Minutes of an Interview between His Excellency Governor Rennie and R. A. Williams Esquire, Agent of J. T. Lafone Esquire, at Government House Stanley. - Monday 21st August 1848.

The Governor stated that in consequence of the letter he had received from Mr. Williams and the plea of Confession referred to therein, he was prepared to agree with him that, if Mr. Dudley or Mr. Phillips or both will undertake to supply any number of good Cattle that may be required for consumption until 1st October next, he will defer his demand until then; - and that he will lessen it to 50 instead of 70 Cattle which, with the weekly arrears, it would then have amounted to; - also that, having no desire to reconstruct the Government herd beyond what prudence requires, if the 50 Cattle are delivered to him

him on the 1st October next in a good and proper condition and if Mr. Sculley or Mr Phillips are in a state to continue the supply with certainty, he should not require the additional 20 monthly, but that, - should he be obliged to kill off any of them, - he will give notice from time to time of the additional quantity he may require —

Mr. Williams undertook positively that Mr. Sculley or Mr Phillips shall give the Governor an assurance that they are able and willing to supply the settlement with good wholesome meat and to meet any extra demand of

10 or 20 good Cattle that may be made until 1st October next, and that on the first October next he, Mr. Williams, will supply to the Governor fifty Cattle in a good and proper condition. ——

WM

Minutes of an Interview between Mr. Moore and Mr Williams, at Government Office on Saturday, the 26th August 1848 —

Mr Williams undertakes, on his word of honour as a Gentleman that Mr. Phillips shall be at all times liable (with the limitation hereinafter expressed) to supply the Governor with any number of good Cattle not exceeding forty and that Mr Phillips is able so to do. - That also he, Mr. Williams, will as soon as possible send in to the Governor from the Country forty Cattle in a fit and proper condition for human consumption, and that, on the reception of these last mentioned Cattle, this engagement, so far as regards the Cattle to be delivered by Mr. Phillips, shall be at an end —

H. A. Williams

Wm. Henry Moore

Mr Phillips assures the Governor that he has at this moment in his possession forty Cattle of a fit quality for human consumption belonging to Mr Williams and which he has the authority of Mr Williams to make over to the Governor and he hereby undertakes to hold those Cattle ready to be delivered to the Governor whenever he shall demand them —

Thomas Phillips

Saturday, 26th August 1848.

16th December 1848.

Received of Mr Longden the undermentioned letters and parcel - viz:

√ One sealed letter addressed to "His Excellency "The Governor of the Falkland Islands" and marked "On Her Majesty's Service, Admiralty" —

√ One sealed letter addressed to "His Excellency the "Governor of the Falkland Islands" "On Her Majesty's Service" —

√ One sealed letter addressed to "The Governor Moody" and marked "On Her Majesty's Service - Treasury"

√ One sealed letter "On Her Majesty's Service" addressed to "the Colonial Secretary" Falkland Islands —

√ One sealed Package marked "Admiralty" and addressed to "His Excellency Governor Rennie. This package is not marked "On Her Majesty's Service

= Wm. Hen. Mo Phy =

Officer admg. Govt. F.I. —

Duplicate

Received from E. S. Cuby Esqr. the following Articles belonging to the Registry Office of the Falkland Islds viz.—

1 — Deed Book
1 Affidavit Do
1 — Index Do
1 — Do for Maps

Map A.
Map B Port Jackson
Map of Ausan unfinished
1 Tin Case containing unfinished Maps
No. 8 - 9 - 11. 14 —

Arthur Bailey

Dated 19th Octr. 1848.

Rules and regulations to be observed by the Night Constable

To report himself every night at a quarter before 10 o'clock to the Constable Mr Parry — The time to be regulated by the clock in Station house before which a candle will be kept lighted all night.

