That the latest information relating to the purchase of a Mini Traveller 998 c.c. be sought:-
- (1) Delivery Stanley full cost.
  - (2) Delivery time.
  - (3) Indication as to the possible length of time these models will be in production.

*Sub Rayans*

Supt. of Works.

*S/c*  
*Can you put up a draft letter for SW to sign off on before issue pl?*  
*2.7.70*



9th July

70.

Dear Sirs,

SPA | Please refer to your letters ZIF/Falk Is 9/31762 of 1st and 8th August 1969, and the quotation from Messrs Scottorn Ltd., of 4th August 1969 (ref. ABK/EN).

2. This administration is now interested in acquiring an oil-bowser, and I should be grateful if you could obtain and forward all the latest information and the price CIF Stanley. I should also be grateful to learn:

- (a) whether it is possible to fit a diesel engine;
- (b) the cost if painted;
- (c) whether a meter can be installed for measuring oil delivered.

3. In addition to the foregoing, information is also sought regarding the Mini Traveller 998 c.c. In particular details should give:

- (i) Full cost of delivery at Stanley;
- (ii) Approximate delivery time; and
- (iii) an indication of the possible length of time this model will be in production.

Yours faithfully,

for COLONIAL SECRETARY.

The Crown Agents,  
for Overseas Governments & Administrations,  
4, Millbank,  
LONDON S.W.1.

AC.

Bu. 8. 8. 70. (510)

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15148—821 585968/704663 500 pads 9/69 Grp.782

513

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			22.7.70
To				
LTF CROWN LONDON SW1				HOA/C

135 Yourreference 66/FalkIs 0/14741/2 essential ship duesol CR30  
by forthcoming AES

Secretary

See 514

Time ARA.



COPY.

DECODE.

514

TELEGRAM.

From Capt. Miller, R.M.S. Darwin

To The Colonial Secretary.

Despatched : 24th July 1970 Time : 1200

Received : 24th July 1970 Time : 1000

513  
Yourtel No 19 Macstaple oil. Shell ask whether for  
diesel or petrol engines. Castrol brand not available  
here and CR designation apparently not understood.  
Is SAE number same as CR?

Miller.

S/C.

I have discussed with SPE who now finds  
that by borrowing from Forrest supplies he  
can easily manage until AES arrives.

The following reply has been 'phoned to W/T  
station for transmission to R.M.S. Darwin.

'Miller Darwin  
Grateful inform Macstaple oil not now required.  
Colsec'

PL : AC.

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

515

VAP 15142—821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			24.7.70
To	Miller Darwin	<u>CONFIRMATORY.</u>	H.O.	A/C

Grateful inform Macstaple oil not now required

Colsec

Time AC





*7/78*

516

Gibraltar and South Atlantic Dept.,  
Foreign and Commonwealth Office  
London S.W.1

(HGF 12/1)

17 July, 1970

*Dear Jones*

Falkland Islands Replenishment of Falkland Islands  
Government and BAS Fuel Stocks

In your letter of 16 March you said that BAS and yourselves were anxious to know as soon as possible the prospects for further fuel supplies in 1971/72. You will recall that you attended a meeting in Whitehall on 22 June which discussed this matter and I enclose an extract of the minutes of the meeting for reference.

It appears to me that Alginates will not require substantial fuel supplies until after 1973 and it is quite possible that they will either arrange for their small requirements independently or alternatively try to borrow some from the Navy. Subject to your comments and those of BAS to whom I am copying this letter and enclosures it would seem to me that we should ask the Ministry of Defence in reply to their letter of 8 July, copy attached, to pursue their consideration of the question of further supplies to you to provide fuel from mid-1971 for a further 12 months or so until the Alginate requirement builds up.

Please let me know your views.

*Yours sincerely*  
*K. H. Robins*  
(K. H. Robins)

J. A. Jones, Esq., O.B.E.,  
Colonial Secretary,  
FALKLAND ISLANDS.

*Mr To reply affirmatively (already discussed with Robins in London). But MOD should be asked to supply from mid-1971 for a further 18-24 months.*

*In appropriate fuel for 72. J.*

*J.*



From: C B Allen



DIRECTOR GENERAL OF SUPPLIES AND TRANSPORT (NAVAL)  
MINISTRY OF DEFENCE

Empress State Building, LONDON S.W.6

Telex:

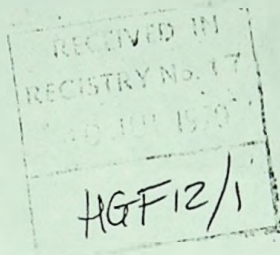
Telephone: FULham 1244, ext.

Please address reply to

MINISTRY OF DEFENCE  
~~XXXXXX~~ DGST(DFMT)(N)  
EMPRESS STATE BUILDING  
LONDON S.W.6

and quote: FMT73A/3418/70

Your reference: HGF12/1



K H Robins Esq  
Gibraltar and South Atlantic Department  
Foreign and Commonwealth Office  
London SW 1

516A  
8  
Slt. July 1970

Dear Robins, *Ad 19/7*

FALKLAND ISLANDS - REPLENISHMENT OF FALKLAND GOVERNMENT  
AND BAS FUEL STOCKS

1. I am conscious that we still have outstanding the question of further supplies to the Falklands in 1971/72 by RFA tanker to replenish the Government and BAS fuel stocks; your letter to Hopkins of 3 April 1970 is relevant.
2. The current situation was explained by Hopkins at a meeting held by the Ministry of Defence on 22 June, at which Jones, the Colonial Secretary, and Lee from your Department, were present, to consider Alginate Industries requirements.
3. As a result of the meeting Alginate are looking further into the prospects of arranging their own shipments of fuel to the Falklands using space in our tanks for storage. We hope that they will be successful; if so, and assuming their requirements will be as currently forecast, we feel that the best way of meeting the Falkland Islands Government and BAS needs in the longer term will be for them to arrange with Alginate for joint shipments on a cost-sharing basis, thus assuring themselves of regular deliveries each year. Whether we would also participate in such shipments would depend on the quality of the fuel being imported by Alginate and other factors.
4. We clearly cannot proceed any further until the outcome of Alginate's investigation is known. Meantime the offer in Hopkins' letter of 30 January to release fuel from Naval stocks to keep the Government and BAS going until mid-1971 stands.

Yours sincerely,

*C. B. Allen*

see 525



same.

Supply of Fuel from Naval Tanks

The Chairman stated this might prove the most difficult problem to resolve. The 2 storage tanks are each of 8,400 water ton capacity, but due to leakages in tank No 1 the combined capacity is approximately 13,000 tons of fuel. The Navy Tankers supply fuel to the Depot, and to transport additional supplies to the Depot by Naval Tankers to meet a commercial commitment might present difficulties. Mr Fery was invited to state the Company's requirements of fuel in the short and long term.

Mr Fery stated that up to 1973 their requirement would be around 5/800 tons per annum but from 1973 he forecast the following:-



1973/74 approx	3,000 tons per annum
1974/75	" 5,000 " " "
1975/76	" 7,500 " " "
1976/77	" 10,000 " " "
1977/78	" 12,000 " " "

Mr Hopkins confirmed the short-term requirement could be supplied from Naval stocks, but as it was necessary to keep the reserve at 5,000 tons, he foresaw difficulty in the long-term requirements, because, although not committed to the supply of fuel to the Falkland Island Government and BAS, the Navy had carried sufficient fuel to the Falklands to meet a 4,000 ton off-take to the Government and BAS. The supply to MOD tanks was therefore in the region of 6,000 tons. Costs had been assessed and although not committed, Mr Hopkins considered a figure of £20 a ton could be used as an assessment.

ie. Chile & Esso.

Both Mr Mitchell and Mr Pery stated they were investigating the possibility of alternative supplies at a much cheaper rate, but their investigations were not complete. Mr Hopkins reminded them that the fuel supply for storage in MOD tanks must be of a standard specified by the Navy Department. It was not possible to make available one tank to the Company to store a cheaper grade of fuel because there was only one supply line. Mr Jones expressed his concern and wished to be kept fully informed, because of the possible effect on Government supplies. The source of supply would also have to be approved by the Government.

It was accepted Mr Mitchell and Mr Pery would jointly look further into the possibility of Esso or some other supply company providing oil to an agreed specification regularly to the Depot, and Mr Burns (MOD Contracts) agreed to inform both Companies of the minimum specification required. Both Companies would keep MOD informed of progress on this subject.

[& F.co.]



5th August

FCO ref: (HGF 12/1)

Falkland Islands Replenishment of Falkland Islands  
Government and BAS Fuel Stocks

Thank you for your letter of 17th July referring to the question of the continued supply of fuel by the Ministry of Defence (Navy) which we discussed when I was in London recently.

