



POST OFFICE

From the Chairman's Office

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LONDON
W1P 6HQ

Telephone:
01-631 2345

Book
391A

31st December 1979

Mr R M Tufnell
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Dear Mr Tufnell

You wrote on 9 December to Sir William Barlow about the Holyhead-Kingstown mail contract. Sir William is away from the office but saw your letter before he went and asked me to reply to save delay.

We have not been able to verify from our records whether or not the mail steamer to Holyhead suffered unusual delay due to severe weather on 24 February 1933. The British Library (formerly British Museum Library) who hold official weekly weather charts and reports for the British Isles have, however, confirmed that:-

"The weather report from Holyhead for the 24 hour period commencing 24 February 1933 reads - strong east winds, gale force 9, heavy snow storms, very cold, temperature 33 degrees".

No doubt one of the local newspaper offices would be able to produce a more detailed account of the effect that the weather had on the mailboat.

I am pleased we can help a little more with your other enquiry. Our copy of the contract between the Postmaster General and the London and North Western Railway Company for mail conveyance, Holyhead - Kingstown, shows that the remuneration was at the rate of £100,000 per annum, but was subject to a reduction of £10,150 per annum in the event of a cessation of the Sunday service. This in fact ceased on 26 June 1921, and the payment was reduced to £89,850 per annum. The contract also contained a clause which provided for a penalty of £2 for every complete five minutes delay. This is covered in paragraph 18, sub-para (2), of the contract, a photocopy of which is enclosed.

I hope you will find this information useful in your research.

Yours sincerely

David Gray

D GRAY
Principal Private Secretary/Chairman

ENC

Dated 11th NOVEMBER, 1920.

**HOLYHEAD AND KINGSTOWN
MAIL SERVICE.**

— THE —

**LONDON & NORTH WESTERN
RAILWAY COMPANY**

— AND —

**HIS MAJESTY'S
POSTMASTER GENERAL.**

COPY]

Contract

*Solicitor,
Post Office.*

HOLYHEAD AND KINGSTOWN MAIL SERVICE.

RETURN to an ORDER of the HONOURABLE THE HOUSE OF COMMONS, dated
16th November, 1920 :—for,

COPY "of Contract dated 11th November, 1920, between the POSTMASTER
GENERAL and the LONDON AND NORTH WESTERN RAILWAY COMPANY for the
conveyance of His Majesty's Mails between Holyhead and Kingstown from
the 28th November, 1920, together with the copy of Treasury Minute
thereon."

Treasury Chambers,

16th November, 1920.

} STANLEY BALDWIN.

(Mr. STANLEY BALDWIN)

*Ordered, by The House of Commons, to be Printed,
16th November, 1920.*

LONDON:
PRINTED AND PUBLISHED BY
HIS MAJESTY'S STATIONERY OFFICE.

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1920.

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TREASURY MINUTE, Dated 15th November, 1920.

My Lords have before them a Contract dated the 11th November, 1920, between the Postmaster General and the London and North Western Railway Company for the conveyance of His Majesty's Mails between Holyhead and Kingstown from the 28th November, 1920.

The previous contract for this service was with the City of Dublin Steam Packet Company, was dated the 1st of July, 1895, and came into operation on the 1st of April, 1897. It was for a period of 20 years and thereafter subject to 12 months' notice by either party. The remuneration payable to the Company was a net sum of £98,000 per annum, to be reduced, in the event of the continuance of the contract beyond the 31st March, 1917, to £78,000 per annum. In March, 1917, the City of Dublin Company asked that the reduction in the annual payment, which then became due, should not be enforced, but the Postmaster General was unable to concede this claim and on the 26th June, 1917, the Company gave notice to determine the contract. It was subsequently arranged by correspondence that the Mail Service should be carried on temporarily from 1st July, 1918, upon the terms of the contract of 1895, subject to six months' notice by either party, the remuneration continuing at the rate of £78,000 a year. With a view to placing the service on a permanent basis, notice to determine this arrangement was given by the Postmaster General on the 26th May, 1920, and competitive tenders were invited.

The Contract which the Postmaster General has now executed with the London and North Western Railway is for 20 years and provides for remuneration at the rate of £100,000 per annum, to be reduced to £90,000 per annum as soon as the deepening of the Inner Harbour at Holyhead has been completed.

The only alternative tender was submitted by the City of Dublin Steam Packet Company, which stipulated for an annual remuneration of £150,000 for a 10 years' contract and attached other conditions to their tender, including a guarantee of a nett profit of £30,000 per annum, which were not acceptable.

The accommodation to be provided for mails will be superior to that provided on the ships which have hitherto performed the service, and the time of transit will be approximately the same, except that the Contract provides for a reduction by 10 minutes when the deepening of the Inner Harbour at Holyhead is completed.