He will immediately after reporting himself to Parry come on to Govt lodge and inform the Govr that he is on duty — from Govt. lodge he will proceed to Mr Moores, announcing himself and pass on to the extremity of the settlement at Philomel St. returning to the Station house at the Barracks, or ~~attend to~~ perform such duties as may require immediate attention. If detained beyond ~~10 o'clock~~ one hour, he is to report at once to Parry the cause of his

detention, and then repeat his rounds to Govt. Lodge, Govt Offices and down the Settlement calling ~~the~~ every hour ~~at which he~~ during the night until the time fixed for leaving duty —

Should fire or disturbance occur requiring assistance to subdue it, the Night Constable will in the first instance if it should be fire, acquain the inmates of the house, and immediately call on Rolfe who has charge of the fire engine — he will then rouse up Parry and the other occupants of the Barracks, on of whom will ring the workmans bell and until the arrival of the Governor or any of the superior Officers of the Colony Parry will take the direction —

If a serious disturbance should arise the Night Constable will

understand that temper and forbearance must be observed and if he shall see that more force than he is capable of is required he is to call on Parry ~~who~~ as well as summon the occupants of the Barracks and if necessary report immediately to the Govr (at any hour of the night) what is the nature of the disturbance —

Police office
Stanley 13th February 1849.

= Wm Henry Moore = J. P. —

267

Mr. John Scully
Spanan Cove.

Sir - Please deliver to the order of His Excellency Governor Kennie one Hundred Lance Poles, taking a receipt for Same and oblige -

Yours truly
H. Williams

Stanly Nov. 7th 1848

John Scully

Received

In Re S. F. Lafone with Colonial Govt. —

268

County of Ross
To Wit

James Robert Longden of Stanley, Chief Clerk to the Colonial Government — Maketh Oath and saith that on Monday the Seventeenth of July One thousand eight hundred and Forty-eight, Deponent delivered a letter (a copy of which is hereunto annexed and upon which letter this Deponent has endorsed his name and which letter is one Deponent received from His Excellency Governor Rennie on said day) to Mr. John Sculley to take to Hope Place, in the South of the Island to deliver same to Richard Almond Williams Esquire, Agent for Samuel Fisher Lafone Esquire —

Sworn before me this 26th day of July 1848. at my office Stanley —

J. R. Longden

Wm. Henry McBlyn J.P.

Copy

Government House
Stanley 15th July 1848

Sir

I have just received a letter from Mr Lawley a copy of which I enclose.

On referring to the existing agreements between Her Majesty's Government and Mr Lafone, I find that it is to you as Mr Lafone's agent that the Local Government of the Falkland Islands must look for fulfilling the contracts for the supply of cattle, horses, &c required

R. A. Williams Esqre
&c &c

quired by the Governor for the service of the Colony. I do not therefore recognize Mr Scully's letter otherwise than as a warning that I am no longer to rely on him as your agent for the supply of beef, and the Colony being now entirely destitute of that article, it becomes my duty imperatively to call your immediate attention to the sixth clause of Mr Lafone's agreement with Her Majesty's Government and to require that you will forthwith on receipt of this, furnish me with not less than twenty head of Cattle

in

in fit condition for human consumption, and five more weekly until further notice. The Cattle to be delivered as heretofore at the Corral near to Government House.

I regret to find on looking over the correspondence between my predecessor and you that he was under the necessity of remonstrating frequently against the insufficient supply as well as the bad quality of the meat you have been in the habit of providing him with, and as Head of the Executive here I cannot permit

the

the extensive privilege accorded to Mr Lafone by Her Majesty's Government to be exercised prejudicially to the interests of the Colony, I hereby give you notice that, unless the immediate supply of Cattle, which I have required, as well as those I have demanded to be furnished weekly, are duly sent in proper condition - That I demand according to the terms of your contract a supply of Twenty horses fit for Lassoing to be delivered to me at the expiration of one month from the date you receive this -

I

I assure you that it is with sincere regret that I feel obliged to address a Gentleman holding your position in this Colony in the above manner, but the circumstances the population of this settlement is now in, and the probability of shipping entering the Port requiring supplies of fresh meat which I have no means, at present, of furnishing them with absolutely impose on me the necessity of giving you due notice that I will if necessary

(without

(without the delay of referring to Her Majesty's Government in England) put in force all the powers which the different contracts you have made give me, to exact a full observance of their conditions.—

I have &c

(Signed) George Rennie

Govr.

J Rhoughen

Copy

July 15th 1848

Sir

I have the honor to inform your Excellency that, owing to the very inefficient manner in which Mr Lapner's agent, Mr Williams, has supplied me with Cattle for consumption, I have terminated my agreement with him, and consequently it will no longer be in my power to supply fresh Beef for Government or the settlement

I have the honor to be
Your Excellency's
Most obedient Servant,
(Signed) John Scully

His Excellency
The Governor.

