

~~CONFIDENTIAL~~

FALKLAND ISLANDS

PWD/1/2

PWD/1/2

SECRETARIAT

RE-ARRANGEMENT OF
GOVT. DOCKYARD

ARCHIVE

File Opened 13.9.52

Closed 25.1.86

14/3	BU	19/0	
DCS	14/3	BU	19/0
BU	✓	BU	25/6
DS	24/4	DCS	
BU	✓	BU	27/11
FS	2/5	CS	27/11
DCS	3/5	DCS	2/12
CS	7/5	CS	
Dep	7/5	DCS	27/11
CS	8/5	DCS	27/11
Dep	8/5	Dep	27/11
BU	✓	BU	10/2
CS	2/5	DCS	10/2
BU	1/4	BU	17/2
CS	3/5	DCS	17/2
AS	3/5	BU	17/3
7/11	✓	DCS	17/3
3/6	3/6	BU	17/4
BU	✓	DCS	31 18/11
CS	1/0	Hm	13 18/11
7/11	✓	DCS	14 18/11
CS	11/6		
Dep	1/6		
CS	12/6		

(1)

Reference 21 herein. I'm afraid the boatshed is needed by this Department as we still own 3 boats which must be stored there. In view of this I cannot recommend the lease or rental of the shed.

The slipway is a different matter. To repair the cradle, which is in a very bad state of repair, would cost a considerable amount of money and I feel the expense is not warranted as Government has no use for the slipway. I would, therefore, have no objection to the lease of the slipway to the signatories of 21.

RF
23/4

(2)

FS

If we do lease the slipway to private individuals have you any views on charges. R11 herein is pertinent and concern was felt then that we should not compete with FIC

DFH
24/4

(3)

DFH 2/5/74
D.S.S.

The rules are shown on page 187 of Volume II of S.S. Regulations 1930 Schedule II.

2. It appears from Schedule II that the slipway has always been available to private individuals.

3. If it is to be leased permanently consideration should be given to formal broadcast notice inviting interested parties to make applications. The scale of charges at page 187 must be considered unless there is a formal contract.

4. I was under the impression the Ministry of Defence used it frequently. The 'transfer' appeared to be permanently fixed to the slip a year or two ago!

DFH
2/5/74

DFH 1/6

⑦

AS.
— Al remind H/M I think I am
now awaiting his & Sallis' final thoughts
on this matter before putting out a tender
notice.

31/5

⑧

CS
H.M. says that there is a load of lighthouse equipment
in the loft which they are trying to find a home for.
When all is in order he will arrange see the file.

31.5.74.

BU 15/6

⑨

BU 19/6

AS

You are designated R 28.

19/6

10.

Note: H/M engaged with charter vessel and not
available this week for board meeting.

15.6.74.

11.

D.C.S.,

We spoke about this file. You asked
for it to be BU today.

27. 11. 74

27. 11. 74
~~26. 11. 74~~

C.S.

One of the jobs I asked EE to do months before he left was to submit proposals for cleaning up the P.W.D. yard, and a drawing. This has not been done.

2. As you know it is my intention to remove the X little shed immediately to the east of the new PWD office and run an approach road straight through to the Curt. Jetty on which will be erected a P.W.D. Store so that Curt. stores can be unloaded at the Jetty and go straight into the Store. This will make for better and more economical stores handling and, incidentally, cut out the present dangerous 'blind approach' to Run Road.

3. The present blacksmith's house is, I gather, in very poor shape and may cost more to repair than to re-build but I would like an official report on this. If this is borne out then we should, at convenience, pull it down thereby enlarging the yard which is very cramped. ϕ

4. By re-erecting the shed at X above at right angles to the Carpenter's shop we could then seal off access to the P.W.D. yard from the new Town Hall car park which is desirable. The present paint shop is

If commercially
repairable it might
make a suitable
Quadrant for the Marksmen's?

also an eye-sore and could be removed.

5. No priority attaches to these re-arrangements which can be undertaken "as and when" but I would a plan down for record. The present PWD installation has "grown like Topsy", without any thought for the future and now that ~~the~~ ^{the Department has} ~~been~~ ^{for the first time} a decent office I would like to get the rest of it cleared up as well. With our precarious man-power situation we must do everything we can that will save labour and unnecessary movement of personnel or materials. A well-planned plan will be a help in this direction.

