

## SALVADOR, RINCON GRANDE, CAPE BOUGAINVILLE & CAPE FREHEL

**NB: various spellings of names, etc are as written in the records.**

Cape Frehel was named by **Louis de BOUGAINVILLE** after Cape Frehel near St Malo. Salvador is Spanish for Saviour and Rincon Grande is Spanish for Large Corner. **Andrez PETALUGA** named his station at Salvador, Gibraltar Station, after his place of birth.

The 360 ton French barque *Armantine* under **ESTEBE**, 87 days out from Havre and bound for Lima with a general cargo, was wrecked on the 26 August 1851 at Cape Frehel about 1 ½ miles from Hut Point. All of the hands were saved close to Port Salvador. [SHI-REG-1]

The 3 ton cutter *Frolic* under **Moses McNELLY** returned to Stanley 4 December 1856 after being caught in a squall off Port Salvador while on a sealing voyage and was obliged to cut away the dinghy and re-sailed a few days later. [SHI-REG-1]

The 23 ton schooner *Victor* departed Stanley 12 April 1861 with building materials for **Andrez PETALUGA** at Port Salvador. [SHI-REG-1]

On 17 June 1861 **Andrez PETALUGA** was licenced to occupy a station at Port Salvador near Shailers Creek for £5, the licence to expire 16 June 1862. Bounded "*on the West by a line four miles long drawn Northwards from Port Salvador near Bold Point; on the North by a line from the North end of the first named boundary Eastward to Port Salvador, and on the East & South by Port Salvador*". As Andrez had built a house upon the station and stocked in the manner required by the Proclamation dated 4 April 1861 he was subsequently granted a lease for ten years at an annual rent in advance of £10. [BUG-REG-2; pg 115, 117]

On 27 August 1861 the 3 ton cutter *Kate* belonging to **Andrez PETALUGA** and under **WHEELER** arrived in Stanley from Port Salvador with 5 bullocks for sale and on 21 October 1861 arrived with 50 bullhides, 1 horsehide and 1 cowhide. [SHI-REG-1]

On 27 April 1864 **Andrez PETALUGA** was granted a licence to occupy a station at Rincon Grande for the sum of £5. The station was described as: *containing 6,000 acres and bounded as follows: On the South East by a line starting from East side of Horse Shoe Bay and running in the direction of St Salvador Hill three miles from thence to the south end of Centre Island in St Salvador West North West half west two miles, and on the West of & South by the shores of St Salvador*. [BUG-REG-2; pg 139]

On 22 March 1865 **Andrez PETALUGA** was granted a lease of a station at Rincon Grande for ten years at an annual rent in advance of £10, bounded "*On the South East by a line starting from East side of Horse Shoe Bay and running in the direction of St Salvador Hill, three miles from thence to the South end of Centre Island in St Salvador, West North West half West two miles and on the West and South by the Shores of St Salvador, as shown in the Chart of the Colony in the office of the Surveyor General, and has built a house upon it and has stocked it in manner required by the Proclamation dated 4<sup>th</sup> April 1861*". [BUG-REG-2; pg 370]