County of Ross
to Wit.

In Re Samuel Fisher Lafone
Esqr with the Colonial Govt.

John Sculley of Sparrow Cove
in the County of Ross Farmer Maketh
Oath and Saith That on Monday the
Seventeenth day of July Instant Deptt
Received a Letter from James Robert
Longden Esqr the Chief Clerk to the
Colonial Government who directed
Deptt at that time to proceed to Hope
Place in the South of East Falkland
Island without delay and deliver
Said Letter to Richard Almond Williams
Esqr Agent for Samuel Fisher Lafone
Esqr That Deptt accordingly on the
following day viz Tuesday the
Eighteenth day of July Instt Started
on Horseback for Hope Place aforesaid
accompanied by Henry Mitchell
and arrived at the North East side
of Brenton Sound opposite Hope Place
on the Twenty First of July Instant
and thereupon despatched the Said
Henry Mitchell with the Said
Letter across the Water with directions
to deliver Said Letter to the Said

Richard

Richard Almond Williams – Saith
The said Henry Mitchell returned
across the Water to Dept on Sunday
the Twenty Third Instant and
informed Dept that he had
delivered the said Letter to the said
Richard Almond Williams on the
Evening of the 21st of July Inst
and had then brought back an
Answer thereto – Dept thereupon
Set out on his return to Stanley on
Said Sunday the Twenty Third Inst
and arrived here on Tuesday the
Twenty Fifth Instant. Dept made
no delay but was retarded by the
Severity of the Weather. –

John Scullery Sworn before me
at the Police office
Stanley the 27th of
July 1848. –

Wm Hendy Moorley
J. P.

County of
to Wit

In Re Samuel T. Lafone
with
The Colonial Govt. –

Affidavit of
John Scully –

In Re S. J. Lafone with the Colonial Govt.—

County of Ross to Wit.

Henry Mitchell of Sparrow Cove in the County of Ross Servant to John Scully of same place Farmer Maketh oath and saith that on Friday the Twenty First day of July Instant Deplt received a letter from said John Scully on the North East shore of Brenton Sound to take over the Water to Hope place and Deliver to Richard A Williams Esqre Agent for S. J Lafone Esqre and the said John Scully at same time told Deplt that said Letter was from His Excellency Governor Rennie to said Mr Williams— Saith that thereupon Deplt went to Hope place and delivered said letter into the hands of said Mr Williams

on the said Friday Evening the Twenty First of July Instant and returned to his Master the said John Sculley with an answer thereto from the said Mr Williams on Sunday morning the Twenty Third of July Instant when we set out for our return to Stanley —

Sworn before me this 27th of July 1848 at my office Stanley —

Wm Henry Moore
J. P.

Henry Mitchell —

In Re Lafone with Colonial Govt } Affidavit of Henry Mitchell of delivery of Letter from Govr Rennie to Mr Williams on 21st July Instant —

I Henry Lander late of New London in the State of Connecticut United States of America Seaman Make Oath and Saiy – That I – was born at Goodington Sands near Torquay in Devonshire England & went from thence to Sea at the age of about Eleven Years and served my Apprenticeship on board Vessel belonging to John Harvey of Torquay called Jane & May, and after I was out of my Apprenticeship I served on board several American Vessels as Seaman, and have since so continued until the 16th of July 1846 when being then on board the American Barque White Oak whereof Samuel Nori is Master at Bustamento Bay on the Coast of Patagonia, I was there discharged by him but got no Certificate of my discharge, I got an order for my wages now produced, I was a fortnight on board the Mary Loyd a condemned Vessel lying at Bustamento Bay when I was employed by Captain Adamson of the Eliza of London to go with him to the Falkland Island as a Pilot to look for

Guano

guano, when after being some time round the Islands looking for guano with him, I was discharged here before the Governor by him and paid my wages in the Month of October 1846, he however gave me no written discharge, I now want to go on board the American Whaler in this Port called The Charles Henry Gordon Allen Master which is to sail on Friday the 26th Instant for a passage home to New London and I do not owe any debts in this Colony.

Sworn before me at the Custom House Stanley this 24th day of February 1847.