MC. 13/ix

R/E. J. and for your report on the question raised in para 3, please.

13/9/51

B.O. 10/12/52

S/W

1451



PWD Yard.

I would like to see your plan for this - as lines are discerned - as soon as possible showing general stores, timber stores, separate paint & varnish store (down-wind) garage, carpenter's shop, machine shop, bladesmith's shop etc. Better do this in conjunction with H/M who will have to make his requirements conform.

mc. 10/vii

S/W
H/M

ACS
Pse jhr in
to om. + sw.

File

Done
24.9

220
4

I visited Hard & Coal Jetty
this morning: when latter is completed
H/M's office will be erected there at
eastern end of T piece.

Feller's shop + adjoining shed
and coal-shed on other side are to
be dismantled and the PWD General
Store is to be erected adjacent the
blunt end of the jetty: this will
save a lot of underwater filling: I
would like to see the sketch plan
(for which I have been asking since

~~12~~ 5

Mr. Bunting's time) of the proposed
lay-out for the yard as
discussed from time to time
with you.

mc. 19^{...}
V^{...}

Abax copied into sketch
plan just received from H/M; will
you please both come + discuss with
me tomorrow morning?

OS

S/W } to see.
H/M }

At once see new layout of
PND Yard and Dockyard which I have
asked H/M to draw out for me: Mr. Bunting
should have done this 2 years ago.

2. The Yard is much too congested as it
is and cluttered up with silly little buildings.
Garage accommodation is inadequate and will be
enlarged as shown; S/W has the material available for
this purpose. We expect to obtain a building from
SASC^{*} for new PND Warehouse and this will
concentrate our stores in one place instead of having them
dispersed as now with consequent waste of time and
risk of pilferage.

3. We have obtained an excellent building for
H/M's office which will be sited as shown giving him
a clear view of shipping and aviation activities (his
present office should be held in reserve for Road & Water
project - it will later come in useful for other purposes
I have no doubt.); a guard rail will be erected
around the seaward side of the jolly^{*} and I have
given directions for the overhaul and mounting of

* We had better
secure an option
on this now.

* H/M is also to
see that a couple of
lifebuoys are placed at
certain points.

The crane which we bought advantageously from the Navy. Fresh water is to be piped to the end of the jetty (a) to supply H/M's office and (b) to save 'Phulmet' the unnecessary journey, for water, to the Public Jetty.

