

Off Cape Horn Sept 22nd 1906.

Mr. J. W. A. Harding
Port Stanley.

Dear Sir.

On our passage from Portland Oreg. to Copenhagen with a cargo of lumber we were off Cape Horn on the 22nd of Sept. At 10 am. on that day, being about 25 Miles S^W by compass off the Cape, we sighted S E & E from us a large Steamer with signal of Distress flying.

We altered our course immediately and ran down to her. When within a mile of her one of her boats manned by an officer and four men, met us. The Officer gave me the following Report.

I am the 2nd Officer of the British S. S. *Hyndford* Capt. J. Horne. Messrs. Robertson and Paterson Glasgow Owners. The Steamer is one year old and was on a voyage from River Plate to the West Coast of South America partly loaded with Wheat and General Cargo.

On the 11th of Sept. when off Cape Pillar, Western Entrance of the Straits of Magellan, we lost all the Blades of our Propeller. The Steamer being now at the mercy of Wind and Waves, The Chief Officer and four men volunteered and left in one of the ship's boats with the intention to go to Punta Arenas (Sandy Point), or ask a passing Steamer for Help.

What became of the Boat and her crew we do not know. -

Since the 11th Sept we drifted along the Coast to the Southward and Eastward, at a Rate of about 35 Miles in 24 hours always close in Shore sometimes between the Islands. Once or twice we drifted so near the Rocks, that we prepared to leave in the Boats. Luckily we had fine weather all the time.

We saw no vessels until this morning, had our signal of distress flying at daytime and showed plenty Electric light at night to draw the attention of passing vessels. But until now nobody came to our assistance. Our present Position is $67^{\circ}35'$ West and $56^{\circ}15'$ South. - The Emilie made her Position 5 Miles more to the Southward. -

On board of the Hyndford everybody is well and we have Provisions for a long time yet. -

Capt. Horne asked me in a letter to report him to a passing Steamer and wire to Lloyds Agent on my arrival. -

Towing the large disabled vessel with my sailing vessel is out of the question and every attempt to do so would be foolish. The only assistance I can render is to report the Steamer as soon as possible.

I therefore wrote to Capt Horne that I would do my best to report the condition of his vessel at Stanley. The second officer then left us and we altered our course for Cape Pembroke.

The Hyndford will be drifting from her present Position to the Eastward and Northward with the

Current influenced by the force and Direction of the prevailing Wind at a Rate of about 35 or 40 Miles in 24 hours and from tomorrow being then well to the Eastward of the Cape with no Chance of falling in with a Steamer or vessel that is able to give assistance.

Even if the Chief Officer reached Sandy Point, who can expect the vessel to be where she is now, it is more likely that she anchored between the numerous Islands to the West of Tierra del Fuego or on the Rocks somewhere there. Any Steamer sent out from Sandy Point is sure to look for her there and not finding anything of her, believe she sunk and give up the Search.

Taking into consideration the utterly helpless condition of the vessel, her present position, she may drift in the South Atlantic out of the way of Shipping for ever so long, I consider it to be my duty to get this Report to you by all means. —

Weather permitting I will heave too off Cape Pembroke and signal for a Boat to come off or if at night anchor in Port William or Berkeley Sound and send this Report on Shore.

Enclosed you will find a Report of the Weather and Currents experienced since we left the *Hyndford* it may help in finding the Steamer.

Hoping that my Report will be the means of saving the Crew and vessel I remain with my best Prospects to Port Stanley

Yours truly
H. Williams
Master of German Ship *Emilie*

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OFICINA CENTRAL: MONTEVIDEO, CALLE CERRITO No. 183.



INDICACIONES
EVENTUALES

S.S.

No. 67. 16206 1906

TELÉGRAMA recibido á las 5:20 p. m. de la

De London



El Telegrafista Redd No. de Palabras 10 Fecha 16 Horas 6:10 p.

Nombre y Señas del Destinatario Fleetwing

Hyndford *Shull is injured in this country*
goghgorovi *ed by fugo*
gokuppipal *gotisempu*
Samson *gobec*
bracka

Shull is injured in this country - telegraph exact position of affairs & what will be done also help us advise as to events - telegraph extent of damage to vessel - 'Can the vessel be repaired at your port. will the vessel be able to prosecute her voyage - replacing the spare propeller - telegraph probable cost of repairs - advise and assist Captain - what do you recommend - was any agreement made for the service - Samson what are the claims -

LA CONTESTACION A ESTE TELÉGRAMA, SI FUERE PARA CUALQUIER PUNTO ALLENDE LOS MARES, DEBE SER EXPEDIDA "VIA MADEIRA."

LLÁMASE LA ATENCION AL AVISO AL DORSO DE ESTE IMPRESO.