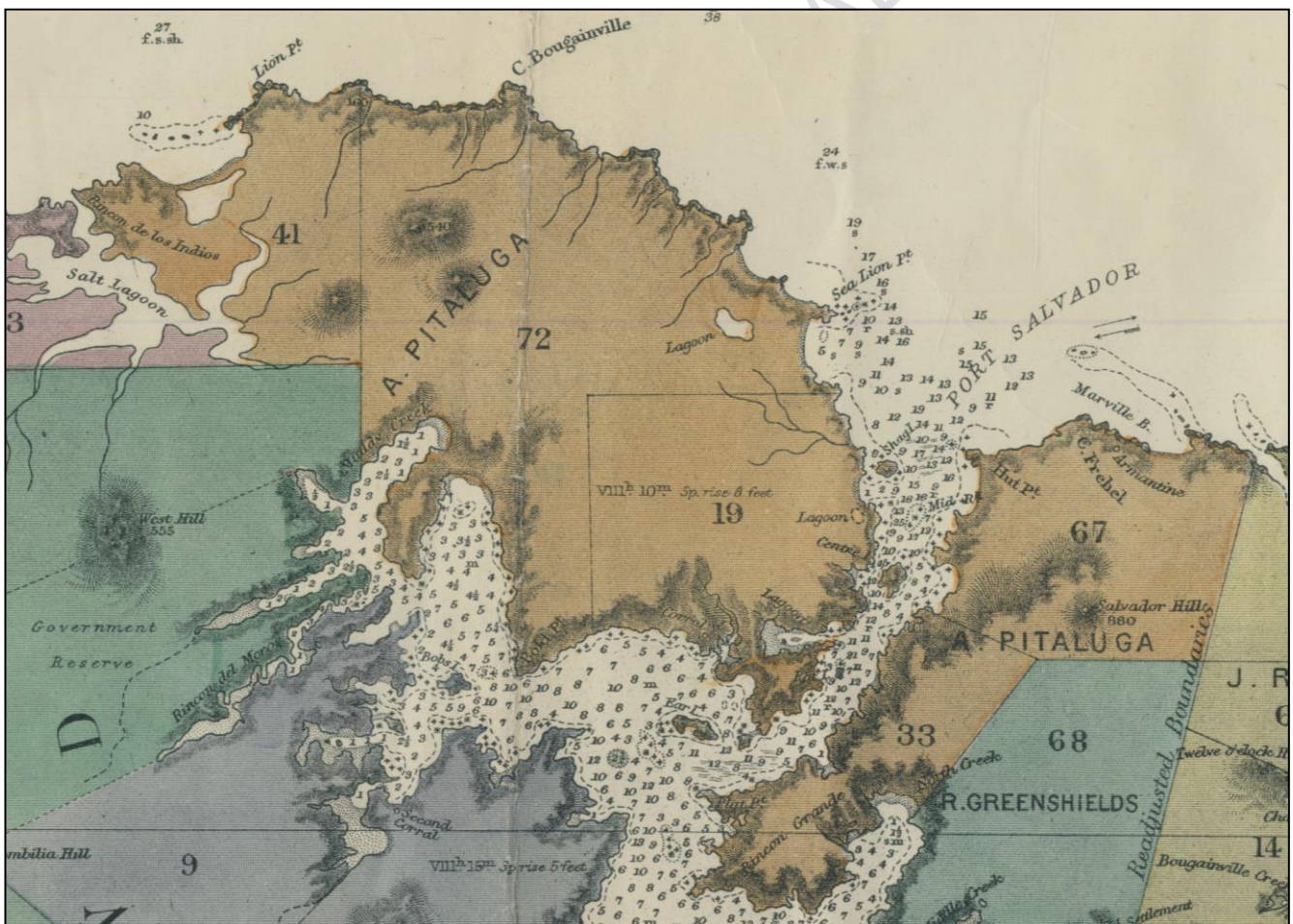
By 1870 **Andrez PETALUGA** owned two schooners; the 20 ton *Ellen* and the 8 ton *Sophy*. [SHI-REG-1]

On 17 April 1871 **Andrez PETALUGA** was granted a licence to occupy land in the vicinity of Cape Frehel for the sum of £15. The station was described as bounded "*On the West by Port San Salvador. On the North by the Sea ¾ mile East of McBrides Head. On the East by Station No 43 running South four miles. On the South by a line running due West ten and a*

half miles to the North East corner of Station No 33 and on the South West by Station No 33 containing eighteen thousand 18,000 acres more of less.” [BUG-REG-2; pg 393]

On 30 July 1872 **Andrez PETALUGA** was granted a licence to occupy land in the vicinity of Cape Bougainville for the sum of £20. The station was described as bounded “On the West by a line running due South from High Cliff Point (one and a half miles East of Lion Point) six and a half miles until it meets the northern shores of Port San Salvador. On the South West by San Salvador, on the East and South by Station No 19, and on the North East and North by the Sea, to the starting point, and containing twenty four thousand 24,000 acres more of less.” [BUG-REG-2; pg 386]

On 17 April 1873 **Andrez PETALUGA** was granted a lease of a station known as Cape Frehel for 21 years at an annual rental of £18 for the first 10 years and £30 for the remainder of the term. Bounded “On the West by Port San Salvador. On the North by the Sea three quarters of a mile East of McBrides Head. On the East by Station No 43 running South four miles. On the South by a line running due West ten and a half miles to the North East corner of Station No 33, and on the South West by Station No 33, containing eighteen thousand 18,000 more of less, as shewn in the official chart of record, and has built a house upon it and stocked the same in the manner required by the said Amalgamation Ordinance No 6 of 1870.” [BUG-REG-2; pg 394]