My Lords would have been reluctant to approve under present conditions a Contract extending over as long a period as 20 years, but they note that provision is made by Clauses 7 and 11 for a revision, by agreement or in default of agreement by arbitration, of the rate of payment—

- (a) in the event of any substantial decrease in the quantity of mails or number of officers conveyed or in the accommodation required, or
- (b) in the event of a material alteration in the rate of wages, prices of materials or other operating charges (any additional charges due to the deepening of the Harbour at Holyhead or an increase of harbour dues excepted).

These provisions will enable the Postmaster General to claim a review of the terms of remuneration if any substantial fall in the present level of prices or wages occurs or if it is found desirable during the currency of the Contract to transmit by other routes a portion of the mail at present conveyed via Holyhead and Kingstown.

The Contract provides that the Contractors shall bear any charges which, during the continuance of the Contract, become due in respect of the use of piers or docks or in respect of harbour or other dues or tolls.

My Lords are satisfied that in regard to both public economy and the efficiency of the service the proposals of the London and North Western Railway are the more favourable, and they approve the Contract.

This Indenture

made the Eleventh day of November One thousand nine hundred and twenty between THE LONDON AND NORTH WESTERN RAILWAY COMPANY (hereinafter called "the Contractors" which expression shall also mean and include their successors and permitted assigns wherever the subject or context so requires or admits) of the one part and THE RIGHT HONOURABLE ALBERT HOLDEN ILLINGWORTH M.P. His Majesty's Postmaster General (hereinafter called "the Postmaster General" which expression shall also mean and include his successors in the Office of His Majesty's Postmaster General wherever the subject or context so requires or admits) on behalf of His Majesty of the other part: **Witnesseth** that in consideration of the covenants and agreements hereinafter contained on the part of the Postmaster General and of the Contractors respectively the Contractors do hereby (as to the covenants and agreements hereinafter contained on their part) covenant promise and agree with and to the Postmaster General And the Postmaster General (as to the covenants and agreements hereinafter contained on his part) doth hereby covenant and agree with the Contractors in manner following (that is to say):—

DEFINITIONS.

1. FOR all the purposes hereof:—

The term "mails" means and includes all postal packets (except parcels) and all bags boxes baskets or other receptacles containing postal packets (other than parcels) without regard either to the country or place to which the packets or receptacles may be addressed or to the country or place in which they may have originated and also all empty bags boxes baskets or other receptacles and all stores and other articles used or to be used in carrying on the Post Office Service but exclusive of posts wires instruments or apparatus employed in carrying on the Postal Telegraph Service.

The term "postal packet" means any article for the time being transmissible by post.

The term "parcel" means a parcel within the meaning of the Post Office (Parcels) Act 1882.

The term "mailship" means a vessel provided for the conveyance of mails hereunder.

The term "the Post Office Service" means the service of the Post Office Department of His Majesty's Government and includes the services to be rendered by the Contractors hereunder.

The term "Postmaster General" means His Majesty's Postmaster General.

CONVEYANCE OF MAILS.

2. (1) The Contractors shall during the continuance of this Contract at their own cost convey or cause to be conveyed by mailships owned or for the time being chartered by them twice daily (Sundays included) in each direction between Holyhead and Kingstown (near Dublin) all mails which the Postmaster General or any of his officers or agents shall from time to time and at any time require to be so conveyed together with such officers of the Post Office and other persons (being furnished with a warrant or other authority for that purpose) as may from time to time be so required to be conveyed on such mailships for the Post Office Service.

(2) The Contractors shall not without the Postmaster General's consent in writing previously obtained receive or permit to be received on board any of the mailships for conveyance thereby any mails on behalf of any foreign country or any of His Majesty's Dominions or Protectorates or any other letters except such as are to be conveyed hereunder or are within the exceptions set forth in paragraphs (a) to (f) of Section 34 (2) of the Post Office Act 1908 and it is hereby expressly agreed that all mails foreign or colonial or of any other origin or destination (except letters within the said statutory exceptions) which shall be received on board any of the mailships shall for all purposes be deemed (as between the Postmaster General and the Contractors) to have been so received from the Postmaster General or his agents and to form part of the mails conveyed hereunder.

3. (1) The transfer both at Holyhead and Kingstown of all mails to be conveyed by the mailships (which word "transfer" as used herein shall be deemed to include the transfer of the mails to the ship from the train or trains conveying the mails and from the ship to the train or trains intended to convey the mails) shall in all cases be performed by the Contractors who shall at their own cost provide all suitable means and apparatus for the purpose.

(2) The Contractors shall out of their own proper moneys bear and pay any charges which shall or may at any time during the continuance of this Contract be or become due or payable in respect or on account of the use of any piers or docks or private property (whether of a Government Department or dock company or of any other body or person) or in respect or on account of the transfer or conveyance of the mails over the same between the mailship and the train or trains from or to which the mails are to be transferred as aforesaid.