I agree that the Ministry of Defence should be asked to pursue their consideration of the possibility of providing us with further supplies of fuel from mid-1971 for an additional period. Tentatively, in discussion, you and I agreed that that additional period should be 12 months, but on consideration I suggest that we should go for an additional period of 18 to 24 months since it seems likely that the question of alternative sources and methods of supply may prove difficult and protracted.

(J. A. Jones)  
Colonial Secretary

K. H. Robins Esq.,  
Gibraltar and South Atlantic Dept.,  
Foreign and Commonwealth Office,  
LONDON S.W.1

*2*  
C. Good. I am all in favour of getting maximum supplies whenever we can. Incidentally, re aircraft fuel, is SEA keeping you informed regularly of his stocks he holds? *ls*  
5/8/70

*Y.E.*  
to see. The papers at back of the Register file (book) sent to you earlier this morning also have relevance.

BK 2/9

17/7/5

Oil TanksCapacity:Camber : 2 x 8,000 tonsPower Station:

1 x 1500 tons

1 x 1500 tons (B.A.S.)

2 x 300 tons

S/C.

Please place this in f. 0014.

J  
14/8By 2.9.70 (517)Mte

It will be necessary in a month or two to make enquiries of FCO regarding progress with the Camber & the negotiations (Min. Def. (Navy), A&M, F&C) & steering therefore, A&M & F&C's measure of success in finding sources of commercial oil supply for the Colony.

J  
17/8

BA 14/10



6th October

70

Alginite Industries Limited

As I write, the difficulties about the siting of the Stanley pilot plant of Alginite Industries Limited have been overcome. The pilot project is beginning to go ahead, with some construction work at the site starting in anticipation of the arrival of the machinery on the m.v. "A.E.S." in a few days' time.

This situation prompts me to ask whether you have any news either of progress on the company's negotiations with the Ministry of Defence (Navy) regarding the Casber site for the main plant; or on the company's or the Falkland Islands Company's search for alternatives to the Ministry of Defence (Navy) as suppliers of oil, as to which one or the other company, or both, were going to keep you in the picture (I am not overlooking certain other considerations in this connection: but it would be of interest to know whether either company did take the trouble to let you know what progress they were making in their negotiations with the suppliers whom they mentioned at the meeting with the Ministry of Defence which we attended on the 22nd of June); or on the ultimate question of negotiations on royalties. These, and especially the last, would be items on which it would be particularly useful for Lewis to be briefed regarding the latest position shortly before he leaves for the Colony. I would also expect it to be an aspect of affairs which would be of particular interest to him.

(J. A. Jones)  
Ag. Governor

A.C.W. Lee, Esq.,  
Gibraltar and South Atlantic Dept.,  
Foreign and Commonwealth Office,  
London, S.W.1

copy to file 0004/VI ✓

BU 14/12

0014

(HGF 12/1)



*With the compliments of*

FOREIGN AND COMMONWEALTH  
OFFICE

(K.H. Robins)

The Colonial Secretary,  
FALKLAND ISLANDS.

LONDON, S.W.1



(HGF 12/1)

20 October, 1970.

Your Ref: FMT73A/3418/70

Falkland Islands - Replenishment of  
Falkland Government and BAS Fuel Stocks

516A

Please refer to your letter of 8 July about the question of further fuel supplies to the Falklands in 1971/72.

2. It appears from the note of the meeting held by the Ministry of Defence on 22 June that Alginates will not require substantial fuel supplies until after 1973 and that it is quite possible that they will either arrange for their small requirements independently or alternatively try to borrow some in the meantime. I have asked the Colonial Secretary in Stanley and the British Antarctic Survey in London to consider their requirements beyond mid-1971. Both the Colony and the Survey have asked me to enquire from you whether an RFA tanker would be available to replenish their stocks in the Falklands beyond mid-1971 and up to mid-1973 i.e. before the Alginate requirement builds up.

3. I should be grateful if you would consider this request and let me know the outcome.

4. I am sending a copy of this letter to the Colonial Secretary and to the British Antarctic Survey.

(K.H. Robins)

C.B. Allen, Esq.,

Director General of Supplies and Transport (Naval),  
Ministry of Defence,  
Empress State Building,  
LONDON, S.W.6.

COPY

Original copy received at 347 in 0004/IV

521

Gibraltar and South Atlantic Dept.

(HGF )

29th October, 1970

I have had a letter recently from John Jones who is acting as Governor in Stanley during the interim between the departure of Sir Cosmo and the arrival of Mr. E.G. Lewis. He tells me that your pilot project is beginning to go ahead and we in this office were delighted to hear about this.

I expect your Chairman is likely to be in touch with Mr. Lewis before he leaves to take up his post and that the state of play on various matters outstanding will be discussed between them. Be this so or not, I think we should have a record on our files as to the progress made and I can if necessary inform Mr Jones in Port Stanley. The points that immediately come to my mind, arising out of the meeting in June, are the following:-

- (1) Progress concerning negotiations with the Ministry of Defence (Navy) concerning the Camber site for the main plant.
- (2) The position with regard to alternative suppliers of oil.
- (3) The position with regard to the negotiations concerning royalties.

I would be most grateful if you would let me have a note on these questions.

(A.C.W. Lee)

M.H.C. Pery, Esq.,  
Alginate Industries Ltd.,  
120 George Street,  
Oban,  
ARGYLESHIRE.

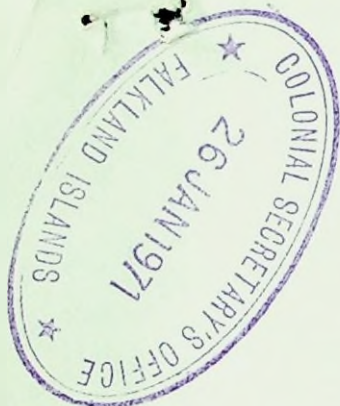
CLA



EXTRACT OF A LETTER FROM  
ALGINATE INDUSTRIES LIMITED  
dated 17th November 1970

Original filed at folio 353 in 0004/IV

In so far as the supply of oil is concerned, this is proving to be a difficult one. The Shell Oil Company and the Esso Petroleum Company can both provide Gas Oil to the specification as laid down by the M.O.D. (Navy) at a price of approx. 1/2d. per gallon fob Montevideo and Curacao respectively. The difficulty arises over chartering a tanker sufficiently small to be able to enter Stanley Harbour. The only offer I have received so far works out at approx. 5d. per gallon - making the delivered price 1/8d. I am still awaiting replies to various enquiries concerning the charter of Tankers and will write again if anything promising turns up.



*With the compliments of*  
Mr. K.H. Robins

FOREIGN AND COMMONWEALTH  
OFFICE

J.A. Jones, Esq., OBE.,  
Colonial Secretary,  
FALKLAND ISLANDS.

LONDON, S.W.1

8 Dec., 70.



523

26/1

(HGF 12/1)

8 December, 1970.

Your ref: FMT75A/3418/70

Falkland Islands - Replenishment of  
Falkland Government and BAS Fuel Stocks

I should be grateful if you would let me know if you are able to meet the fuel requirements mentioned in my letter of 20 October to you.

520

2. I am sending a copy of this letter to the Colonial Secretary and to the British Antarctic Survey.

15/11  
F.R. 7  
26/11

(K.H. Robins)

C.B. Allen. Esq.,  
Director General of Supplies & Transport (Naval),  
Ministry of Defence,  
Empress State Building,  
LONDON, S.W.6.

524

Y.E.

should see from p.490 as, unless you were able to be briefed by F.C.O., this may be a subject with which you are not acquainted.

(J. A. Jones)  
Colonial Secretary  
2.2.71

Col. Sec.

This was touched on in my talk with the F.C.O. and Alginates but I am doubtful about the wisdom of waiting for Alginates to make up their mind. Oil prices are going up and tanker tonnage is short so that we should keep at M.O.D. to find out what they intend to do in regard to re-stocking. Please keep me in the picture.

E.S.L.

GOVERNOR  
3.2.71

Bu 11/3



0014/V1

526(a)

2nd March

71

To: Superintendent Public

From: Colonial Secretary

Works

STANLEY

Copy: C.T. & S.O.

Issue of Petrol.

I refer to our conversation of this morning and confirm that authority is given for you to supply the two Filtration Plant Operators with two Gallons of petrol per week.

This issue will cease when commercial stocks become available.

The officers will of course pay for the petrol at the usual Central Store rate.

*L.H.W.*

ASSISTANT COLONIAL SECRETARY





Foreign and Commonwealth Office  
London S.W.1

HGF 12/2  
Your Ref: 0014/VI

28 January 1971

J A Jones Esq OBE  
Colonial Secretary  
Port Stanley  
FALKLAND ISLANDS



*Dear Jones,*

FALKLAND ISLANDS - REPLENISHMENT OF FALKLAND ISLANDS GOVERNMENT AND  
BAS FUEL STOCKS

1. Please refer to your letter of 5 August 1970. I wrote again to the Ministry of Defence, see my letters HGF 12/1 of 20 October and 8 December 1970. We have now had a reply and I enclose a copy of a letter from CB Allen dated 19 January.