Henry Lunde

Wm. Hen. Moody
Collector & Comptroller of Customs

Entered at Page 71
HS

[illegible] this Publick instrument of Protest and
[illegible]claration be it known and made manifest
[illegible] to all whome it may concern that
[illegible] Peter Burnett master of the good Ship
[illegible] vessel called the Mary Gray of Peterhead
[illegible]0 tons admeasurement or thereabout
[illegible] solemnly Protest and declare that
[illegible] the ~~[illegible]~~ 10th day of December 1844
[illegible] and the rest of the said Ship's com
[illegible]any set sail from Santos with
[illegible] cargo of sugar bound to Val-
[illegible]paraiso. She being then tight stannet
strong, properly manned and equipped
for the voyage. And that on the
of Jan 1845 we encountered a heavy
gale and sustained much damage
and in returning to the Falkland
Islands for the purpose of repairing
got on shore on Peble Island on the
night of the 18th Jany whose Ship and
cargo became totally lost

Whereupon I the said Peter Burnett duly enter this Protest that all such loss may be borne and paid by those who of right ought to do so as being occasioned by the reasons aforesaid and not by or through any insufficiency of the said Ship or tackle or neglect of the crew

In testimony whereof I the said Master have put my hand and seal to this instrument of Protest to serve and avail me and all concerned as occasion may require

Peter Burnett

Witness to Signature { J. H. Slaughter
Clerk to Colonial Government
J R Longden

Govt. Office Port William
January 29th 1845

Entered 9/1 H.S.

Entry or Note of a Protest of a Ship.—

On this day Tuesday the Seventeenth day of February in the year of our Lord one thousand Eight Hundred and Forty Six, personally appeared and presented himself at the Government Office "Stanley", Port William, in the British Settlement of The Falkland Islands, and their dependencies. Jonathan Bowers, Master of The Ship or Vessel, "The Galen", Whale Ship, which Sailed on a Voyage from "Warren", State of Rhode Island, United States of America, on the 8th day of December 1842. and arrived at Fox Bay on the West Falkland Island, on the 9th day of February 1846. laden with a Cargo of Whale and Sperm Oil homeward bound.— And the Said Master hereby gives notice of his intention of Protesting, and Causes this note or Minute of all and Singular the premises to be entered in this Register.

Jonathan Bowers

Master of Whale Ship "Galen"

R. C. Moody. Governor

By the Public Instrument or Protest
hereinafter Contained Be it Known
and made manifest unto all People
That on the Seventh day of March
in the year of our Lord one thousand
Eight Hundred and forty Six personally
Came and Appeared before Richard
Clement Moody Esquire Captain in Her
Britannic Maysty's Corps of Royal Engineers
and Her Majestys Governor and Commander
in Chief of Her Settlements in the Falkland
Islands and their dependencies Jonathan
Bowers Master of the Ship or Vessel
"The Galen" whale Ship belonging to Warren
State of Rhode Island in the United
States of America Caleb Spooner the
Second Mate of the same Ship who
keeps her log and John — Blackmer
Boat Steerer of said Vessel who did Severally
duly and Solemnly declare and State as
follows That is to Say That these Appearers
2. and the most of the Crew of the said Vessel
Set Sail in Her from Warren, in the
State of Rhode Island United States on
the Eighth day of December one thousand
Eight hundred and Forty Two bound on
her Voyage from thence to the Pacific
Indian, and Atlantic Oceans — the Harbours
Seas and Bays thereof on a Whaling
Voyage

Voyage, the Vessel being then tight, Staunch
and Strong, well manned, Victualled
and Sound, and in every respect, fit
to perform her said intended Voyage, that
they proceeded on their Voyage with fine 3
weather and Variable Winds, and have
been now out nearly thirty ~~Nine~~ Months
until Sunday the Eighth day of February
last When on said day it being then
twelve o'Clock at Noon these Appearers
saw Cape Saint John on Staten Island
in Latitude 54 : 55 — ——— South
and Longitude 63. 17. —— —— West.
in order to test their Longitude and ascertain
how the Chronometer went, and Twenty 4
nine hours previously had taken the same
observation off Diego Ramirez. South East
of Cape Horn, Continued their Course
Steering Nor Nor East by Compass till
Eight o'Clock in the afternoon the Ship going
Ten Miles per hour, at Eight o'clock altered
the Course to North East by Compass the
Ship still going Ten Miles per hour and
Continued Steering so until four o'Clock on 5
Monday morning, from four o'Clock on Sd
Monday Morning the 9th of February ~~instead~~ last
till ten o'Clock same morning they Steered
North East by North by Compass, when
from the Ships, reckoning judging themselves
to