(3) The Contractors shall at all times punctually attend to the orders of the Postmaster General his officers or agents as to the mode time and place of transfer of the mails and shall at all times protect the mails to the utmost of their power.

4. (1) Twice daily during the continuance of this Contract (after the arrival at Holyhead of the respective trains conveying the last instalment of mails to be conveyed by the day mail and night mail respectively to Kingstown) a mailship shall depart from Holyhead and proceed direct to Kingstown and also twice daily (after the arrival at Kingstown of the respective trains conveying the last instalment of mails to be conveyed by the day mail and night mail respectively to Holyhead) a mailship shall depart from Kingstown and proceed direct to Holyhead.

(2) The respective maximum periods of time allowed for the performance of the services under this Contract shall be as follows:—

(a) Period allowed between arrival of train and starting of mailship and within which all mails are to be transferred from train to ship at the port of departure.

(i) Holyhead to Kingstown Night Mail	..	30 minutes	20
(ii) Holyhead to Kingstown Day Mail ..	..	25 minutes	15
(iii) Kingstown to Holyhead Night Mail	..	15 minutes	
(iv) Kingstown to Holyhead Day Mail ..	..	10 minutes	

(b) For transit on each service 2 hours 45 minutes from or to Admiralty Pier at Holyhead or 2 hours 55 minutes from or to the Inner Harbour Holyhead.

(c) Period allowed after arrival of mailship at the port of destination within which all mails are to be transferred from ship to train.

(i) Holyhead to Kingstown Night Mail	..	20 minutes	
(ii) Holyhead to Kingstown Day Mail ..	..	15 minutes	
(iii) Kingstown to Holyhead Night Mail	..	25 minutes	15
(iv) Kingstown to Holyhead Day Mail ..	..	25 minutes	15

Provided always that if and when the Inner Harbour at Holyhead shall have been altered and deepened so that the mailships can use the same in lieu of the Admiralty Pier the respective periods above specified in paragraphs (a) (i) and (ii) and (c) (iii) and (iv) of this sub-clause shall be reduced on each occasion by ten minutes.

(3) The said maximum periods of time shall be respectively calculated as follows :—

- (a) The period allowed between arrival of train and starting of mailship and within which all mails are to be transferred from train to ship shall be calculated from the moment at which the train conveying the last instalment of mails arrives at the Pier or Harbour Station to the moment at which the mailship is cast off from the pier or harbour at the port of departure.
- (b) The period allowed for transit shall be calculated from the moment at which the mailship is cast off from the pier or harbour at the port of departure to the moment at which a gangway is placed on board at the port of destination or communication is there otherwise established between the mailship and the shore.
- (c) The period allowed after arrival of mailship within which all mails are to be transferred from ship to train shall be calculated from the moment at which a gangway is placed on board at the port of destination or communication is there otherwise established between the mailship and the shore.

(4) The arrangements for determining and recording the exact times occupied in the performance of the said services contracted for shall be under the exclusive regulation of the Postmaster General whose decision upon all questions relating to such matters shall be final and conclusive.

(5) All mails intended to be conveyed by a mailship and arriving by any train at Holyhead or Kingstown (as the case may be) shall be transferred from train to ship as soon as possible after the arrival of the train in which they are conveyed.

5. (1) The several hours or times for arrival at Holyhead and Kingstown of the respective trains conveying the last instalment of mails intended to be conveyed by the mailships respectively and for departure from and arrival at Holyhead and Kingstown respectively of mailships employed in the performance of this Contract may be appointed by the Postmaster General either by a time-table or time-tables to be from time to time approved by him or in any other manner he shall at his sole discretion think fit and in default of and until any such appointment the respective hours or times specified in the Schedule hereto shall be deemed to be appointed as the times for such arrivals and departures respectively.

(2) Such hours or times respectively may at any time or times and from time to time be altered by the Postmaster General by notice in writing to be given to the Contractors at least 14 days before the day on which such alteration is intended to take effect and thereafter such altered hours and times shall for the time being be considered to be substituted for and to stand in all respects for the purposes of this Contract instead of the hours or times respectively theretofore appointed (or deemed so to be) as aforesaid Provided always that neither the respective periods of time within which the services under this Contract are to be performed as aforesaid nor the amount of remuneration hereinafter agreed to be paid to the Contractors in consideration of the performance by them of all the services contracted for nor the sums to be paid or deducted as hereinafter mentioned in every case of failure to perform the said services within such aggregate periods of time as are hereinafter referred to shall be in anywise modified or affected by reason of any such alteration of such hours or times as aforesaid.