2. As you will see, the Ministry of Defence plan to send a tanker to the Falklands in November this year and again in November 1972 and they are prepared to keep both yourselves and BAS going until November 1971 when the first replenishment arrives and to do the same in 1972. They look to you and BAS to arrange future supplies from mid-1973.

3. I should be grateful for your comments on the offer by telegram.

4. I am sending a copy of this letter to D R Gipps in the British Antarctic Survey.

*Yours sincerely*

*K. H. Robins*

K H Robins

*Reply at 528*

*See 539.*

*S/C F & R*

*PJ/3*

*536 Refers*

Fuel Office.

Are the figures at X, p. 525, acceptable? In calculating your answer you will need to take account of A, p. 525 (though I confess that MOD have made the calculation basis as unprotected as possible. The MOD figures don't seem to me, at a quick look, to agree with our pp 492 & 495, so calculate carefully. PJ/14/3



52/11  
1  
52

FROM: C B ALLEN



Director General of Supplies and Transport (Naval)

MINISTRY OF DEFENCE

Empress State Building London SW6

Telephone 01-385 1244 ext

RECEIVED IN  
REGISTRY No. 17  
26 JAN. 1971

HGF 12/2

K H Robins Esq  
Gibraltar & South Atlantic Department  
Foreign & Commonwealth Office  
London S.W.1

Your reference

HGF 12/1

Our reference

FMT 73A/3418/70

Date

14 January 1971

Dear Robins,

(12) on  
HGF 12/1  
(1970)

FALKLAND ISLANDS - REPLENISHMENT OF FALKLAND GOVERNMENT AND BAS FUEL STOCKS

We have now been able to consider in detail our plans for replenishing our fuel stocks in the Falkland Islands, and the enquiry in your letter of 20 October 1970 whether we would be able to continue to replenish the Government and BAS stocks beyond mid - 1971 and up to mid - 1973 when Alginate Industries' requirement builds up. I am sorry the examination has taken so long.

2. Our present plans envisage sending a RFA tanker to the Falklands in November 1971 and again in November 1972. This will be a ship capable of carrying 5,000 tons of our Diesel fuel; on the first occasion we expect to be able to lift a total of 3,000 tons for the Government and BAS and on the second occasion 2,000 tons. We assume these quantities will be divided equally between the two.

3. We are also prepared to extend the offer (in Hopkins' letter of 30 January 70) to release fuel from naval stocks to keep the Government and BAS going until mid - 1971 to cover the period up to November 1971 when the first replenishment arrives and also to supply from our stocks such further quantities as the Government and BAS may need, in addition to those they will receive in the tanker in November 1971, to meet their consumption between December 1971 and November 1972 when the second replenishment arrives. We estimate that the quantities required from our stocks will be of the following order:

X Government  
BAS

Between December 1970  
and November 1971

X 1,100 tons  
1,400 tons

Between December 1971  
and November 1972

X 300 tons  
700 tons

and I would be grateful if you would seek confirmation that these estimations are reasonably accurate so that we may know that our planning is on the right lines.



~~5078~~

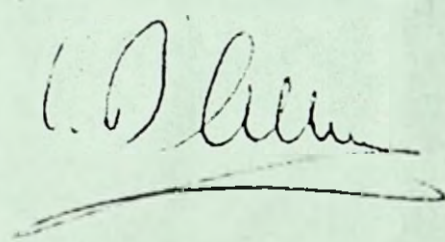
Z

78

4. In our reckoning, the total of 2,000 tons we shall deliver for the Government and BAS in November 1972 will be sufficient to see them through until early/mid 1973 at least. At that time, assuming Alginat's project develops as at present planned, their requirement for fuel will build up and to meet the combined needs of the firm, the Government and the BAS would involve diversion of an increasing proportion of RFA tanker capacity on a commitment which is completely outside the Defence field. I do not consider such action could be justified and we must, therefore, look to Alginat, the Government and the BAS to arrange their own supplies from this point on. To fit in with our financial year the date of 31.3.73 is proposed for the change. To enable this scheme to operate we intend to offer Alginat Industries the use of one of our diesel tanks; we shall keep you in touch with the progress of our discussion with them of the terms of such an offer.

5. In the past year there has been an increase in the price of gasoil at port of loading of approximately £6. 0.0 per ton and this should be added to the figure quoted in our letter dated 30th January 1970 as the repayment price for supplies from our stocks.

Yours sincerely





COPY

THE FALKLAND ISLANDS COMPANY LIMITED

STANLEY

C/13/1

13th March, 1971

His Excellency the Governor,  
Government House,  
STANLEY.

Your Excellency,

As you will remember, you asked me at our recent meeting to place on record the main difficulties, other than transport of passengers to and from South America, which can be foreseen after the withdrawal of R.M.S. "Darwin" from service at the end of this year. The question of coastal freight has already been mentioned in connection with the possible future use of m.v. "Forrest".

Of the other problems, the most important, in my view, is the supply of petrol to the Colony. At present the Colony's petrol is carried in drums by R.M.S. "Darwin" from Montevideo. The annual requirements of the Colony are approximately 73,000 gallons or 240 long tons. This Company has already had discussions and correspondence with a Chilean firm which is prepared to supply petrol and gas oil in bulk using a fairly small tanker. This, of course, poses the problem of bulk storage of petrol in Port Stanley. One possible solution to this problem would be to utilise the F.F.O. barge (C505) which is, of course, the property of Ministry of Defence (Navy). I think that this barge could be converted at relatively low cost to make it suitable for the storage of petrol in bulk. The barge has four separate compartments with a total capacity of approximately 430 long tons. Thus it might also be feasible to utilise it for the storage of Avgas in bulk. Mr. Blake and I have discussed this and we will pursue the matter further both with the supplier in Chile and our principals in London.

The second difficulty I would like to mention is the supply of mutton for Stanley Butchery. It is obvious that future supplies of mutton will have to be drawn entirely from the mainland of the East Falklands and the sheep will have to be driven overland. It seems likely, therefore, that we will require additional pasture in the vicinity of Stanley which would be used as holding paddocks to allow sheep driven overland to recover condition before being slaughtered. This is a problem which has been discussed and it may be possible to arrange a solution other than that of obtaining additional pasture but I would like to place the matter on record at this stage.

A third problem, albeit a relatively minor one, is that the Colony's supply of fruit, cereals, and a certain quantity of vegetables, is presently imported from South America on R.M.S. "Darwin". This, however, is not so serious and we feel that it can be overcome without too much difficulty.

Your obedient servant,

(signed) A. SLOGGIE  
COLONIAL MANAGER

copy - Petrol & Oil Storage file.  
Stanley Butchery file

By A. S.

(Rev - By date 528)



527.  
528

C.S.

Our requirement for the period 1/3/71-30/11/71, worked on an average of 115 tons per month is;  $115 \times 9 \text{ months} = 1035 \text{ tons.}$

Less stocks held at the 28th Feb. 1971;

C. Store 568 tons

P. Station 100 "

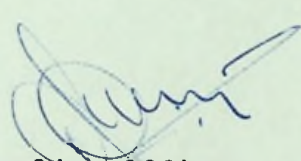
668 "

Based on the above average consumption we will require from M.O.D. Camber stocks to cover period until arrival of first tanker in Nov. 1971-

367 tons  
=====

I would suggest that we ask for 500 tons which would give us a little reserve.

During the first eight months of this current financial year our issues averaged 115 tons per month = 1380 tons per annum. Therefore, should we receive 1500 tons by first tanker in Nov. 1971, this should be ample to see us over until arrival of second tanker in Nov. 1972.

  
Supplies Officer.  
16/3/71.

C.S.

Supplies Officer passed this thro' me. My only reaction is whether we should take fuller advantage of oil at present in Camber tanks. Based on A.O.'s figures we could ask for up to 900 tons during the period March - November and still have tank space to take the 1500 tons arriving by tanker. This may not be what M.O.D. have in mind when offering their Camber stock but it would be good business from one point of view: funds are available in the Replacement Fund. L.G.  
16.3.71



DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 17.3.71 Time: 1200 Received: Time:

No 80

526 Yourlet HGF 12/2 of 28th January.

Fuel Stocks

Offers made paragraphs 2 and 3 of MOD letter FMT 73A/3418/70 of 19th January welcome and generally acceptable to FIG.

2. On recalculation estimate we may need to draw between 500 and 900 tons for FIG from naval stocks under MOD's paragraph 3 to cover period up to November 1971. Supplies proposed under MOD paragraph 2 satisfactory from FIG's viewpoint.