to be well to the Eastward of the
Falkland Islands, they changed their
Course and hauled up to North by Compass
they held on this Course and at one O'Clock
in the afternoon, made the Land bearing
west, which they judged by the Ships
6 Reckoning to be the East side of East
Falkland, and hauled the land to the
North East as soon as they raised it
to give it a good berth, this was about
one O'clock on Monday afternoon, the 9th
and after keeping this Course, in about
fifteen minutes time, Ship going Ten Miles
an hour raised land a head, hauled
on a Wind immediately to the South
7 East and by South, and in a few minutes raised land
a head in that direction - when finding
themselves Completely embayed put all Sail
on the Ship she Could possibly Carry, it
blowing at this time about half past one
O'Clock a tremendous Gale from the South
with Severe Squalls of Snow and Hail -
finding they Could not Clear the land on that
tack, wore Ship and headed to the West Nor
8 West at half past one O'Clock p. m. blew away the foresail
fore topmast Stay Sail, and parted the
fore topsail Sheets, when finding it impossible
to weather the land, on either tack, and
not being Certain of the exact position of
the Ship, having nothing but a General
Chart

Chart of The South Atlantic on board, they judged it most prudent to run under the weather shore, and try to gain the Shelter of a Harbour, The Anchors had previously been Stowed on Deck for coming Round The Horn at Six p. m. Succeeded 9
in Coming to an Anchor under the Head land where we let go the Best Bower Anchor - the Starboard anchor not being then on the Bow - on the South West end of Fox Bay on the West Falkland, while engaged in preparing to let go the Second Anchor, the Chain of the first Anchor parted, ~~this first Anchor being the best Bower, they thought it useless letting go the Second (the Chain Cable of which was much Slighter)~~ and part of the Chain dragging rendered the Ship unmanageable and had to slip it 10
at the time that the best Bower parted, the men aloft furling the Sails Sang out, that there was a passage between the reefs into an inner harbour, whereupon they immediately wore Ship and ran inside - in Closing in with the weather Shore to obtain the best Shelter, the Ships Keel grounded on the mud, whilst the Crew were engaged letting go the Anchor, it was near Seven O'clock in the evening at this time but daylight, on letting go the first Anchor which parted outside, they did not See the inner harbour it being Reef locked in this place they let go the Starboard Bower and the Stream anchor and Chain. These Appearers think according to the best of their Judgment that if it had been possibly to let go these three Anchors ~~—~~ ~~—~~ ~~—~~ outside, they would ~~—~~ have held her, the Stream anchor and starboard bower were not ready at that time. ~~it being as much as~~ 11/2

the

~~the Crew could do, to get the other two ready before they got in, with the land.~~
It was blowing so strong at this time that even in this Shelter under the land they feared the Anchors would not hold her, It unfortunately proved that their fears were correct, as during the night the heavy Squalls forced her up on the mud flat in ten feet water. When the Anchors were let go in the inner harbour she was in about fourteen feet water.—
13 At daylight on Tuesday Morning the Tenth ~~instant~~ ultimo they found her fast on the Mud too fast for the boats to tow her out, as the wind forced her up on the Mud dragging her anchors along with her.— nor dust they lighten her by taking out the Cargo, which Consists of Seventeen hundred and Thirty four Barrells & 36 gallons of Oil of
14 which Thirteen hundred and Ninety nine Barrells 28½ gallons are Whale and Three Hundred and Twenty seven Barrells 9½ gallons are Sperm and Black fish oil seven Barrells 23½ gallons — as she would be then in danger of driving further up on shore. Whereupon they sent down the top gallant yards and masts, and made all as snug as they could. which occupied Tuesday and Wednesday— tried the pumps and
15 found she had made 3 feet 7 in water — the wind still from the South but more moderate, on Thursday Commenced lightening