(3) Should it be deemed by the Postmaster General or by any Secretary or Assistant Secretary of the Post Office for the time being necessary for the public service (of which necessity the Postmaster General or such Secretary or Assistant Secretary shall be the sole judge) that any mailship should at any time or times delay her departure from either of the ports from which the mails are to be conveyed hereunder beyond the time appointed for her departure therefrom the Postmaster General or any such Secretary or Assistant Secretary shall have power to order a delay (not however exceeding three hours) by notice in writing addressed to the master of the mailship or any person acting as master and the notice shall be deemed a sufficient authority for the detention.

*Sunday Service
ceased
26.6.1921
Postmaster General*

6. If at any time during the continuance of this Contract the Postmaster General shall deem it expedient in the public interest (of which expediency the Postmaster General shall be the sole judge) that the conveyance of the mails hereunder on Sundays by the Day Mail Services in both directions shall cease the Contractors shall on the expiration of one calendar month's notice in writing from the Postmaster General to that effect cease to convey the mails on Sundays by those two services accordingly and after the expiration of such notice the annual remuneration hereinafter agreed to be paid by the Postmaster General to the Contractors shall during the continuance of this Contract be reduced by the sum of £10,150 per annum.

7. If and whenever at any time during the continuance of this Contract the Postmaster General shall deem it expedient in the public interest (of which expediency he shall be the sole judge) that any new arrangement (other than such cessation of Sunday Day Mail Services as last aforesaid) shall come into force whereby the quantity of mails or number of officers of the Post Office for the time being required to be conveyed hereunder shall be substantially decreased or the accommodation for the time being required to be provided hereunder by the Contractors for such mails or officers shall be diminished or the services to be performed by the Contractors hereunder shall be reduced then and in any and every such case the Contractors shall on the expiration of one calendar month's notice in writing of such new arrangement from the Postmaster General comply with the same and after the expiration of such notice the said annual remuneration shall during the continuance of this Contract be reduced by such annual sums as shall be agreed upon between the Postmaster General and the Contractors or failing agreement shall be settled by arbitration in manner hereinafter provided.

CUSTODY OF MAILS.

8. The masters or commanders of the mailships shall furnish such journals returns and information and perform such services as the Postmaster General his officers or agents may from time to time require and shall whenever so required take charge of the mails conveyed or required to be conveyed by the mailships and every such master or commander having charge of the mails shall immediately on arrival at either of the said ports or places of destination of the mailships deliver all such mails into the hands of the Postmaster or other person there authorised by the Postmaster General to receive the same.

CHARACTER OF MAILSHIPS.

9. For the performance of the services the Contractors shall supply and keep seaworthy during the continuance of this Contract to the satisfaction of the Postmaster General a sufficient number of ships in all respects suited to the performance of the services within the times specified herein.

10. The Contractors shall to the satisfaction of the Postmaster General supply and furnish such ships with all proper machinery engines and equipments and man such ships with sufficient legally qualified and competent officers engineers seamen and other persons.

11. Every mailship and the equipment officers engineers and crew thereof shall be subject at all times to the inspection of the Postmaster General or of a person or persons at any time or times authorised by the Postmaster General to make the inspection.

12. (1) If the Postmaster General shall at any time consider any mailship unfit for service under this Contract he may by notice in writing require the Contractors to show cause why the mailship should not be withdrawn from such service and unless the Contractors shall forthwith show cause to the contrary to the satisfaction of the Postmaster General he may decide the mailship to be unfit for service under this Contract and his decision shall be final and conclusive and after the said decision shall have been given the Contractors shall not employ the ship hereunder.

(2) In order to enable the Postmaster General to arrive at a decision for the purposes of this clause the Contractors shall when required by notice in writing by the Postmaster General permit a special examination of the hull fittings and machinery of any mailship named in the notice by a person or persons to be appointed for that purpose by the Postmaster General.

ACCOMMODATION FOR MAILS AND OFFICERS OF THE POST OFFICE.

13. The Contractors shall to the satisfaction of the Postmaster General take and adopt all means and precautions for the safety of the mails on board the mailships and in particular shall provide on board each mailship to the satisfaction of the Postmaster General a spacious convenient secure and proper place of deposit under lock and key for the mails and a sorting room lighted by electric light and all necessary and suitable accommodation and fittings for sorting postal packets and for making up the mails and shall provide and maintain all suitable and proper accommodation and carry any necessary articles for the comfort and convenience of all such officers of the Post Office as the Postmaster General may from time to time require the Contractors to convey in the mailships and shall permit such officers to remain and sleep on board the mailships during the interval between the arrival of the mailships at Kingstown or Holyhead respectively and their departure on the return voyage.

REMUNERATION.