3. Presume BAS London will reply to you separately. Officer in Charge currently absent from Stanley.

LEWIS

PL: JE

*6.04/19/3*  
*Y.E.*  
To see from p. 525 w.r.t. yr. number p. 524.  
A temporary solution to a short-range problem.  
Bu 22/4  
*see 539*  
*7/18/3*

C.S.

The importation of petrol in bulk has long been seen as an essential economy, but we have been hindered by the absence of bulk storage, and the minuteness of our requirements. During my Patagonian ports visit I learned that small tankers, 2,000 tons, were available which would be about the size we could use for all oil imports (Mainly diesel). If the barge could be made available for petrol some progress towards bulk imports seems likely. Petrol alone might not be an economic undertaking on a tanker basis - some figures are obviously necessary - but a joint diesel/petrol importation seems a good prospect.

The restriction of mutton imports from East Falkland mainland raises another factor in the future of "Forrest" affairs. With "Forrest" under Government control the range of mutton sources could be greater.

Paragraph 3 doesn't lend itself to comment. Perhaps the statement is correct, but how is the problem to be overcome.

L.G.  
20/3/71

Copies: Petrol & Oil supplies file  
Stanley Mutton supplies file  
2189/V



C.S.

This seems to be a reasonable solution to the petrol problem, providing the barge is available from MOD and can be converted satisfactorily. It will of course involve a lot of drum filling as there is no shore storage tank in Stanley. On the other hand it may ultimately be cheaper to erect a shore storage tank, or tanks which could be filled direct from a small tanker.

Avgas is a different problem - I understand that the Avgas available from Chile is not suitable for our aircraft.

H.L.

22/3

Petrol & Oil Storage file

No. 0270/D

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

C O P Y  
MEMORANDUM

23rd March

19 71.

To: Colonial Secretary,

From: Director of Civil Aviation,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

AVGAS - Bulk Storage.

0270/D  
Reference you minute dated 18th March 1971 regarding para. 2 of F.I.C. Colonial Manager's letter C/13/1 dated 13th March 1971.

2. The average fuel consumption by this department over the past three years has been 22,400 gallons, that is approx. 510 drums or 127'5 tons measurement, actual fuel weight 72 tons.

3.8 Financially, the bulk shipment of AVGAS would no doubt be of considerable advantage to the department. This method does have snags, the major one being deterioration, which is caused by the fuel coming in contact with the normal atmosphere, this can not be avoided because in the interests of safety the bulk tank will have to be vented. Unfortunately I am not in a position to advise how long it would take for the fuel to deteriorate to such an extent that it would become unuseable. Venting produces a second problem, that of evaporation, not only for AVGAS but any petroleum fuel. Condensation is another problem, but this can be rectified by running off, because water will settle in the lowest part of the container.

4. From para. 2 it appears that the suggestion is to store bulk gas oil and gasoline in the same container under the same roof, separated only by metal bulkheads, to both Campbell and I this practise would to say the least be extremely dangerous in fact bordering on madness, should the fuels accidentally be mixed or the bulkheads spring a leak, all contaminated fuel would have to be replaced and the contaminated fuel disposed of. Before the mixing has been discovered a serious accident could occur.

5. In the interests of safety I recommend that Government decline F.I.C.'s offer of a solution to future fuel storage in the Colony and that Government issue regulations forbidding the storing of petrol in close proximity of safe fuels, such as paraffin and deisel.

(sgd) J. Kerr  
Director of Civil Aviation.

Copy/AC.



No.

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

MEMORANDUM

26th March 1971

From: Superintendent of Works

To: Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

Withdrawal of R.M.S. 'Darwin'

Confining my comments to the practical side of the report rather than the political side, I find paragraph's 3 and 4 rather contradictory as to whether a difficulty exists, para. 3 has an undisclosed alternative, para. 4 states 'without too much difficulty'.

PARA: 2 PETROL

Of the 73,000 gallons mentioned I should imagine the F.I.C. are the greatest consumers, there is an obligation to the public of course, to which I should imagine the F.I.C. have a reasonable record of consumption. Government on the other hand consume only approximately 5,000 gallons, AVGAS excluded. I don't believe it is a good thing to have all the eggs in one basket, Government would most likely consider it wise to install underground tanks at some vantage point such as the Army Camp, Ross Road West, to which they can pump from the barge into the tanks. Perhaps H.E. would like to have brought to his notice, By-Laws made by Stanley Town Council and approved by Governor in Council, Chapter 68 Section 84, para. 5 'No Petrol will be stored in other than a licenced warehouse or tank'. I doubt if the Barge could be defined as a tank, unless perhaps some adequate arrangement could be made at each place the barge comes in to supply, as far as safety and fire precautions etc.

3 MUTTON:

No Comment.

4 FRUIT & VEGATABLES:

It states that 'This however, is not so serious' I just wonder if this statement is applicable to the F.I.C. only, or whether some alternative arrangement is being considered for other store owners and Managers, that also deal in fruit & vegetables, perhaps their comment would be interesting. I am sure a lot of housewives would be interested too.

Superintendent of Works.

0014/vi

533 ~~527~~ ~~529~~

13th April, 71.

From: The Colonial Secretary

to: Supplies Officer,

cc: S.P.W.

D.C.A.

Issue of Diesel Oil

This is to authorise the issue of 80 gallons of diesel oil to Chief Technical A. Middleton, currently residing at the S.P.W.'s quarter on Ross Road.

The cost of this issue will be met from Head IV 1. Seconded Staff.

(H. L. Bound)  
for Colonial Secretary

AG



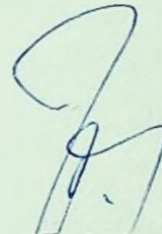
C.T.

534.

Oil Bowser

You will recall that in the Standing Finance Committee meeting of Friday last the suggestion was made that it might be possible to obtain British Government Aid to purchase the oil bowser.

2. If you will, before you go on leave, remind me about this I will give you the name of someone in the Overseas Development Administration of the Foreign and Commonwealth Office to whom you can talk about it.

  
J.A.J.  
3.5.71

*Thank you. This would be most helpful.*

*L.B.*  
*5.5.71.*

*Rn 21/5*

27/18/5



*With the compliments of*

FOREIGN AND COMMONWEALTH  
OFFICE

K H Robins

*529*  
*Your Ttk No 80/A of 17/4 refers*  
*W*

J A Jones Esq OBE  
FALKLAND ISLANDS

LONDON, S.W.1

4 May 1971



1959.  
HGF 12/2  
Your Ref FMT 73A/341B/70

4 May 1971

C B Allen Esq  
Ministry of Defence  
Empress State Building  
London SW6



Dear Allen

FALKLAND ISLANDS -REFPLENISHMENT OF FALKLAND ISLANDS GOVERNMENT AND  
BAS FUEL STOCKS

- 525
1. Please refer to your letter of 19 January 1971 and my interim reply of 28 January 1971 about your plans for replenishing the oil fuel stocks in the Falklands. The offers made in your paragraphs 2 and 3 are accepted with thanks by both the Falklands Islands Governor and the British Antarctic Survey.
  2. The latter consider it very unlikely that Alginat Industries will have expanded their operations to anything like the size envisaged in your letter. Accordingly, they ask whether your Ministry would be prepared to reconsider the question of supply from mid-1973 onwards. It would, of course, be extremely costly to both the Falklands Islands Government and the British Antarctic Survey otherwise to transport the relatively small quantities of fuel that they require.
  3. I am copying this letter to the Colonial Secretary in the Falkland Islands and to D R Gipps in the British Antarctic Survey.

Yours sincerely

K H Robins  
Atlantic and Indian Ocean  
Department

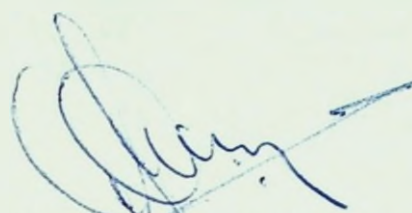
9/11  
F.R.  
J 18/5  
537  
To see above. J 21/5  
Rk 10/7  
21/5  
9/E

536  
~~538~~

C.S.

We have in stock sufficient diesel oil to last until the end of next August, and I consider that we should now ask M.O.D. to authorise the release of a barge load (500 tons) from their stocks held at Camber. This would then see us over till replenishing stocks of 1,500 tons arrive in November, 1971.

2. Would you please telegraph M.O.D. accordingly, and at the same time enquire what the current price is per ton.



Supplies Officer.

27/5/71.



DECODE.

537  
~~537~~

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 10.6.71 Time: 0919 Received: Time:

No 185.

526 Yourlet HGF 12/2 of 28th January 1971 and mytel 80 of 17th March 1971.  
Fuel Stocks.

To cover period to November 1971 grateful you now ask MOD to authorise release to FIG of 500 tons from Naval stocks held here.