4. Railway track is to be re-laid from end of jetty to new Warehouse for ease of handling cargo or Phulmet or barge.

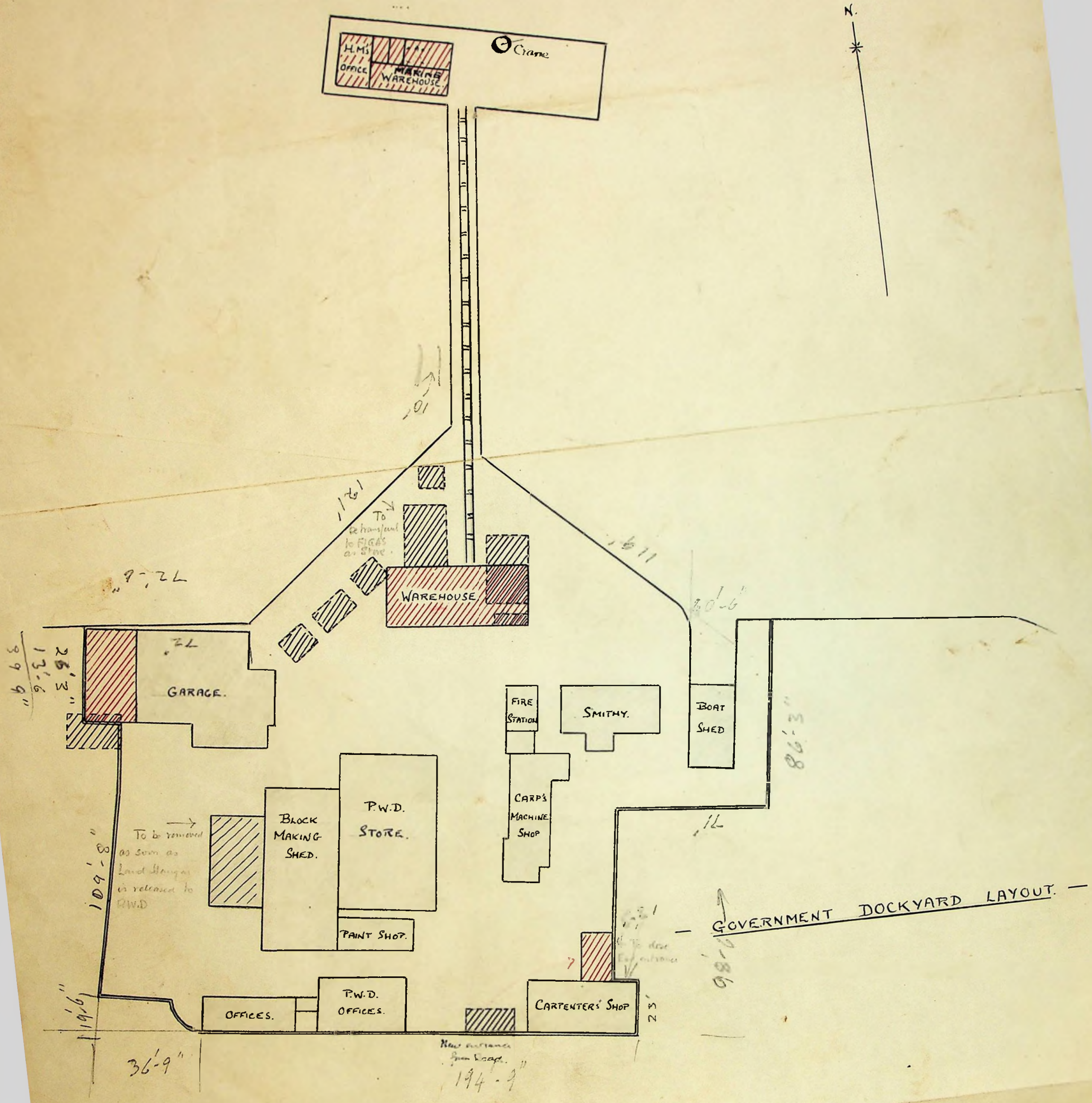
5. With the re-paving of the small but to the west of the Carpenter's Shop there will be a clear approach to the Yard and the present 'blind' approach on the east side will be sealed off: it could be a passage once the roads are repaired.

6. The Slipway should be taken in hand when the labour situation permits and I should be glad to know, soon, exactly what W/M proposes.

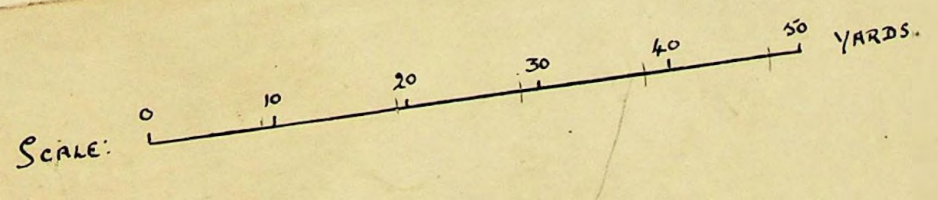
7. I would also like him to decide with S/W exactly how his new office is to be laid out - the building will require a certain amount of adaptation - and where, precisely, the crane is to be positioned. Wash-basin and lavatory are to be provided for the office and the building itself is to be painted white with a green roof. There should also be a flag-staff.

8. The above arrangements should lead to an altogether tidier and more efficient set-up.

Bristol fashion.
I rely upon W/M to ensure that his and of it is made, and kept, "Slip-steps and



- Buildings to be removed.
- Buildings to be retained.
- Buildings to be erected.



Approved.
 MC 26 VIII.53.

H.C.S.

17 SEP

11.