Farm boundaries 1883 – part of Hudson Chart, JCNA

On 30 July 1874 **Andrez PETALUGA** was granted a lease of a station known as Cape Bougainville for 21 years at an annual rental of £24 for the first 10 years and £40 for the remainder of the term. Bounded “On the West by a line running due South from High Cliff Point (one and a half miles East of Lion Point) six and a half miles until it meets the northern shores of Port San Salvador. On the South West by Port San Salvador, on the East and

*South by Station No 19, and on the North East and North by the Sea, to the starting Point containing twenty four thousand 24,000 acres more or less, as shewn in the official chart of record, and has built a house upon it and stocked it".* [BUG-REG-2; pg 387]

**Andres PITALUGA**, age 55, died 6 June 1878 from dropsy and was buried in Stanley Cemetery.

**Margaret PITALUGA**, age 54, died 30 April 1879 from heart disease and was buried next to her husband, Andres, in Stanley Cemetery.

The 696 ton iron-built British barque *Avona* of Swansea left Sunderland with a cargo of coal at 4pm on 28 July 1882, bound for Valparaiso. At 10pm on 9 October 1882 land was reported ahead and Captain **Stephen DAVIES** stated "*I immediately put the helm hard a starboard, but before the ship could be brought round she struck on the reef outside Hut Point, St Salvador. I at once got a boat out and ran a kedge with a gin hawser from the port bow to try and heave her off, hove the hawser tight but of no avail, at 2pm parted the bow hawser. I then got another kedge with a gin hawser out aft from the port quarter and hove away, half the crew heaving the capstan the other at the pumps, as the ship was filling fast and sinking down forward. At 6am she settled down to port and filled, got the boats out and all hands took to then, and landed ½ a mile to the eastward of the wreck.*" The crew went ashore in the long boat and the pinnace and took shelter in a shepherd's house. The schooner *Fair Rosamund* brought the crew into Stanley on Saturday 14 October 1882. A court of enquiry was held and the captain, **William DAVIES**, mate; **William H ALLSOP**, AB; and **Rail SHETAT**, AB and German unable to speak English; all gave evidence. Crew members **J MORGAN**, **C KJESULFT**, **C MILLAR**, **C HOLTZ**, **W H ALLSOP**, **G HERZBERG**, **A E STILES**, **W J BUCKINGHAM**, **J H SKINNER** and **W J ROWE** were sent to Montevideo 4 November 1882 on the steamer *Memphis*, to continue on to Dartmouth or elsewhere in England as the *Memphis* was unable to take them to England. [H36; D19; 56, 64, 69]

On 31 May 1883 6,000 acres of the lease granted 17 April 1873 were handed over to **Timothy ROBSON** by **Andrew PETALUGA**. [BUG-REG-2; pg 394]

On 4 June 1884 **Alexander PITALUGA** granted Section 76, containing 6,000 acres to be taken off the block of land named Cape Frehel, in addition to Section 66 McBrides Head, containing 6,000 acres, already transferred to **Timothy ROBSON** in exchange for Sections 36 and 42 containing 12,000 acres. All land leased from the Crown. [BUG-REG-3; pg 204]

On 17 November 1884 **John LANGDON**, acting manager of the Falkland Islands Co Ltd, wrote to his London Office "*This morning I have heard that the British barque Menai Straits took fire and sunk off Salvador, "Malvinas" left at 10am to fetch the crew in.*" The British barque *Menai Straits* was abandoned at sea through the ignition of her cargo and the crew landed at Stanley. [FIC/D6; pg 582: B21; pg 93] 13 November 1884

On 22 April 1890 **Alexander Mackintosh PITALUGA**, as administrator of the Estate of **Andrez PITALUGA** deceased, granted Crown Grant 342 being the compulsory purchase of 160 acres on Section No 66 McBrides Head in terms of a Lease of the said Station from the Crown dated 26<sup>th</sup> February 1872 for 5/- and also granted Crown Grant 340 being the compulsory purchase of 160 acres on the Eastern Section of Station No 76 Cape Frehel in terms of a Lease of the said Station from the Crown dated the 17<sup>th</sup> April 1873 for 5/- to **Timothy ROBSON**. [BUG-REG-4; pg 170, 171]