2. Please advise me current price per ton

LEWIS

PL: JE

See ~~542~~ 538

By 3.7.71.

(4. 15 539  
KIV - 533a)

DECODE.

538  
~~537~~

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 9.7.71

Time: 1208

Received:

Time:

No 238.

537

Mytel 185 of 10th June 1971.

Fuel Stocks.

Grateful for an early reply

LEWIS

PL: JE

C.S.

File re-submitted pl.

9.7.71.

By RES. The 1/4 by section for Fuel Office are to be placed in a new sub. file of this file to enable any submission to the & to ensure they don't get delayed or mislaid by other material.



DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 13.7.71 Time: Received: Time:

No 180.

Your telegram 185 of 10th June Fuel Supplies MOD agree to release 500 tons to you from Naval stocks current price is about £18 per ton ex wharf

Douglas-Home

PL: JE

Copies to: Supplies Officer.  
Manager F.I.C.

C.S.,

New sub-free opened  
and submitted with as  
divided on S38 pl.

By. Res. C.T. to see.

What precisely are the mechanics of 'deburning'?

15.7.71

Ag. C. T.

To see recent action on this file pl.

§

f C.S.

16. 7. 71.

Ag. C. T. 21/7  
AG 8/8

Dear, thank you.

Normally the F. I. L. require an authorisation  
from the O. D. sheet but in this case F. I. L.  
have agreed to release the oil in the strength of 539  
therein.

The supplier officer has informed me that  
he is taking delivery of the fuel tomorrow.

at

21. 7. 71

By 1. 8. 71.

KIV - mail  
- position?



R.F.A. Tanker's Visit

asked me to check the date of the arrival of the R.F.A. tanker.

2. You will recall I was surprised to hear this as the only information on file is that the Navy planned to send a tanker in November (p.526), we informed F.C.O. this suited us (p.529) and F.C.O. informed M.O.D. accordingly (p.535). Since then there has been silence.

3. Captain Parkinson is on an exercise and not available. Admiralty Agent has no information.

J.A.J.  
30.7.71

542

*Not sure /*  
 Capt Parkinson only knows that it will be  
 an exercise but as you know the schedule  
 movement of the ship is not fixed yet.  
 As to the date M.O.D. will send  
 me to Mr. I think we can forget about saying  
 it for now /

*J.A.J. 2/8*

543

*5/c F + BL 1/10 J 9/8*



Atlantic & Indian Ocean Department  
Foreign and Commonwealth Office  
London SW1

Telephone 01- 930 8440

J G Jones Esq OBE  
Colonial Secretary  
Stanley  
Falkland Islands

Your reference

Our reference  
HGF 12/2

Date  
20 July 1971

*Dear John*

FUEL STOCKS

Further to our telegram No. 185 of 10 June informing you of the agreement by MOD to release 500 tons of diesel oil from Naval stocks, I enclose a copy of a letter dated 14 July from the Ministry of Defence in confirmation.

*Yours ever*

*George*

G F Kinnear

Enc: 1

*S/C*  
*545*  
*For C.T. & Fuel Officer*  
*Then to me.* *J 4/8*





MINISTRY OF DEFENCE

(DGST (DFMT(N) 73C)

Empress State Building, London S.W.6

Telephone: FULham 1244, ext. 3200

Our reference: FMT/73C Fuel  
Your reference: HGF 12/2

14 July 1971

RECEIVED

REGISTRY No.

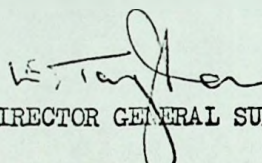
20 JUL 1971

G.F. Kinnear, Esq.  
Atlantic and Indian Ocean Dept.  
Foreign and Commonwealth Office.  
London S.W.1.

HGF 12/2

FALKLAND ISLANDS REPLENISHMENT OF FUEL STOCKS

With reference to your letter dated 14 June, 1971, and confirming telecon Tayton/Kinnear 12/7/71, 560 tons Diesel Oil can be supplied from R.N. stock held at Stanley. The approximate cost will be £18.00 per ton. The Manager of our Depot has been informed accordingly.

  
DIRECTOR GENERAL SUPPLIES & TRANSPORT (NAVAL)

Ag. C.T. *Ad* 13/8/71 *Ad* 16/8/71  
Supplies Officer

To see 544 pl.

*f* C.S.  
 13.8.71.

C.S.

File to you as requested pl.

*f*  
 16.8.71.

Ag. C.T.

We have taken necessary action, estimates - we  
 ✓ I think (e.g. increased electricity cost to consumers),  
 required because of the new price indicated at p. 5++A?

14.

Estimate - yes. Since a tariff is to  
 be considered in the 60. ad I have suggested in 17/14/0  
 (which is on its way to you) that we should now go  
 to the 60. ad committee charging the new rate as of 1/1/72.

*ad*  
 17/8

Bu. 1.10.71 (541)

✓  
 17/24/8



Extract from letter to Colonial Secretary from Mr. L.

Gleadell dated 11th July, 1971.

534

Gordon was not particularly enthusiastic about further grants for Oil Bowser and K.E.M.H. Oil Firing, but admitted that as the amounts were trifling it might be that they could be made available out of "Savings". He said that the position regarding savings started to make itself clear about September and that we should make application in the usual manner round about that date.

S/C In consultation as my be necessary with Ag. C.T. prepare draft of letter of application for provision of Aid funds to purchase the bowser & submit draft to H.K. for approval.

7/14/9



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

16th September, 1971

The Colonial Secretary,

Secretariat,

Stanley.

The Supplies Officer,

Central Store,

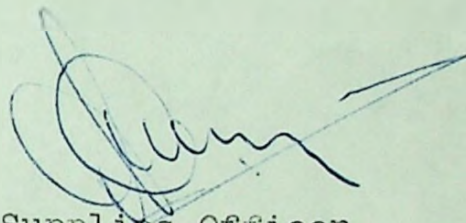
Stanley, Falkland Islands.

SUBJECT:- Purchase of Petrol from U.K.

I understand that the F.I.Co.Ltd. have arranged for the delivery of 200 tons of bulk Petrol to arrive by the R.F.A. tanker expected here on the 22nd November, 1971, and am wondering if we can also arrange for the delivery of 10 tons (70 drums), at the same time, for this Government.

2. I will be grateful if you would negotiate this matter with the U.K. authorities.

3. We are unable to ask for a larger quantity owing to the availability of empty drums at the time of delivery.

  
Supplies Officer.

u.f.s. Colonial Treasurer.

L.S.

I have spoken with the Acting Manager G.I.C. and he has confirmed that G.I.C. are arranging shipment of 200 tons of petrol by the tanker due to arrive here in November. He also advised me that the total cost of the petrol will be less expensive than supplies from Hongkong taking all costs into account. It is understood that there will be no difficulty in drumming the petrol at Stanley.

Our order is tiny but the suggestion by S.O. to take advantage of obtaining cheaper petrol is sensible and I recommend M.O.D. be asked to ship 10 tons.

Draft tel. ~~below~~ herewith for consideration pl.

ad



DECODE.

548

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 17.9.71 Time: 1215 Received: Time:

No. 322

Understand Falkland Islands Company Limited obtaining 200 tons petrol by Royal Fleet Auxiliary vessel due here November 22nd. Grateful ask Ministry of Defence whether convenient supply ten tons petrol for Government use at same time. Essential reply received before 28th September

LEWIS

Reply at 549

G.T.C. HRT.

J  
P/1/9

RESTRICTED

NO 231 OF 20 SEPTEMBER

ROUTINE

201115Z 548

YOUR TEINO 322

PETROL CAPACITY OF RFA TANKER IS 200 TONS. RECOMMEND YOU ARRANGE WITH  
COMPANY TO OBTAIN YOUR REQUIREMENTS FROM THEM.

Supplies Office

RESTRICTED

LJC : Cypher

Reply at 551.

1/11 F+R J  
P/1/9

J.E.

Do you wish to negotiate with Phing? J 23/9  
I am not his preture in this one which evidently  
came up while I was away on "Darwin" camp trip.



550

0014/VI

C.S.

Supply of Petrol, Paraffin and Oil

With reference to your minute at the foot of page 549 the arrangement was made by Mr. Mitchell in an effort to reduce the cost of petrol to the consumer and I understand the arrival of the 200 tons on the RTA tanker will enable the Company possibly to fix the price at about eight shillings a gallon, a significant reduction. When the tanker arrives arrangements will have to be made to pour the petrol into drums and store them at the Camber so at this stage it is difficult to work out the exact selling price per gallon.

2. I have spoken to Mr. Milne and he is agreeable to setting aside for Government ten tons of petrol at a price to be negotiated in due course. Will you please confirm this order to him in writing.

*E.G.L.*

E.G.L.  
25.9.71

Res

Please let me have a Draft.