A recent minute of H.E's to you, passed to S/W and myself for information, concerns the future of the Government slipway. I am of the opinion that this slipway could now be scrapped: the F.I.C have now an efficient slipway, quite adequate to meet the needs of the small craft in the harbour and around the islands and although "Philomel" and "Protector" are still un-catered for, the expense and labour of building a slip to take these vessels does not appear to me to be justified as both are capable of making the voyage to Punta Arenas under their own power if necessary. Now the F.I.C. have improved their slip to this extent, I feel that the Government should no longer go into competition with it - the reason in the past for trying to keep the Government slip as a going concern was to ensure that there was at least some sort of slipway available to the cutters. Perhaps S/W can find a use for the timbers in ours?

Windy

As regards the Harbour craft belonging to the Government: once the crane is erected on the jetty it will be possible to lift these all onto the Government jetty and work upon them there - under much more convenient circumstances than upon the slipway.

It will still be possible to take small boats into the boatshed for repairs without the slipway cradle. The method of drawing up on planks as done in Punta Arenas with quite large craft (i.e. "Philomel") is very much cheaper than maintaining the cradle.

Yes.

JK

byf.

16. IX.

CS.

(some few days ago) I support this proposal.

I had already agreed to scrapping the slipway; Govt. should only provide or maintain such facilities if they are not available or, if available, inadequate structure.

12

As WPT argues us that FIC step is adequate for all purposes there is clearly no point in moving the expenditures. But let us clean it away and not just leave a derelict and decaying junk heap.

HC 11.
TK

HM Above
PWA
D
WJ

H.C.S. Can Spw do this pse - it's rather too big for our two "Alert" men to do!

of 23.18.

So, ~~for you~~ Can you the assist ~~from~~ in this matter.
23/9

H.C.S. yes we will do this work as soon as possible

Stan. G. B. H.C.S. Noted by J.S.

W.H. 1/10/53 Geo. B.

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

July 5th, 19 72.

FROM: Superintendent of Works.

TO: The Colonial Secretary,

cc. Colonial Treasurer.

Stanley, Falkland Islands.

SUBJECT:-

FUEL ECONOMY - (DOCKYARD)

With the object of further economy in mind, may I make a proposal, which, if authorised, will bring about a saving of solid fuel, with little expense involved, as alterations are of a very minor nature.

2. Two sheds, now derelict, and already condemned, are to be removed, one belonging to Customs & Harbour (which should have been removed in 71/72 financial year) the delay is being caused by the contents, 'a few tins of paint and oddments' not being removed. The other shed is one used by PWD navvies. A third shed which is in reasonable repair, the 'Paint Locker'. The latter two sheds burn a solid fuel in slow combustion type stoves.

3. By simply moving the navvies from the old shed to a place below the paint locker, which for many years has only been used for harbouring scrap, but has got flow and return mains 3" pipework from Central Stores which provides adequate heat already, and by placing two radiators (already spare) above, and in the Paint Locker. Two solid fuel stoves could be removed. The sheds 'Customs & Navvies' could be dispensed with.

4. The only expenditure involved is a small partition and door, which we already have in second hand materials.

Removal of the two sheds:	=	£15
Labour and materials for partitions etc.,	=	£12

Provision could be from Government Buildings and Installations.

5. It is reasonable to assume a saving of 3 ton of coke a year @ £38.88 a ton = £116 - 64. Say £100.

A. C. S.

A. C. S.
Superintendent of Works.

This sounds sensible.

If you & Customs & Labour have no objections, pl. authorise.

Reply at 20

29th July

72

To: Supt. Public Works,

STANLEY.

From: Colonial Secretary

cc: Colonial Treasurer

Fuel Economy - Dockyard

I refer to your memorandum PWD/010 of 5th July and confirm ~~same~~ that the arrangements you suggest with regard to the removal of two sheds is approved within the expenditure limit of £100.

(H. L. Bound)
for COLONIAL SECRETARY

HRT.

Pa

P. O. Box 186,
STANLEY.

The Chief Secretary,
STANLEY.

Dear Sir,

I am writing on behalf of myself and the names appended below to make formal application for the lease or permanent rental of the Government boat shed and slipway. We are all small boat owners and are in the process of forming a small boat owners Club.

