

Jane Cameron National Archives

Newsletter



Welcome to this, the eighth issue of our annual newsletter. I hope that you enjoy reading it and please feel free to contact me if you have any queries or comments.

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A Look Back

I started the year with great plans for new pages on the Archives website. Due to Covid-19 and the closure of overseas archives these plans were escalated and records that weren't top of the list for inclusion were suddenly moved up. One example is the Blue Books of the Falkland Islands and its Dependencies which people normally access in the National Archives, London but were suddenly no longer able to.

Another large section added to the website was Defence—War. Due to demand from a number of overseas researchers who were unable to visit due to the pandemic all of the government files held in this series were scanned and uploaded. By the number of hits received to date these are proving very popular.

Snippets from the Past

On many occasions we have requested to be supplied with the addresses and other particulars of those who figure on the Roll of Honour. With but few exceptions no replies have been received, and in consequence we are unable to keep the list up to date and accurate in every detail. Perhaps it is as well to mention that we refuse to publish as facts statements that originate from some mysterious rumour. Besides, these rumours, quite apart from their elusive nature, as a rule exhibit no signs of consistency. About the same man, at the same time, it is sometimes reported that he is killed in action, married, won the V. C., or joined the Flying Corps. And no Editor would like to suggest that there is any necessary connection between these last three.

FIM March 1919

2 June 1965 ETAT Clements Darwin: For interest (of) Dorrans Falkland rats apparently love Polystyrene and have finished off the insulation at Goose Green bunkhouse. [BUS/GEN/4#2]

31 July 1968 W H Thompson to R D Clements, BAS: Are not wireless operators wild young men who career about at all hours of the night when other mortals are sound asleep in their Dorrans type space craft? [BUS/GEN/4#2]

In an intelligence report on the Falkland Islands from December 1941: Type of country etc...The whole country is eternally undulating... [WAR/W2H/5#9]

Wild Cattle

26.

An Ordinance for the Protection of Wild Cattle.

In the Year 1869.—No. 2.

Clause.

1. Repeal of Ordinances No. 2 of 1865, and No. 5 of 1867.
2. Penalty on killing Wild Cattle on the East Falkland.
3. Penalty on killing Wild Cattle on the West Falkland.
4. Penalty on receiving animals unlawfully captured.
5. Power to arrest without a warrant.
6. Recovery of penalties.
7. Commencement of Ordinance.

By His Excellency WILLIAM CLEAVER FRANCIS ROBINSON, Esquire, Governor and Commander-in-Chief in and over the Falkland Islands and the Dependencies thereof, with the advice and consent of the Legislative Council thereof; Be it enacted—

Repeal of Ordinances
No. 2 of 1865, and
No. 5 of 1867.

1. THAT the Summary Jurisdiction Amendment Ordinance, No. 2 of 1865 and the Ordinance for the protection of wild cattle No. 5 of 1867 shall be and the same are hereby repealed.

Penalty on killing
wild cattle on the
East Falkland.

2. That if any person without the permission of the Governor in writing shall without lawful cause drive, hunt, wound, capture, decoy, or destroy any wild cattle, pigs, goats, or horses on the waste and unappropriated lands of the Crown, and if on lands in the possession of any other person, without his authority, in the East Falkland Island, he shall for each animal so killed, wounded, captured, decoyed, or destroyed, pay a fine not exceeding fifty pounds.

Penalty on killing
wild cattle on the
West Falkland.

3. That if any person without the permission of the Governor in writing shall hunt, wound, capture, decoy, or destroy any wild cattle on any land whatever on the West Falkland (or upon any unappropriated island belonging to the Crown adjacent thereto), he shall for each animal so wounded, captured, decoyed, or destroyed, pay a fine not exceeding fifty pounds.

Penalty on receiving
animals unlawfully
captured.

4. That any person who shall receive any animal, or any part thereof, knowing the same to be so unlawfully captured and destroyed as aforesaid, shall pay a fine not exceeding five pounds.

Power to arrest
without a warrant.

5. That any person found committing any offence contrary to this Ordinance may be taken into custody by any constable without a warrant, and may be detained until he can be brought before a Justice to be dealt with according to law; and any constable may also stop, search, and detain any boat in or upon which there shall be reason to suspect that such animal or any part thereof so unlawfully obtained may be found, and if upon search thereupon made such animal or any portion thereof shall be found, then to convey the same before a Justice, and to take into custody and carry before a Justice any person reasonably suspected of having committed any offence contrary to this Ordinance.

Recovery of
penalties.

6. All penalties under this Ordinance shall be sued for and recovered in the same way that penalties are sued for and recovered under and by virtue of the Summary Jurisdiction Ordinance No. 11 of 1853.