14. In consideration of the agreements herein contained and on the part of the Contractors to be observed and performed and as remuneration for the due and faithful performance by the Contractors of all services hereunder there shall (subject to the other provisions hereof) be payable to the Contractors during the continuance of this Contract out of such aids or supplies as may from time to time be appropriated by Parliament for that purpose until the Inner Harbour at Holyhead shall have been so altered and deepened as aforesaid a sum after the rate of £100,000 per annum and for and during the remainder of the continuance of this Contract a sum after the rate of £90,000 per annum or (in the event of any default or failure or other event as herein-after mentioned) so much of the said respective sums as shall remain payable in respect of any year after making the deductions therefrom (if any) herein-after in that behalf mentioned in respect of the default or failure or other event. Provided always that if and whenever during the continuance of this Contract there shall be any material alteration in the rates of wages prices of materials or other operating charges (other than and excepting such deepening and alteration of the Inner Harbour at Holyhead and use thereof by the mailships as hereinbefore mentioned and other than and excepting any alterations or additions to the charges tolls dues and other sums of money referred to in clauses 3 (2) and 25 hereof or the making or levying of any fresh charges tolls dues or other sums of money at any time hereafter) then and in every such case the annual sum for the time being payable under this Contract shall be reviewed by the parties hereto on receipt of notice in writing from the Contractors to the Postmaster General or from the Postmaster General to the Contractors requiring such review to be made and as from the receipt of such notice the said annual sum shall be increased or reduced (as the case may require) by such sum as shall be agreed upon between the parties hereto or in default of agreement as may be settled by arbitration.

ACCOUNTS.

15. All accounts between the Postmaster General and the Contractors in relation to the said remuneration and any deductions therefrom as hereinbefore provided shall be made out and settled quarterly up to and as soon as conveniently may be after the 31st day of March the 30th day of June the 30th day of September and the 31st day of December in each year and the amount or balance (if any) which shall be due to the Contractors on each quarterly account shall be paid by the Postmaster General at the General Post Office London out of such aids or supplies as aforesaid upon the settlement of each account and for the purposes of the accounts the said remuneration shall be deemed to accrue from day to day subject to the liability of the same to the several deductions aforesaid.

LIMITATIONS OF POWERS OF CONTRACTORS.

16. At all times during the continuance of this Contract :—

- (a) The master and officers and at least three-fourths of the crew of every mailship shall be British subjects; and
- (b) The chairman and managing director if any and majority of the Board of Directors of the Contractors shall be British subjects.

17. The Contractors shall not assign underlet or dispose of this Contract or any part thereof without the consent of the Postmaster General signified by a notice in writing.

PROVISION AS TO LIQUIDATED DAMAGES.

18. There shall be paid by the Contractors to the Postmaster General the following sums in the following events (that is to say) :—

(1) On each occasion when the Contractors shall fail to provide a mailship in accordance herewith ready to put to sea at the hour or time so appointed (or deemed to be appointed) for the arrival of the train conveying the last instalment of mails for such mailship as aforesaid or when any mailship provided by the Contractors as aforesaid shall not in fact put to sea and proceed on her voyage within the period (applicable to the occasion in question specified or allowed in paragraph (a) of sub-clause (2) of Clause 4 hereof) the Contractors shall pay the sum of £20 and in addition thereto a further sum of £20 for each complete hour which shall elapse after the arrival of such train before the mailship shall actually proceed on her voyage in pursuance hereof.

(2) On each occasion when the period of time occupied in the performance of the services under this Contract shall exceed the aggregate of the periods (applicable to the occasion in question) specified or allowed in paragraphs (a) (b) and (c) of sub-clause (2) of Clause 4 hereof the Contractors shall pay the sum of £2 for every complete five minutes by which such aggregate shall be exceeded.

(3) Provided that if in any of the events in this clause mentioned it shall be proved to the satisfaction of the Postmaster General that the default or failure arose entirely from an exercise by the Postmaster General of the power of delay conferred upon him by Clause 5 (3) hereof or from delays or stoppages by storms snow fog collision delay to save life or such other exceptional circumstances as may in the opinion of the Postmaster General have constituted a cause or causes beyond the control of the Contractors and have been such as reasonably to exempt them wholly or partially from payment of the respective sums mentioned in this clause then the Postmaster General may (if in his absolute and uncontrolled discretion he shall think fit so to do) in writing waive the payment of the sum in question or consent to reduce the same to a lesser sum and in that case the waiver or reduction shall be entirely without prejudice to the rights and powers of the Postmaster General upon or in respect of any subsequent or other default or failure.

(4) The aggregate amount of the sums payable under sub-clause (1) and under sub-clause (2) of this clause respectively in relation to any one voyage shall in the case of payments under sub-clause (1) never exceed by more than £25 and in the case of payments under sub-clause (2) never exceed by any amount that part of the remuneration for the current year which shall be applicable to the voyage that is to say (subject to the exercise of any of the powers contained in Clauses 6 and 7 hereof) the whole part of such remuneration.