As you are aware the only facilities in Stanley for the slipping and maintenance of small boats is the Government slipway which many of us have rented individually for boat repairs from time to time.

As Government have recently abolished the Harbour Department and has no apparent use for the shed or slipway we hope you will feel sympathetic towards our application. If successful we hope to repair the slipway and guarantee to keep both shed and surroundings in good order.

*FIC ?
Slipway ?*

Yours faithfully,

*Ken Campbell
officer
[Signature]
C. Bunker
R. White
[Signature]
M. J. Clarke*

*Peter
He is to see this file and comment
in writing.*

14374



6th May, 74

Government Slipway

A proposal has been made that the Government slipway at the rear of the PWD complex should be sold or leased to a private individual. Government has no foreseeable use for this slipway but I would be grateful if you would advise me whether the Royal Marines will continue to need it. In the recent past the only boat making use of the slipway has been the "Marauder".



(T.H. Layng)

Major S. Cook, R.M.
N.P. 8901,
Moody Brook.

From: Major S H B Cook RM

24

Officer Commanding Royal Marines
Naval Party 8901
c/o BFPO Ships

RM/FALK/5

Telephone 162

T H Layng Esq
The Chief Secretary
The Secretariat
Stanley

9 May 1974

Dear Tom,

Thank you for your letter number PWD 1/2 dated 6 May. I confirm that we have no objection to the Government selling the slipway.

Yours sincerely

Simon

22nd May, 74

Government Slipway

Thank you for your prompt reply RM/FALK/5 of the 9th May to my enquiry of the 7th on the above subject.

2. I inspected the Government slipway this morning with Captain Sillis and the Harbour Master and noted that there is a considerable amount of Royal Marine equipment in the boat shed. I did, therefore, just wonder whether you appreciated that the boat shed is an integral part of the slipway (containing as it does, the winch machinery etc) and that it is our intention to dispose of this as well as the external slipway.

3. I imagine you have adequate storage space, either in the hovercraft hangar at Moody Brook or in the "Forrest" warehouse on the jetty, for storing those items - a Gemini, outboard motors etc • currently in the boat shed and I shall assume, unless I hear to the contrary, that you will be happy to move these when the slip and boat shed are disposed of.

(T.H. Layng)

Major S. Cook, R.M.
O.C.R.M.
N.P. 8901,
Moody Brook.

From: Major S H B Cook RM

Officer Commanding Royal Marines
Naval Party 8901
c/o BFPO Ships

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RM/FALK/5

Telephone 162

T H Layng Esq
The Chief Secretary to
The Falkland Islands

24

May 1974

Dear Tom,

GOVERNMENT SLIPWAY

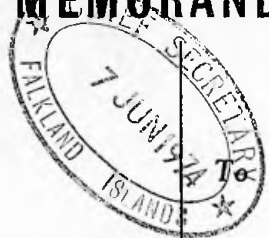
1. Thank you for your letter no FWD/1/2 dated 22 May 1974.
2. You assume correctly.

Yours sincerely

Simon.

27

MEMORANDUM



Reference

Date 7th June, 1974.....

From Harbour Master

Chief Secretary,
STANLEY.

Government Boat-shed and slipway.

Please refer to my minute in which I recommended we rent the Government slipway but not the boat-shed to Mr. Campbell and his associates and to our discussion with Jack Sollis and Ian Campbell.

I would now like to recommend we rent the boat-shed as well as the slipway. My reason for changing my mind is that Mr. Sollis now informs me that only two ~~two~~ ~~two~~ boats need be put under cover and not three as previously advised. Unfortunately the doors of the warehouse are not wide enough for the boats to be stored there so they must be stored in the boat-shed. I have discussed this with Mr. Campbell who is quite happy to rent the shed with the two boats stored there.

Mr. Campbell has asked if the loft in the boat-shed could be cleared and on inspecting it can see no reason why the contents (lighthouse spares, flags, etc.,) cannot be transferred to the warehouse and on consulting Mr. Sollis he is of the same opinion.

R. Halliday.
HARBOUR MASTER.

28.
PUBLIC NOTICE

➤ A28/74

Tender Notice

Tenders are called for from members of the public wishing to rent the Government boat shed and slipway situated near the Government jetty in Stanley. Neither the slipway nor the shed are in a good state of repair and both may be inspected by arrangement with the Harbour Master.