*J 27/9*

Res

T.y. Please issue. *J 28/9*

DECODE.

SSI

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 6.10.71 Time: 1000 Received: Time:

No. 341

549

Your telegram 231. Avgas. For Robins from Jones . Grateful ascertain and inform me as matter of urgency whether RFA Tanker can lift for us 50 drums avgas for our internal air service which Crown are unable to ship by BAS vessel. Crown have full details of order

LEWIS

PL: HT



7th October,

71

Dear Sir,

Supply of Petrol by R.F.A. Tanker

I understand that the Governor has recently discussed with you the possibility of Government obtaining an allocation of petrol from the bulk delivery expected by R.F.A. tanker in November, and that you have agreed to setting aside ten tons for this purpose at a price to be negotiated in due course.

2. Would you kindly confirm that this arrangement will be put in hand.

Yours faithfully,

Reply at  
556

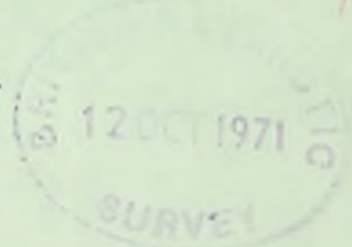
(H. L. BOUND)  
for COLONIAL SECRETARY

Mr. H. M. Milne,  
Acting Manager,  
Mal and Islands Co. Ltd.

Copy to C.T.

553

*But its requirements were  
stated by me & the FCO Rep.*



HQS/1322/71 R 0945Z 12/10/71  
FROM LONDON  
TO STANLEY

AS/132/1 GOVERNOR/FUCHS IN THE PAST THE COLONY AND BAS HAVE COORDINATED BULK FUEL REQUIREMENTS TO BE CARRIED BY NAVY TANKER. I UNDERSTAND THAT AT MOST RECENT MEETING AT FCO IN JULY 70 THE ISSUE WAS CONFUSED BY PRESENCE OF ALGINATES WHO STATED HIGH REQUIREMENTS. BAS WAS NOT INVITED. THIS ENABLED NAVY TO SAY TOTAL NEEDS COULD BE OBTAINED THROUGH COMMERCIAL TANKER. THEREFORE SUPPLY BY THEM CEASES AFTER TANKER VISIT IN NOVEMBER 1972.

I AM DISINCLINED TO RELY ON WHAT SEEMS REMOTE POSSIBILITY THAT ALGINATES WILL NEED TO IMPORT 12000 TONS IN 1973 THEREBY MAKING IT POSSIBLY FOR COLONY AND BAS TO JOIN IN HIRING TANKER IN ANY CASE PRESENT FACILITIES FOR UNLOADING WITH BARGE WOULD CAUSE PROHIBITIVE DEMURRAGE CHARGES FOR TANKER. WHERE WOULD ALGINATES HOLD THEIR OIL?

TO ENSURE COLONY AND BAS SUPPLIES SUGGEST WE CANNOT TAKE ACCOUNT OF ALGINATE REQUIREMENTS SINCE THEY ARE UNCERTAIN AND NEW APPROACH BE MADE TO NAVY BY FCO IF YOU FEEL ABLE TO INITIATE THIS.  
VEF/AH

*802 14/10  
Y/E*

*See pp. 56-9.*

*13/10*

*in the MOD tank(s)  
at the Camber.*



## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

554

file copy

WAP 12-821 584578/790938 500 pds 12/68 Grp.782

Number

Office of Origin

Words

Handed in at

Date

14 10 1971

To

FROM STANLEY  
TO LONDON HQ

FOLLOWING FROM HIGHCOMA BEGINS FOR FUCHS YOUR AS/132/1 FUEL SUPPLIES I AM  
INCLINED TO AGREE WITH YOU AND AFTER A FURTHER STUDY OF THE POSITION I WILL  
BE IN TOUCH WITH YOU LEWIS

Not Sir, In light of the changed transport pattern for the future I think  
that such work now should have to measure the fuel actually  
consumed (i.e. fuel, diesel and avgas) for 1972 and the years  
ahead (OVER)

Time



We should keep the meeting fairly small but Mrs. Logan  
should attend / Will you please arrange

G.L.  
19/10



Col. Sec.

In light of the changed transport pattern for the future I think that next week we should have a meeting to discuss the fuel supply situation (i.e. petrol, diesel and avgas) for 1972 and the years ahead. We should keep the meeting fairly small but Mr. Sloggie should attend. Will you please arrange.

E. G. L.  
(19.10.71)

Y.E.

Would you suggest a suitable date? The "Darwin" leaves northbound next Thursday, 28.10.71, so that Tuesday/Wednesday, 26/27 October, will be the usual rush. Monday is not always the best of days. I suggest Friday, 29.10.71, day after "Darwin" leaves, 10.30 in your office.

2. I have for some time been advocating some form of bulk storage on a co-operative basis with F.I.C./B.A.S. and was glad to note that Sloggie referred to this possibility yesterday.

3. I suggest following should attend meeting:-  
✓ Self or C.T. (I suggest the alternative only because finance could be involved: it should be one or other of us, not both).

✓ Sloggie

✓ O.i.c. B.A.S.

✓ D.C.A.

✓ S.P.W.

This, with you, makes 6. ?G.H. Conference Room.

J. A. J.  
(20.10.71)

C.S.

Good. As you suggest.

E. G. L.  
(20.10.71)

C.S.

Acc informed pt. Mr Sloggie is out of town just now but the message was left with his secretary who will arrange for him to advise if he finds the date inconvenient.

I have since cross-checked with Mr Sloggie will attend.

26.10.71

25.10.71.

556

# The Falkland Islands Company, Limited.

° (INCORPORATED BY ROYAL CHARTER 1851.) °

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO

AS/ag

The Colonial Secretary,  
Secretariat,  
Stanley.

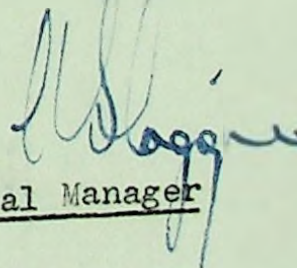
Dear Sir,

## Supply of Petrol by R.F.A. Tanker

Thank you for your letter reference 0014/VI dated 7th October 1971. We confirm that 10 tons of the petrol expected by R.F.A. Tanker later this month will be made available to Government.

We are unable to quote a price at this stage but will do so as soon as all the charges are available.

Yours faithfully,



Colonial Manager



*Stanley,*

2nd November

19 71



557

# CONFIDENTIAL EXECUTIVE COUNCIL

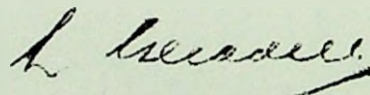
INF. 11/71

5th November, 1971

Gas Oil, Avgas and Petrol

Memorandum by the Colonial Treasurer

Attached is the record of a meeting held recently at which the situation with regard to the supply of Gas Oil, Avgas and Petrol was discussed in the light of the changing communications pattern.



COLONIAL TREASURER

MJ

Record of a meeting held at Government House  
on 29th October, 1971

**PRESENT:** His Excellency the Governor  
The Colonial Treasurer  
The Superintendent of Works  
The Director of Civil Aviation  
The Colonial Manager, Falkland Islands Co. Ltd.  
The Officer-in-Charge, British Antarctic Survey

The meeting had been arranged to discuss the situation regarding the supply of Oil and Petrol following the change in the communications pattern when trade with Montevideo ceases in December.

2. The Governor referred to a meeting held in London at which Alginate Industries Ltd. had been represented and their representative had talked in terms of requiring 12,000 of diesel oil annually commencing 1973. If this were a true assessment of their needs the importation of all oil products could be conducted through commercial channels, i.e. chartered tanker. The Governor expressed doubts about Alginate Industries requirements and Mr. Sloggie (who had been at this meeting) felt that it would be unwise to rely on Alginate Industries requiring oil in this quantity for several years to come. This same view had been expressed by Sir Vivian Fuohs in a telegram to the Governor.

3. The position at the present time was that a tanker would arrive in November 1971 bringing 200 tons of petrol, and that following the arrival of these stocks there would be ample supplies for about 9 months. A reserve of Avgas has been built up and a further order of 50 drums from the United Kingdom would also make us self sufficient for about nine months. The R.F.A. Tanker would on present plans make its last trip in November 1972.

4. The present position was regarded as satisfactory, giving time to enquire into and organise agents, supplies and storage facilities for the future.

5. For the long term it was agreed that bulk storage should be regarded as the best arrangement. This would mean separate tankage for commercial petrol, avgas and, possibly, fuel for the external air service. In any case, three tanks were considered necessary for a spare was essential in certain circumstances.