19. (1) Each and all of the said several sums of money hereinbefore stipulated to be paid by the Contractors to the Postmaster General in the event of failure or default of the Contractors as aforesaid shall be due and payable as stipulated ascertained or liquidated damages and not by way of penalty and from whatever cause or causes the failure or default may have arisen and although no loss shall be or may have been sustained by reason or in consequence of the failure or default and every such sum shall at the option and discretion of the Postmaster General be either deducted by him from any moneys then payable or which may thereafter become payable to the Contractors hereunder or be recovered as a debt to His Majesty with full costs of suit.

(2) The payment deduction or recovery of or liability to pay any sum hereinbefore mentioned shall in no way prejudice the rights of the Postmaster General to treat as a breach of the Contract the failure or default in respect of which the same shall become payable by the Contractors as aforesaid.

DETERMINATION OF CONTRACT BY POSTMASTER GENERAL.

20. In case this Contract or any part thereof is assigned underlet or otherwise disposed of without the consent in writing of the Postmaster General or in case of any breach of Clause 16 hereof or in case of any great or habitual breach on the part of the Contractors their officers agents or servants of this Contract or of any covenant matter or thing herein contained it shall be lawful for the Postmaster General if he shall think fit and notwithstanding there may or may not have been any former breach of this Contract to determine this Contract by a notice in writing without any previous intimation to the Contractors and the Contractors shall not be entitled to any compensation in respect of the determination and the determination shall not deprive the Postmaster General of any right or remedy to which he would otherwise be entitled by reason of the breach or any previous breach of this Contract.

21. If the Contractors shall pass a resolution for or the Court shall make an order for the liquidation of their affairs or if a receiver for debenture holders shall have been appointed or circumstances shall have arisen which entitled the Court or the debenture holders to appoint a receiver the Postmaster General may without prejudice to any rights of action or otherwise accrued to him by reason of any breaches of contract committed before the exercise of the powers conferred by this Clause by notice in writing absolutely determine this Contract.

DURATION OF CONTRACT.

22. This Contract shall come into operation on the 28th day of November 1920 and shall continue in force until the 27th day of November 1940 inclusive and shall then determine if notice in writing to that effect shall have been given 12 calendar months previously to the said last mentioned date either to the Contractors by the Postmaster General or to the Postmaster General by the Contractors and if not so determined shall continue in force after such last mentioned date until the expiration of a notice in writing of a like duration given by either party at any time.

MISCELLANEOUS.

23. It shall be lawful for the Postmaster General at any time and from time to time to delegate any of the powers vested in him by virtue hereof to such person or persons as he may think fit.

24. (1) Any notice to determine this Contract if given by the Postmaster General shall be served by being left at or forwarded by post to the Contractors at the Euston Station of the Contractors in London and any such notice if given by the Contractors and any other notices given by the Contractors shall be served by being sent by post to the Secretary of the Post Office at the General Post Office London.

(2) All notices requests consents or communications hereby required to be given or made in writing by the Postmaster General to the Contractors (other than any notice to determine this Contract) may be signed by any Secretary or Assistant Secretary of the Post Office for the time being and a notice relating to any particular voyage given within 24 hours of the appointed time for the commencement thereof shall be delivered by post or otherwise to the master of the mailship of the Contractors proceeding on that voyage or to any other officer or agent of the Contractors in charge or management of that mailship and any other notice shall be left for or forwarded by post to the Contractors at the Euston Station aforesaid and any notice or directions so delivered left or sent by post shall be binding on the Contractors.

25. All lighthouse harbour pier dock passing tonnage pilotage and other tolls dues and sums of money which shall or may at any time during the continuance of this Contract be or become due or payable in respect or on account of the mailships shall be paid and discharged by the Contractors out of their own proper moneys and the Postmaster General shall be indemnified by the Contractors from all claims and demands for or on account of any of the same respectively.

26. In pursuance of the directions contained in the House of Commons (Disqualification) Act 1782 no member of the House of Commons shall be admitted to any share or part of this Contract or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

27. This Contract shall not be binding upon the Postmaster General until it has been approved by a resolution of the House of Commons.

ARBITRATION.

28. (1) All questions which under the express terms hereof are to be referred to arbitration and any other dispute difference or question which may arise whether during or after the period of this Contract between the parties hereof as to the construction hereof or the rights duties or liabilities of any party hereunder or otherwise in relation hereof except questions as to which the Postmaster General's decision is to be final and conclusive or in which he is to be the sole judge or which shall be left to the sole discretion of the Postmaster General shall be referred to the Railway and Canal Commission (with the assent of such Commission) and each of the parties hereto of the first and second parts shall at the request in writing of the other join in any application to the Commission which may be necessary to initiate or for the purposes of such reference and the provisions of Section 4 of the Conveyance of Mails Act 1893 shall apply to any such reference.

(2) In the event of such Commission withholding such assent as aforesaid then the question dispute or difference shall be referred to a single arbitrator in pursuance of the provisions of the Arbitration Act 1889 or any then subsisting statutory re-enactment or modification thereof.