2. Tenders marked "Slipway" should be addressed to the Tender Board, Secretariat, and should state the proposed period of rental, amount to be paid and any other conditions which the tenderer considers relevant. Government does not bind itself to accept the highest or any tender. Tenders will close on Wednesday 19th June 1974.

The Secretariat,
Stanley.

11th June 1974.

Ref: MWD/1/2

CB

SLIPWAY

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Tender Board,
Secretariat,
STABEY

19th June, 1974

see CSO/13/2

Sir,

Referring to the recent Broadcast Notice inviting tenders for the purchase of a lease for the Government Boatshed and Slipway.

I, on behalf of myself and the following persons, D.J. Sollis, F. Gooch, C. Bundes, R.C. Hirtle, John Allan, M.J. Clarke, W. Jones and W. Felton.

Hereby offer to accept the said lease for a 5 year period at the annual rental of £20.

The lease to be reviewed at the end of the 5 year period.

Yours faithfully,

I.T. CAMPBELL

*two boats involved
5 year lease with 2 months notice
(not to include use of jetties)
no use of jetties except white slipway*

REF: PWD/1/2

30


27th January

75

Dear Sir,

I refer to your application to lease the slipway and boatshed and am to inform you that further consideration is being given to the future of these facilities and it will not be possible to give a firm reply to your tender for some time.

Yours faithfully,



(D R Morrison)
for CHIEF SECRETARY

I T Campbell Esq MBE
Stanley

CFEJ

31

7/1/2

Colonia Cottage

John Street.

Stanley. 17th November 1976

Arthur Munk Esq.
Chief Secretary.
Falkland Islands.



Use of Government Slipway

Dear Arthur.

During my absence in Britain working during the past eight months, my sloop "Flyd" was secured to a buoy by the FIC launch and there unfortunately sustained severe damage due to lack of know-how in mooring a vessel to a buoy. Subsequent repairs were carried out which have proved to be deficient, which necessitates further work on the hull in order to render the vessel seaworthy.

Consequently I will need to carry out this work as soon as possible, which will have to be effected with the vessel hauled out for a period of about two weeks. I therefore would greatly appreciate your kind cooperation in obtaining permission to have use of the slipway on the next occasion that the spring tide will provide sufficient depth of water to enable me to slip the vessel.

Please forgive me for for not approaching by way of the Harbour Department, but in the absence of Les Halliday it appears to me to be the best way to obtain an answer to my request.

Yours sincerely.

D F Gooch.

Pwobli

32

MEMORANDUM

Reference PWD/101...

Date 19th March 1979.....

It is requested that this number and date should be quoted.



From Director Public Works To Chief Secretary

RR

Subject:- P. W. D. Yard

1. After the P.A.T.A. has set up its main Plant Workshop at the Power House, and the Motor Transport Garage at the B.A.S. Garage, I anticipate that the old P.W.D. Motor Transport Garage will be largely available for other purposes.
2. I am proposing to bring the Plumbers from their small and confined shop which is so small that to carry out work on any piping longer than 3M means doing it outside, not a pleasant task in Winter, and the Blacksmith/Machine Fitter also in very sub-standard accommodation into the P.W.D. Garage. This step will enable both the Plumbers and Blacksmiths to work without being handicapped by very restricted space, and give them a chance to develop their shops in a workmanlike and organised manner.
3. I would like your approval to my suggestions before I take any concrete proposals to implement them, but I can only see them personally as an improvement in every way especially to the men's morale which derives from better working conditions.

A large, stylized handwritten signature in black ink.

Director Public Works.

AFM/mc

PWD/1/1

20 March 1979

5 d pa

25/iii

Chief Secretary

Director of Public Works

PWD Yard

Y

32

Your memorandum PWD/101 of 19 March refers.

2. I can see no reason why you should not redeploy the buildings in the yard as you think fit and I do not feel that I have any locus standi in such a matter, except were you to ask for special funds to implement your course of action. As it is I think it is a purely intra-departmental matter and my approval is not necessary.

JOHN MASSINGHAM