6. Quoting a Chilean source (with his own private reservations as to costing) Mr. Sloggie said that to purchase and erect 2 x 150 ton and 1 x 100 ton tanks would cost £16,000, break-down thus:

3 vertical tanks on concrete bases	E 80,000	
3 pipe lines 4" dia. 300 yards long	90,000	
6 valves		£36
Labour for pipe line	100,000	
Labour for tanks, including travelling time but excluding board & lodging	300,000	
	<u>E 570,000</u>	<u>£36</u>

(Rate of exchange E35 - £1)

Employing, as the costing envisaged, an imported labour force the work could be completed by 10 men in 30 days. In reply to a question Mr. Sloggie said that no enquiries about the supply of tanks or erection teams had been made in Argentina.

/7. Mr. Sloggie



5576

7. Mr. Sloggie confirmed that the supply of petroleum products from Punta Arenas presented no problems other than local storage space.

8. With regard to the bulk supply and storage of petrol and avgas it was agreed -

- p. 558*
- S.P.W.*
- By whom?*
- By whom?*
- By whom?*
- ?*
- F.I.C.  
(see p. 525)*
- (a) Mr. Sloggie and Mr. Royans should examine suitable sites for tanks and report;
  - (b) Enquiries should be made through the Crown Agents regarding the supply and cost of suitable tanks;
  - (c) Enquiries should be made regarding the availability in Argentina of suitable tanks and erection teams. Also cost;
  - (d) Enquiries should be made regarding the availability in Argentina of bulk and drummed petrol and avgas, together with current prices and ports of supply;
  - (e) Enquiries should be made in Punta Arenas whether the quotations given to Mr. Sloggie in connection with the purchase and erection of tanks were reliable;
  - (f) To consider the possibility of engaging an erection supervisor for the tanks and to use local skilled labour for the erecting work;
  - (g) To enquire from MOD Navy the position with regard to the availability of diesel oil from their Camber tanks in 1973 and later.
- 15/11  
not standing  
as at 17/11*

9. Likely arrangements for the short term appeared to be satisfactory although details of cost were not known and the use of drums is recognised as an expensive method of supply. These arrangements were likely to include -

- (a) Enquiries in the Argentine as to whether petrol and avgas is available in drums, and the cost at the various ports;
- (b) That small quantities of petrol and avgas be brought in by 'A.E.S.' from either a British port or Argentine port;
- (c) To enquire whether petrol and avgas in drums can be obtained from Punta Arenas, together with current prices;
- (d) To enquire whether Argentine naval transports could provide periodical shipments of petrol and avgas in drums.

10. Other associated matters mentioned were -

- (1) That Ultragas of Punta Arenas operated 3 or 4 tankers, all of which could carry 4 or 5 products and could lie alongside the East Jetty;
- (2) The political aspects of going to Chile for our petroleum needs, if competitive services are available from Argentina;
- (3) Tanks of the Braithwaite type
- (4) Dracones
- (5) Floating pipe line for unloading bulk supplies;
- (6) The F.I.C. would be prepared to continue to arrange for import of petrol.

C.S.

at HE's request  
from the meeting of  
the 29th Oct.

Thos 5/11/11

Let her/

Thank you and I will  
thank K. M. Sloggin.

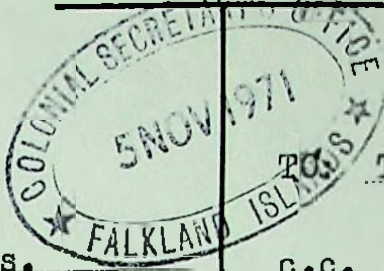
I agree the risk is small

R. G. 6/11



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

## MEMORANDUM



November 5th, 19 71.

The Colonial Secretary

FROM: Superintendent of Works.

c.c. The Colonial Manager.

Stanley, Falkland Islands.

F.I.C.

SUBJECT :-

FUEL TANKS.

The F.I.C. Colonial Manager, Mr. A. Sloggie, and I made a tour of inspection with the view to a possible site for future fuel tanks. It was agreed that a site east of the cemetery has the greatest potential for the following reasons:

- a) Near to the waterfront.
- b) Hard core road access.
- c) Base already exists. *but would require reinforcing tank.*
- d) It is outside of town limits yet close enough for convenient supply and delivery.
- e) A separate base adjacent for possible drum storage.
- f) Simple to remedy for Security purposes, fence etc.
- g) A natural fall to the sea, drainage etc.
- h) Services are there.

2) The exact location is that of the derelict buildings between the Stanley Cemetery and the Hogarth Dairy, it is 100 yards east of the Cemetery, 200 yards west of the dairy, and 35 yards from the waterfront, (or edge of embankment).

3) The derelict buildings are the property of the F.I.C. The Colonial Manager, Mr. A. Sloggie is prepared to negotiate the future of these buildings, I believe he has no further use for them. I cannot see any problems arising in removing these buildings, past experience has proved there are a few people that would remove them for nothing if they were permitted to salvage what they could for their own use. Contract could specify complete site clearance with a time limit.

Superintendent of Works.

SK  
 FR in file.  
 (with HK's note on chart attached) 17/11



F.I.G. Ref: 0014/V1

17th November 1971

F.S.O. Ref: HCF 12/2

Falkland Islands - Replenishment of  
Falkland Islands Government and BAS Fuel Stocks

Please refer to the attachment to your letter of the 28th January from Allan of the Ministry of Defence.

2. In his 4th paragraph Allen indicates that the cut-off date for the present arrangements under which we receive our oil supplies by RFA tanker should be the 31st March 1973, assuming Alginates' project developments then (i.e. January 1971) planned.

3. The current situation indicates that Alginates' plans are maturing more slowly than was envisaged at the beginning of this year. Their local experimental work has been allotted a two-year period of which there is still at least one year to run so that it is most unlikely that the originally projected build-up in Alginates' oil consumption requirements will materialise. In those circumstances I assume, and will be grateful for your confirmation in due course that the assumption is correct, that the Ministry of Defence is prepared to negotiate the cut-off date referred to above.

(J. A. Jones)

K. H. Robins, Esq.,  
Foreign and Commonwealth Office,  
London, W1A 2AH

JB

cc file 0004



17th November

71

Superintendent of Works

Colonial Secretary

Gas Oil, Avgas and Petrol

One of the conclusions of the meeting which was held at Government House on the 29th October in connection with the above mentioned subject and which you attended was that enquiries should be made through the Crown Agents regarding the supply and cost of suitable bulk storage tanks.

2. I shall be obliged if, after any further consultation that may be necessary with the Colonial Manager, F.I.C. and the Officer-in-charge, E.A.S., you will make the necessary enquiry to the Crown Agents, routing your letter to them through this office.

3. Another conclusion of the meeting was that enquiries should be made regarding the availability in Argentina of suitable tanks and erection teams. I shall be obliged if you will provide me with a draft letter containing details and specifications for me to forward to the British Embassy on this aspect of the matter.

(J. A. Jones)  
Colonial Secretary

Reply at-  
567

JB

By 25.11.71



F.I.G. Ref: 0014/VI  
F.C.O. Ref: HGF 12/2

17th November 1971

Falkland Islands - Replenishment of  
Falkland Islands Government and BAS Fuel Stocks

Please refer to the attachment to your letter of the 23th January from Allen of the Ministry of Defence.

pp 525-6

2. In his 4th paragraph Allen indicates that the cut-off date for the present arrangements under which we receive our oil supplies by RFA tanker should be the 31st March 1973, assuming Alginates' project developments then (i.e. January 1971) planned.

3. The current situation indicates that Alginates' plans are maturing more slowly than was envisaged at the beginning of this year. Their local experimental work has been allotted a two-year period of which there is still at least one year to run so that it is most unlikely that the originally projected build-up in Alginates' oil consumption requirements will materialise. In these circumstances I assume, and will be grateful for your confirmation in due course that the assumption is correct, that the Ministry of Defence is prepared to negotiate the cut-off date referred to above.

(J. A. Jones)

K. H. Robins, Esq.,  
Foreign and Commonwealth Office,  
London, SW1A 2AH

JB

cc file 0004



26th November, 1971

I shall be grateful if, entirely on a no-commitment basis, enquiries could be made about the possibility of the "Bahia" naval transports, if and when they start to pay regular visits to Stanley, carrying drummed petroleum supplies to us, in particular avgas (100/130 octane). While we are in the transitional period as regards our transport communications the problem of petrol products importation is one which will cause us difficulty and we need to explore every likely possibility.

I emphasise the tentative nature of this enquiry which is exploratory only at this stage.

J. A. Jones  
Colonial Secretary

R. W. Whitney, Esq., C.B.E.,  
British Embassy,  
Buenos Aires.

No. -

MEMORANDUM

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

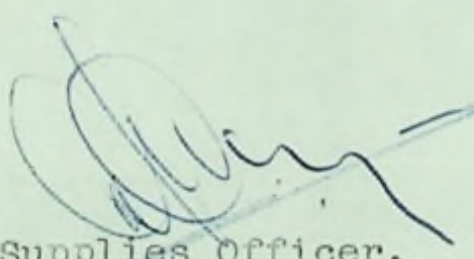
29th November, 1971 19

The Supplies Officer,  
Central Store,  
Stanley, Falkland Islands.