In Witness whereof the Contractors have caused their Common Seal to be hereunto affixed and the Postmaster General hath hereunto set his hand and seal the day and year first before written.

The Schedule hereinbefore referred to.

Description of Journey.	Time for arrival at Admiralty Pier, Holyhead, of Train conveying last instalment of mails.	Time for departure of Mailship from Admiralty Pier, Holyhead.	Time for arrival of Mailship at Kingstown.
Holyhead to Kingstown Night Mail	2.35 a.m.	3.5 a.m.	5.50 a.m.
Holyhead to Kingstown Day Mail	2.15 p.m.	2.40 p.m.	5.25 p.m.
	Time for arrival at Kingstown Pier of Train conveying last instalment of mails.	Time for departure of Mailship from Kingstown.	Time for arrival of Mailship at Admiralty Pier, Holyhead.
Kingstown to Holyhead Night Mail	7.35 p.m.	7.50 p.m.	10.35 p.m.
Kingstown to Holyhead Day Mail	8.40 a.m.	8.50 a.m.	11.35 a.m.

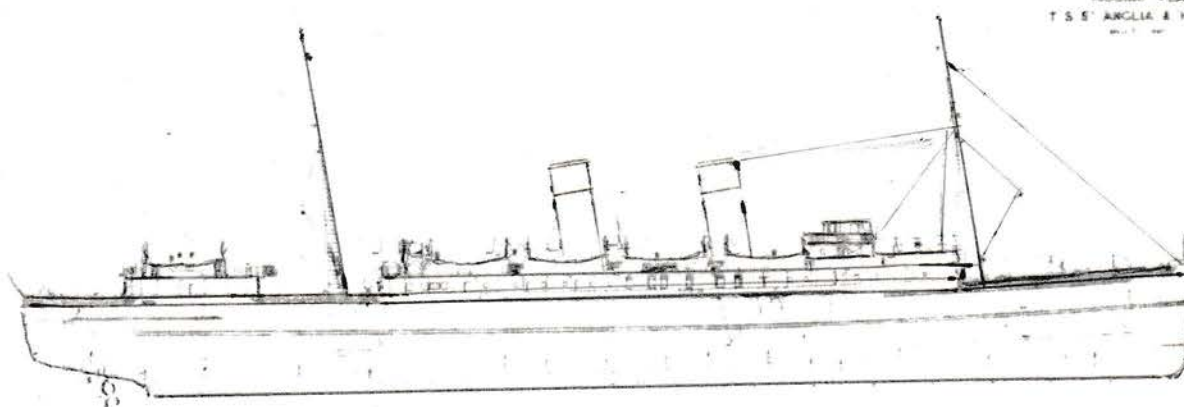
*Joury
Time
2h 45m
165*

24mph

The Common Seal of the London and North Western Railway Company was hereunto affixed in the presence of
J. BISHOP, Secretary.

Signed Sealed and Delivered by SIR GEORGE EVELYN PEMBERTON MURRAY K.C.B. the Secretary to the Post Office for and in the name and as the act and deed of His Majesty's Postmaster General by virtue of the power in that behalf conferred by the Post Office Act 1908 in the presence of T. M. BANKS General Post Office E.C. Private Secretary.

A. H. ILLINGWORTH
by
G. E. P. MURRAY



RIGGING PLAN
T S S' ANGLIA & HIBERNIA
1919

1034-7 *ANGLIA, HIBERNIA, CAMBRIA, SCOTIA* 1919, 1920, 1920, 1920

Largest and most powerful cross channel steamers in the world when built.

tss cross channel passenger turbine steamers for the London and North Western Railway Co.

387' wl, 392' ao, 380' x 45' x 27' + 13' 9½" 3,475 dsipl/1034-5 512 dwt 1036-7 545 dwt
1034: 3,460 g/1,409 n, 1035: 3,467 g/1408 n, 1036: 3,445 g/1,390 n, 1037: 3,441 g/1,388 n,
... cu ft cargo 936 1st class 478 3rd class (486 3rd class in 1036-7) 11 o/22 s/48 r
203 tons coal.

Machinery Nos. 817-20: Two shaft geared turbines (Parsons in 1034-5, Brown Curtis in other two ?)
9 Babcock and Wilcox water tube boilers. 202 lbs.

Contract: These four vessels were ordered in an attempt to win the Holyhead mail contract from the City of Dublin SP Co (an attempt which succeeded in 1920). They were to carry 100 tons dwt on 13½' draught aft. Maximum speed to be 25 knots (24½ knots loaded). The original price was to have been £160,000 each. The first pair were to be delivered 26 May 1916 and in December 1916.