The German barque *Concordia* stranded on the morning of 17 August 1891 near the entrance to Limpet Creek near Lion Point. When land was discovered an attempt was made

to tack but she missed stays and went ashore. The boats were badly damaged but the steward, **Charles A POOLE**, fastened a light line to himself and succeeded, after one failure, in reaching the shore and hauled five of the crew on to the beach with him. The master, **Captain MILITZER**, first mate **G GEORGSON**, and second mate **Paul DANKER** refused to leave the vessel and their bodies were found lying on the beach the next morning. All of the ship's papers were lost and the Charles was able to give little or no information. The deputy coroner went out on the *Hadassah* to hold an inquest on the bodies and gave them decent burial at Limpet Creek near Lion Point. The cargo consisted mainly of wine, spirits, vermouth, soap, candles, etc and two Custom House Officers were left on the spot to protect the revenue. The salvage operations progressed slowly due to the exposed position of the wreck. By 14 September 1891 five of the six survivors obtained employment but the sixth, an American youth, **Walter JARVIS**, was in an advanced stage of consumption and was being sent to Montevideo by his consul. [FIC/D8; pg 541, 554: FIM Sep 1891]

The *Dennis Brundit* got under way on the morning of 20 July 1892 inside of Centre Island, Salvador. There was an ebb tide and the wind was West-South-West. "Approaching the Narrows, to the Westward of Centre Island, the wind hauled Westward, the current took the ship down and swept her towards the most Eastward point of Centre Island. The anchor was let go, after hauling down the jibs, but she dragged some distance. When the anchor held, she swung head to Southward, bringing her stern hard against the point, the pumps were sounded and two feet of water were found in the well. A large stream of water was running in from the sternpost, which was too much for the pumps to keep under. The current caught her and swung her stern off the point. Sail was then set, the cable slipped and she was put on the nearest beach. The "Hornet" and "Fair Rosamond" went out to her from Stanley: the wool and tallow, which she had on board, are being taken out of her, the former being landed at Teal Inlet. The water is even with her decks at high tide." The 464 ton British ship *Dennis Brundit* under **R GILL** was totally wrecked at Centre Island, Salvador 20 July 1892. [FIM Aug 1892: SHI-REG-1]



Salvador 1952 – Hamilton Collection, JCNA

The 49 ton schooner *Allen Gardiner* under **Captain Charles POOLE** sailed from Hill Cove on Saturday 15 March 1902. At 4am Tuesday 18 March 1902 the *Allen Gardiner* truck stern on against the cliffs of Cape Bougainville during thick fog. A kedge anchor was got out and she

was hauled off stern foremost. As she began to leak fast all took to the boat and landed at Limpet Creek about 6am. The *Allen Gardiner* went down in deep water, her masts showing above water and broke up the next day. A horse in the hold went down with her but three dogs which were on board swam ashore. [FIM Apr 1902; Aug 1902]

The Falkland Islands Co Ltd's schooner *Hornet* departed Stanley 22 April 1905 for Teal Inlet and was wrecked Easter Sunday 23 April 1905 off Plat Point, Salvador. **Captain Philip ENNENGA** had to make a tack off the point in a light breeze. *"The schooner came round but the tide was running very strong – he hove her back on to the starboard tack, but there was not sufficient room to come round, and the strong tide prevented him from wearing the ship and threw her on to the reef. He got out an anchor with 45 fathoms of cable, but in the strong tideway the ground is smooth or rocky, and the anchor would not hold. She struck badly on her bilge on the starboard side, and with the strong wind that got up later, she bumped heavily. Ennenga rode into Stanley on the Tuesday to tell me that it was a hopeless case...On April 27<sup>th</sup> the Fortuna was despatched to Salvador to bring in the crew and whatever could be salvaged from the schooner...I enclose a short report by Rowlands as to the condition of the wreck, and am sure it is not advisable to spend anything in trying to save the ship; even if one were able to get an old sail or something over the hole in her side and pump her out there is every chance that she might sink into deeper water (she has 16 feet of water under her stern), and the money might be thrown away...the cost would have exceeded her value."* [FIC/D11; 148, 157 :FIC/EG/5#6; pg 26: FIM May 1905]