The Colonial Secretary,  
Secretariat,  
Stanley.

SUBJECT:- Diesel Oil - C.I.F. price.

Please endeavour to obtain from MOD the C.I.F. price per ton, excluding lighterage charges Stanley, of the Colony diesel oil delivered by RFA "Blue Rover."

  
Supplies Officer.



4th December

71

To: Superintendent of Works,

From: Colonial Secretary

STANLEY.Gas Oil, Avgas and Petrol

560

With further reference to my memorandum 0014/VI of 17th November an additional conclusion of the committee was that the possibility should be considered of engaging an erection supervisor for the tanks, using local skilled labour for the erecting work. I shall be glad to have your considered views on this proposal, in particular as to the availability of local skilled labour. Some relevant considerations are the probable cost of engaging a supervisor; from where he could be recruited; whether, if local skilled labour were available, it would be available in adequate numbers, or without depleting your staff and whether its use for this project would have repercussions on other projects (e.g. Power Station; Airfield). Presumably the Crown Agents could advise, in due course, on the first of these considerations.

(J. A. Jones)  
COLONIAL SECRETARY

HRT.

Reply at 568

DECODE.TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 1.12.71 Time : 1100 Received : Time :

No. 413

Grateful you obtain from MOD (Navy) the CIF price per ton excluding  
lightering charges Stanley of Colony diesel oil delivered by RFA Blue  
Rover

LEWIS

PL: HT

by <sup>17.</sup> ~~12.~~ 71.  
\_\_\_\_\_  
(r)



566



BRITISH EMBASSY  
BUENOS AIRES

*J 16/12*

14 December 1971

J A Jones Esq OBE  
PORT STANLEY

*Dear John,*

FALKLAND ISLANDS COMMUNICATIONS: ARGENTINE NAVAL TRANSPORT

562

Please refer to your letter FC014/6 of 26 November to Ray Whitney. I have been asked to reply in his stead. Whitney mentioned your interest in the "Bahia" naval transports carrying drummed petroleum supplies to the Islands. Izaguirre has not yet been able to provide us with a definitive answer on this, but he did think that there may be some regulations prohibiting the carriage of avgas on passenger ships. He has undertaken to make enquiries and we will let you know the final answer as soon as we have it.

*Yours ever,*

*Richard.*

R D Lavers

*—*

*Re Ltr to me J 16/12*



No. P.W.D. 010

MEMORANDUM

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

December 6th, 19 71.

TO: The Colonial Secretary,

FROM: Superintendent of Works,

The Secretariat,

Stanley, Falkland Islands.

Stanley.

SUBJECT :-

GAS OIL,AVGAS AND PETROL.

<sup>560</sup>  
Your memo 0014/VI of 17th,November refers.

After consultation with the Colonial Manager F.I.C.,  
O.i/c B.A.S.,  
D.C.A.

and Mr. Warren it now appears a necessity that three tanks would be required, capacity of 150 ton. < < <

2. Letter to Crown Agents:  
Q Dept. 4.Millbank.

The Falkland Islands Government would be grateful if you would obtain quotations from appropriate firms for three bulk storage fuel tanks, two of 150 ton capacity to store AVGAS and AVTUR respectively, and one 150 ton tank to store petrol. Also required are specifications necessary for the Tank bases, pipelines supply and delivery of supply from Tanker to Tanks, 100 yards, for delivery to Bowsers 50 yards.

3. Letter to British Embassy B.A.

Three storage tanks each with a capacity of 150 tons <sup>will almost certainly need to</sup> are required to be erected here in Stanley. They must be of suitable design to store AVTUR, AVGAS and Petrol. I would be obliged if you could obtain firm quotations for the supply of the Tanks and of an erection team to construct them, the quotations should include tank bases, 100 yards of supply pipeline and 50 yards of delivery pipeline with fittings to Supply Bowsers.

There are no abnormal conditions and no travel to and from the site involved which is approximately 200 yards from the town boundary.

*but without commitment,*

*St Rogers*

Superintendent of Works.

*g/c Letters A, to CAA, & B to Whitney, BA embassy, to be faxed so that they can go by bag on Albatross of 16/12. Both letters to be titled Bulk Petrol Products Storage.*

*17/12*



## MEMORANDUM

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

10th. December, 19 71.

To: The Colonial Secretary,

From: Superintendent of Works

STANLEY:

Stanley, Falkland Islands.

## SUBJECT :-

With further reference 'Erection Supervisor', <sup>564</sup> your Memo of 4th. December, 1971.

2. The erection of these tanks could coincide with the completion of the Power Station. We should be most fortunate if all arrangements for tanks could be made before we get to the Power Station erection stage, it is an advantage from availability of suitable local labour to fall on to tank erection.

3. The engaging of an erection supervisor for tanks is, as we have acknowledged, a must; too much is at stake not to have full time supervision on tanks. If it were to be done by local labour with an imported supervisor, P.W.D. would have to prepare the bases or at least supervise the bases, and an erection supervisor would need at least a three months contract for tanks only. I think at this point we should group the proposals into two:-

- (a) Engagement of 'Erection Supervisor', tanks only
- (b) Engagement of Production Supervisor, tanks, airfield roads and buildings and general assistance in all contracts.
- (a) 'Erection Supervisor' for tanks, short term engagement of three months, must have previous experience in tank erection and control of labour. He could be recruited from the U.K., South America or be Seconded by negotiation through the British Embassy from a possible oil company based in South America, the cost would be approximately:

25% of £3,000 salary	=	£750
Passages - Coast	=	£100 to U.K. = £400
3 months hotel or lodgings	=	£200
Company or Firm's Remuneration	=	£300
Local Labour	=	£2,500
Valves, pipes, tanks (by quotation) approx	=	£7,000
Total Approximate Cost	=	<u>£11,150</u>

- (b) 'Production Supervisor' for continued supervision:

U.K. Salary	£3,000 p.a.
+ 25% Gratuity	£750
Passage out	£200

Production Supervisor would need full experience in tank erection, to have held a similar post for at least 12 months with experience in reinforced concrete, buildings, drainage and general Civil Engineering.

*Superintendent of Works.*

DECODE.

571

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 20.12.71 Time : 1215 Received : Time :

No. 426

Mytel 413 Cost of Diesel Oil. Grateful learn when reply may be expected

LEWIS

565

HRT: PL

22/12

C.S.

565-570. Submitted pl.

19.12.71.

last saw at p. 558. Now  
to see from p. 559.

22/12

Reply at 572

K.I.V.

By 11.12.71 (w)



12569-70 - mmo

1251-2 m 0014 | D

572

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 7.1.72 Time: 1318 Received: 7.1.72 Time:

FM FCO 071145Z Unclassified to Priority Falkland Islands telno 6 of 7th  
January 72. Your telegram 413 Diesel Oil price £21.50 per ton. CIF.  
Delay regretted

571

DOUGLAS-HOME

PL: HT

Copy to Supplies Officer



573

UNCLASSIFIED



**Foreign and Commonwealth Office**  
London SW1

Telephone 01-

J A Jones Esq *CBE*  
Colonial Secretary's Office  
Stanley  
FALKLAND ISLANDS

*J/8/1*

Your reference 0014/VI  
Our reference HGF 12/2  
Date 9 December 1971

*Dear John*

REPLENISHMENT OF FALKLAND ISLANDS GOVERNMENT AND BAS  
FUEL STOCKS

*p.561*

*A*

*B*

1. Please refer to your letter 0014/VI of 17 November about the arrangements for supply of fuel oil by RFA tanker.
2. The Ministry of Defence agree to continue to meet the requirements of the Falkland Islands Government and of the British Antarctic Survey while they are of the order referred to in paragraph 3 of the Ministry's letter of 19 January which was copied to you. The Ministry of Defence will review the situation about the middle of 1972 when they will be planning their replenishment programme for 1973. Unless at that time there is ~~no~~ definite indication that Alginate Industries Ltd will require more than a nominal amount of fuel, it is likely that the present arrangements for replenishment will continue.

*Yours ever*  
*George*

(G F Kinnear)  
Atlantic and Indian  
Ocean Dept

*9/12/71*  
*Good*  
*M. G. 8/11*

*This is good news & shows MOD to be more elastic in its thinking than I had anticipated when I sent them such a long list!*

*J/8/1*

573A

MINUTES OF EXECUTIVE COUNCIL  
NO. 16/71 AGED ON 21st DECEMBER 1971.

557

0014/VI

- ii. Information Paper 11/71 - Future supply of petrol, avgas etc.

CLERK TO COUNCIL