DOMICILIO SOCIAL :

"ELECTRA HOUSE," FINSBURY PAVEMENT, LONDON, E.C.

Jos. Lowrey
V. Secretary

TELEG. ADDRESS

"WRECKAGE" LONDON.



19, Birchins Lane,

London, E.C.

E.

23rd October 1906.

W.A. Harding Esq.,

Stanley,

Falkland Islands.

Dear Sir,

"HYNDFORD"

We represent the Underwriters on this steamer and the bulk of her cargo and I therefore cabled you on the 16th instant as per copy enclosed. I was very glad to learn that the vessel had been towed in and the question of the settlement of the claim for assistance rendered will as you are aware be arranged on this side.

The Owners at my suggestion have instructed the Captain to consult you and I hope it will be found possible to fit the spare propeller and get the vessel away promptly to her destination as there is nothing in the reports to indicate any other damage to the steamer.

I now await your full advices.
Yours faithfully,

For Jos. Lowrey

Secretary

J. Hadley

Lloyds. Louisa.

OXGAH IDYAF. Stanley. F.I. Oct 25th.

HYNDFORD

HOTEN

IDKUG

LEON

BUREAU
DIMOP

~~ATWOZ~~

~~LDLED~~

DECAF

BEHGO

HUTYT
ANYKO

CUBOG

EVIX²⁰

EVPEG

Towed in here

October 12th.

French Ship

~~Arrived with cargo on fire~~

~~October 14th~~

Arrived with cargo on fire. the fire
has been extinguished

Has been beached

~~Water~~
Water has been pumped out of her,
is now afloat

Considerable other damage.

Some salvage is being conducted
on the basis of no cure no pay.

No contract has been made.

Punta Arenas, October 25/06.
Straits of Magellan

190

SS. "Duendes":

W.H.Harding Esq.

Lloyd's Agent.

Stanley.

Dear Sir,

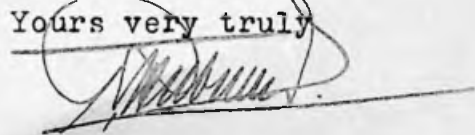
SS. "Hyndford":

Your favour of the 28th September, per "Consort", reached me only on the 12th inst. on account of constant headwinds this cutter met on her passage across.

Lloyd's had been already inquiring about the whereabouts of the above ship & all I could trace of her is that she passed Dungeness Light-house on the 8th Septemb. & also this information had to be considered doubtful, as generally the passing steamers do not take the trouble to signalize their names.- I at once telegraphed the informations received from the ship "Emilie" through you & prepared a searching expedition, in fact the SS. "Ushuvia" left the same night for Cape Horn & the whaling steamer "Almirante Mont just was ready to sail, when I received telegram from Montevideo, stating that the Hyndford had been towed in to your port.

We have not heard anything of the boat, which was reported to have gone to get assistance, off Cape Pillar, and all vessels going west have been advised in order to keep a good look out. I further obtained from the Authorities to send one of the Governments ship to search for the boat, and this expedition left for Cape Pillar & Coast of the Pacific on the 20th inst. in the SS. "Toro".-

Yours very truly



October 14/06

RMS. "Oronsa"

Dear Sirs,

British SS. "Hyndford"

I have received a report from the Falklands, sent here by a schooner chartered for the purpose, that on the 27th September the German barque "Gullie" had put in to Port Williams, expressly to report to have spoken the above vessel on the 21. September, at 56. lat. South & 67 deg. West, drifting to NE at a rate of about 25 miles per day, having lost all her propeller blades on the 11. Sep off Cape Pillar. The captain & 25 of the crew were well & refused to abandon the vessel, having ample provisions on board, they further stated that the Chief Officer & 4 men volunteered to go in a boat from Cape Pillar to this port in search for assistance, on the day of the accident, but nothing has been heard of this boat so far & I have advised all passing steamers to keep a good look out for this vessel.

I am arranging now a search expedition to try & find the above vessel & tow her into some nearest port, and in fact the whaling SS. "Almirante Montt", the only vessel fit for the purpose, will proceed on this expedition. - I also have arranged with the argon, line Transport "Ushuvia" to look for the disabled vessel, and she has sailed last night for Ushuvia & southern Islands. -

I have asked the Naval Authorities for assistance, but they informed me that they had no vessel to send, the only one fit for such an expedition, the "Meteoro" had been ordered to go to Talcahuano

14/10.06

to dock and could not go.

The missing vessel had sailed from Bahia Blanca, on the 5th September for Valparaiso, & did not pass here. Still we had been able to trace her at Dungeness Light house, where she passed on the 6th. September, though we thought this information to be doubtful.

I remain, dear Sirs,

yours truly

Messrs. Huth & Co

Lloyd's Agents.

Valparaiso.