her between decks, and started nearly all the water, this day was fine but moderate breeze from the South. threw some of the wood overboard sent the water Casks, overboard to float ashore, but lost about 100 Barrells which floated out of the Bay, saved about Six - hundred Casks which were between decks - of these about 60 Barrells of Empty Casks are on shore in Fox Bay. at 9 o'C A: M. we concluded it 16
best not to lighten her any more, till we could get assistance, our Crew consists of Twenty Two Hands - We were in hopes that if we could get a loan of or purchase a Bower Anchor and Chain Cable, we would be able to warp her off the Bank - This appears Jonathan Bowers ~~We~~ then ~~directed our officers to strip the Ship of everything which would hold the Wind and to make her as secure as possible~~ after having given directions to the Chief Officer Mr Netcher to do every thing that he thought was necessary for the preservation of the Ship but which orders the appearers Cabb Seaman Junior and John Blackmore did not hear given X ~~while we~~ went in Search of the British 17
Settlement on the Eastern Island, which he thought was somewhere in the neighbourhood of Berkely Sound, for the purpose of procuring the assistance of the Anchor required, or such other assistance 18
as the Authorities could render. left the Ship on Thursday at ten O'Clock in the fore=noon and arrived at Port San Carlos at Eleven O'Clock that night, slept there - At daybreak next morning Friday the thirteenth day of February last ~~Instant~~, started again and

X but which orders these appearers have no doubt were given

proceeded round the North part of East
Falkland, but having a head wind
had to pull from Cape Dolphin to
Limpet Creek Lagoon where we slept that
19 night on Saturday Morning the fourteenth
Instant we left at day light and paped
Cape Bougainville entered Melville Bay
and got into a Small Creek, near the
Eastern end of Port San Salvador near
the old Corrall, about Eight miles from
the former Settlement of Anson Port Louis -
at the end of Berkely Sound, stopped there
that night blowing heavy from the North
West, and rainy, On Sunday morning the
15th February got breakfast at 8 O'C and this
20 Appearer Jonathan Bowers with one man
Started for the late Settlement Anson Port
Louis a walk of Eight Miles, where we
thought the Settlement was, arrived there
at one O'Clock in the afternoon, saw the only
Settler now there Mr Whitington who informed
this Appearer Jonathan Bowers that the Settlement
had been removed to Stanley Port William
about thirty Miles by water from Anson
sent the Cooper immediately back after the
21 Boats Crew, to bring them to Anson, and
hired a Boat from Mr Whitington to proceed
to Port William for the Town of Stanley -
The Crew did not come to Anson till next
morning Monday the 16th of February but
it blew a tremendous Gale the whole of
Sunday and Sunday night but moderated

Monday

afternoon the 16th and about nine of
that Evening this Appeaver Jonathan Bowers
and said Boats Crew set out for Port William
and pulled down Berkely Sound and round
Point William into Port William thence 23
into Stanley Harbour where we arrived
on Tuesday Morning the 17th February
~~Instant~~ last and found the Settlement of
"Stanley" this Appeaver Jonathan Bowers feared much that
the Gale of Sunday might have driven
the Ship from off the Mud bank on
to the Reef of Rocks to Leeward, which
should it have happened would in all
probability prove a total loss. On this
Appeaver's arrival in Stanley he waited on Mr
Dean a Storekeeper and Merchant 25
in Stanley to whom he had a letter
from Mr Whitington from Anson he
directed him to the Government Office
where he went about Ten of A.M and
had an interview with the Private
Secretary, mentioned the Circumstances
of his Situation, and his request for Assistance 26
when he went to Communicate with
the Governor and afterwards returned
and sent the Captain to the Magistrate
Mr Moore for legal advice and these
Appeavers in Consequence of the advice
they received have made this Protest
in

in presence of His Excellency The Governor
There appears Caleb Spooner Junior and John Blackmer say that on leaving the Port of Warren there appears stated that the Chain Cable of the Starboard Bower Anchor was not sea worthy and mentioned this Circumstance Mr Nicker the Cliff mate
And this Appearer Jonathan Bowers
further declares that on the Seventeenth
28 day of February 1846 — he applied
and appeared at the office of the said
Governor and caused his Protest to be
duly noted — And these appearers do
Protest and I the said Governor do
also Protest against the aforesaid
Bad weather Gales, Storms, accidents
and occurrences and all loss or damage
occasioned thereby. —