On 1 January 1910 **Alexander McIntosh PITALUGA** and **Henry John PITALUGA**, the only persons beneficially interested in the Estate of the late **Andrez PITALUGA** deceased, and trading in partnership in the name of "Pitaluga Brothers" and possessed of certain freeholds, situate in the East Falklands as follows Crown Grant No 173 for 160 acres in Section 19, "Shaillers Creek Station", Crown Grant No 179 for 160 acres in Section 33 "Rincon Grande Station", Crown Grant No 282 for 640 acres in Section 72 "Cape Bougainville Station", and Crown Grant No 341 for 320 acres in Sections 41 and 67, "Limpet Creek", and "Cape Frehel Stations", agreed to dissolve the partnership. Sanction had been given to Alexander to purchase:

(a) Limpet Creek Station Section	No 41	6,000 acres
(b) Cape Bougainville "	do	No 72 24,000 "
(c) Cape Frehel "	do	No 67 6, 000 "
(d) Rincon Grande "	do	No 33 6, 000 "
(e) Shaillers Creek "	do	No 19 <u>10, 000</u> "
		Total <u>52,000</u>

52,000 @ 3/-s = £7,800

From this deduct the following freeholds, compulsorily purchased:-

Crown Grant No 341 Sections	67 & 41	320 acres
do No 173	19	160 "
do No 282	72	640 "
do No 179	33	<u>160</u> "
	Total	<u>1,280</u> acres

52,000 acres

1,280 "

50,720 " @ 3/-s = £7,608

- (1) 10% of the purchase money, ie £760-16-0 to be paid to the Crown Agents in London on 4<sup>th</sup> January 1909.
- (2) The balance to be paid in 30 instalments in accordance with section 14 of the Land Ordinance No IX of 1903.

Alexander assigned to Henry "All Those buildings of whatever nature, floating property, sheep, cattle, horses and fencing situate at or on the Sections of Land known as No 33 "Rincon

Grande” and No 67 “Cape Frehel” Stations, together with all utensils and tools used in pursuing the sheep farming business, as well as the hereinbefore mentioned Freehold and amounting to 320 acres situate in the last two herein beforementioned Sections of Land numbered 33 and 67 known as Rincon Grande” and “Cape Frehel” Stations.” Also “All That lot or Sections of Land hereinbefore described and known as Section No 33 “Rincon Grande” Station containing 6,000 acres, more or less, and Section No 67 “Cape Frehel” Station, containing 6,000 acres more or less, now being purchased from the Government of the Falkland Islands and amounting 12,000 acres more or less specified in the First Schedule hereto and delineated on the map annexed to these presents and thereon coloured Red subject to the reservations and conditions as set forth in the Minutes of the Executive Council of the 17<sup>th</sup> day of July 1909”

Henry agreed to release to Alexander “All Right, Title, Or Claim he may have had or now may have to **All** buildings of whatever nature, floating property, sheep, cattle, horses and fencing situate at or on the Sections of Land known as Section No 19 “Shailers Creek” Station, as well as Section No 41, “Limpet Creek” Station, as well as Section No 72 “Cape Bougainville” Station, together with all utensils and tools used in pursuing the sheep farming business as well as the hereinbefore mentioned Freeholds and amounting to 960 acres situate in the last hereinbefore mentioned Sections of Land numbered 19, 41, and 72 known as “Shailers Creek”, “Limpet Creek” and “Cape Bougainville” Stations.” Also “**All Right, Title, Or Claim** he may have had or may have to **All That** lot or Section or Sections of Land hereinbefore described and known as Section No 19 “Shailers Creek” Station containing 10,000 acres more or less, as well as Section No 41, “Limpet Creek” Station containing 6,000 acres more or less, and Section No 72 “Cape Bougainville” Station containing 24,000 acres more or less, now being purchased from the Government of the Falkland Islands and amounting to 40,000 acres more or less specified in the second schedule hereto and delineated on the map annexed to these presents, and thereon coloured Blue subject to the reservations and conditions set forth in the Minutes of the Executive Council of the 17<sup>th</sup> July 1909.”