Work had hardly started on these vessels when they had to be temporarily abandoned because of the pressing requirements of warship building. Finally, however, the admiralty, faced with a lack of suitable fast vessels for minelaying, decided to convert the most advanced pair for this role. 1034 and 1035 were requisitioned (11 July 1918), renamed *ANGLESEY* and *SHEPPEY*, and work began on converting them. In order to obtain machinery at speed 4 Yarrow water tube boilers (235 lbs pressure) were allocated to each ship. These boilers were building by Harland and Wolff, and originally intended for the cruiser *EFFINGHAM*. The turbines were by British Westinghouse.

By the time the war ended the conversion was well advanced, so much work was left to undo when the ships reverted to their original owners.

On 26 June 1918 it was agreed that the first two should be paid for on the Admiralty 'time and material' basis ('time and lime'). A similar contract was negotiated later for the pair which were not laid down until after the war. In the event successive increases in cost of 1035 were agreed as follows: in 1919 increases of 60%, 15%, 25% and in 1920 one of 25%, a total increase of 125%. For both 1036 and 1037 the increases were of the order of 137½%.

Order: 20 November 14/1034: Keel 26 February 15/launch 11 November 19/left 28 April 20/sailed 11 May 20/delivered 14 May 20

1035: Keel 26 February 15/launch 9 March 20/left 17 November 20/sailed 28 November 20

1036: Keel 31 August 18/launch 31 August 20/left 28 May 21/sailed 24 November/delivered 2 December 21

1037: Keel 19 December 18/launch 16 November 20/left 14 December 21/sailed 23 December 21

Trials: 1034 5¼ hour: 3,145 tons/24.69 knots/14,956 shp/288 rpm
1035 5¼ hour: 3,173 tons/24.735 knots/15,430 shp/285.8 rpm
1036 5 hour: 3,138 tons/24.61 knots/15,858 shp/291.3 rpm
1037 5 hour: 3,143 tons/24.86 knots/14,854 shp/282.1 rpm.

	m.p.h
<i>Anglia</i>	28.4
<i>Hibernia</i>	28.44
<i>Cambria</i>	28.3
<i>Scotia</i>	28.58

Description: Two steel pole masts. Bow rudder fitted. Extra navigation bridge aft. Stone-Lloyd system of water tight doors installed. Unusually large deckhead height in public compartments of 9'. Thermotank system of heating and ventilating fitted to all compartments. Ten 28' lifeboats, 11 watertight bulkheads. Emergency dynamos carried on main deck. Public rooms decorated by G A Crawley, Architects, London.

Colours: Black: Topsides to awning deck sheer strake, mainmast, winches etc, hatch covers.

White: 4" line under awning deck moulding, 4" line on water line, bulwarks on awning and boat decks, dodger on navigating bridge, steel deckhouses (except those built against funnel casings) and insides of bulwarks, outsides of boats, rails at ship's side, fairleads and vents next to rail.

Stone: Foremast.

Light stone: Inside of boats.

Teak colour: Service tanks, bollards, breakwater etc.

Grained teak: steel deckhouses built against funnel casings, cowls, skylights.

Varnished: Teak deckhouses, upper strakes of boats.

Aluminium: Rails round stairs.

Careers: 1034: laid up at Barrow as a reserve for most of her life. Scrapped 1935.

1035: Refitted by Denny in November to December 1931 (after this tonnage = 3,467 g/1405 n). Renamed *HIBERNIA II* just before replacement in 1948. Scrapped 1949.

1036: Because of joiners strike in 1921 *CAMBRIA* was sent to Rouen in France for joiner-work to be completed. Refitted by Denny January-February 1932 (tonnage then = 3,462 g/1,396 n). Renamed *CAMBRIA II* just before replacement in 1948. Broken up 1949.

1037: launch delayed by bad weather. Refitted by Denny March-April 1932. Lost 1940.

Costs: 1034: Price per ton £10.61, final price £394,352 3s 6d (paid January 1921), cost of conversion and reconversion paid by Admiralty. £15,000 for the hull, £12,750 for the machinery.

1035: Price per ton £9.97. Final cost £402,745 8s 3d.

1036: Final price £392,646, profit £5,572, machinery £143,304, price per ton £12.076. Cost of fitting out in France £46,660.

1037: Final price £407,156, pfofit £5,909, machinery £138,627, price per ton £13.04.

Note: When 1034-5 were taken over by the Admiralty the yard numbers 1122-3 were allocated for building replacements for the LNWR but these numbers were re-allocated when the need for replacements was removed by the return of 1034-5 by the Admiralty.

Plans: Lines/rig/profile/hold/main and lower d/boat and awning d/midsection/etc. MA.

Photos: 1034: Engine/trials (5)/interior (5)/engine room/details (5)/alongside (5)/stocks (2).

1035: Trials (2)

1036: Trials (3)/stocks (5)/bridge.

1037: Trials.

Documents: Specification.