We Jonathan Bowers
Caleb Spooner Junior and John
Blackmer do Solemnly and Sincerely
26 declare that the foregoing Statement
is Correct and Contains a true account
of the facts and Circumstances and
we make this Solemn declaration
Conscientiously believing the Same
to be true, and by Virtue of the
provisions of an act made and
passed in the Sixth year of the
Reign of His late Majesty King
William

William the Fourth.—

Jonathan Bowers

Caleb Spooner, Jr.
"

John Blackmer

Thus declared and Protested in due form of Law at the Office of me the said Governor Stanley Falkland East Island the day and year first 27
before written —

M. Moody
Governor

Protest of
The Master and
part of the Crew
of the Whale Ship-
"The Galen."-

29 Dec

Fox Bay April 18. 1846

This is to certify that we the undersigned were called upon ~~to~~ by Capt. Bowers to give our opinion on the ship Galen as to the possibility of saving her. And it is our candid opinion that it is impossible as she is either bilged, or the rocks have forced through the Bottom and the water is now above the lower deck and we also candidly believe that if she could possibly be got off she would fill in a verry short time in spite of all we could do to prevent it

William H Welder 1st Mate
Caleb Spooner Jr 2d Mate
John A Reed — Cooper
John Blackmer Boatsteerer
Joseph his x mark Brown do
William J Smith Seaman
James Kiesnan — do
Richard his x mark Clark — do

This is to certify that I am of the same opinion as the above

Jon. Bowers Master

In the Matter of the Whale Ship "Galen" of Warren Rhode Island in the United States of America Derelict on the Rocks in Fox Bay West Falkland Island - Jonathan Bowers Master -

Jurors Oath

You shall diligently enquire and true presentment make on the behalf of our Sovereign Lady the Queen in what exact state plight and Condition the said Ship Galen now is, and whether or not it would be possible to get her off the Rocks where she now lies - and whether or not if she were safely got off - she would be Capable of being repaired and made Sea worthy in this Colony and also particularly what is her present state and Condition in respect to the injuries received in her Hull if any, and what appears

to

to you to have been the cause of her being in her present situation and condition – and of such other Matters relating to the same as shall be lawfully required of you – according to your evidence –

So help you God –

Jury

Francis John Johns – Foreman (Master of British Brig "Mauney")
Charles Melville — late Master of Schooner Renir
George Watson – First Mate of Brig Mauney
Thomas B. Clyma Second Mate of Same
James Haigh — Ship Carpenter
Francis H. Parry — Pilot
James Harnet
Alexander Burgess
James Cranley
James Freil
Griffith Williams
William Browne

Jury having been sworn and proceeded to Fox Bay to Examine said Ship –

Verdict of Jury. 18th July 1846

We Find – That that the Ship "Galen" is on shore with lower and maintopmasts Bowsprit and Jibboom standing, lying over on her starboard bilge with the rail about three and a half feet under water – The Tide flowing and ebbing thro' her " – – – – – – –

We do not think it possible either to get her off or repair her if she was off, with all the assistance or means of the Colony" – – –

It is impossible to say what particular damage the Vessel has recieved in her Hull, from the before mentioned reason; The fact of the Tide flowing through her showing that it must be serious – –

In Answer to the last question – We find; That it appears by the log that after sighting Cape St John, the Vessel experienced very heavy weather, which hove her to the westward of her reckoning, and she got embayed, and in attempting to Anchor the best Bower chain parted when she drove on shore, where she now lies –

For self and fellow Jurors

F. J. Johns

Foreman

We find – That since the said 10th of Feby last up to the present time – that Jonathan Bowers the master of the said Ship "Galen" has exerted himself and done every thing in his power to save the said Ship and Cargo and that he has experienced much hardship in Boats, coasting along the Shores to and from the port of Stanley & Fox Bay, and we consider were it not from his exertions & management a very trifling portion if any of said Cargo would be made

available for the Owners

F. I. Johns

Stanley 10th August 1846

The foregoing Verdict was delivered to me on the return of The Jury from Fox Bay at Stanley East Falkland this 10th. day of August 1846.

Wm. Henry Moore

Stipendiary Magistrate

In the Matter of the Wreck of the Whale Ship Galen —

Jurors oath Names of Jury and Verdict on the Inquisition held on said Ship at Fox Bay West Falkland on the 18th July 1846. —

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