Commencement of
Ordinance.

7. This Ordinance shall come into operation from the day of the passing thereof.

(L.S.) (Signed) WILLIAM ROBINSON, Governor.

Passed the Legislative Council this eighth day of March, one thousand eight hundred and sixty-nine.

WILD CATTLE!

WANTED.—A competent man to undertake contract to kill off about 100 wild cattle now running on the land between Baillon and Stiekney and Packer Bros. and Co. adjacent to Mt. Philomel, Mt. Chartres, Gun Hill, etc., on the following terms:—

1. Contractor to find his own killing horses but will be supplied with cartridges free.
2. To kill all the cattle and salt all the hides in a proper manner at Gun Hill-Salt House.
3. Contractor to repair all fencing damaged.
4. Advertisers will pay ten shillings per hide, old and young for every hide thus properly salted completion of contract.
5. Contract to commence as soon as possible and to be completed not later than 15th of March.

Apply to Packer Bros. & Co., Fox Bay.

Wild Cattle (cont.)

When the French withdrew from Port Louis in 1767 they left behind livestock, including cattle, which rapidly multiplied. In Governor Moody's 1842 pamphlet *Information respecting the Falkland Islands* he reported that there were 40,000 head of cattle, fat, magnificent and better than the animals of the River Plate. In March 1846 Samuel Fisher Lafone signed a contract giving him exclusive rights over the wild stock, including the wild horned cattle, up to the 1 January 1856 with the restrictions that he did not kill, except with the permission of the Governor, any cows except those unfit for breeding or which would be required for consumption nor reduce the number of bulls below the number requisite for insuring the largest possible annual increase. In January 1851 the Falkland Islands Company Limited was formed to purchase Lafone's rights and interests in the Falkland Islands. According to the meeting held 29 August 1853, 4,000 wild cattle had been taken in the last season of which 1,576 were slaughtered, 1,219 added to tame stock, 503 killed on the Camp, 235 disposed of for supplies and 467 unaccounted for.

Public Notice No. 30 dated 30 August 1858 advised that Ordinance No 11 of 1853 (1 October 1853) the rights of the Falkland Islands Co Ltd over wild cattle until 1 January 1866 had been determined and were again vested in the Crown and were protected by law from molestation or destruction.

In the Executive Council meeting held 23 July 1860 the future disposal of the wild cattle was discussed, whether they should be considered the property of the Crown or open to the public.

Public Notice No 1 dated February 1861 gave temporary licences to lessees or occupiers of rural lands to capture and tame wild cattle and to kill off certain numbers of wild bulls on payment of royalties. This was repeated by Proclamation No 9 dated 5 April 1861.

Ordinance No 2 of 1865 repealed the 37th section of Ordinance No 11 of 1853 and made other provision for the preservation of wild cattle in the waste and unappropriated lands of the Crown in the Falkland Islands.

Ordinance No 1 of 1869, An Ordinance for the Protection of Wild Cattle, repealed Ordinances No 2 of 1865 and 5 of 1867 and set out the fines for killing wild cattle without the permission of the Governor.

Ordinance No 4 of 1871 allowed persons owning or leasing land to kill or appropriate any wild cattle on their land.

The Protection of Wild Cattle Ordinance No 2 of 1869 was repealed by Ordinance No 3 of 1903; section 5 and section 21 (j). *The owner or lessee shall be entitled to kill and appropriate to his own use any wild cattle or wild stock that may be on the land.* Effectively this meant that wild cattle were the responsibility of the land holder.

On 14 June 1954 the secretary of Teal Inlet Limited wrote to the Colonial Secretary, Colin Campbell, concerning the extensive damage to existing fencing that the wild cattle on Wickham Heights were causing and asking whether the Government would be prepared to assist in a campaign against the wild cattle. In a file note to Governor Arthur, Colin Campbell wrote *"Apart from importing a white hunter or two or fitting the Auster with a machine gun I can't really see how we can help. Surely the answer is a concerted drive by the farms affected—TI, Douglas, San Carlos & FIC? I suggest we agree to 'reasonable' assistance in principle or shoot the problem at SOA for their advice."*

The matter was referred to the Sheepowners' Association on 18 June 1954. The chairman, H C Harding, replied two days later stating that the wild cattle made it impracticable to renew any of the existing boundary fences on the mountains or to complete the boundaries which had never been fenced and that a lot of the land on the mountains could be improved and consolidated if stock was concentrated in the area during the summer months. He estimated that at least 30 men would be required to destroy the cattle in a combined operation by the farms concerned and recommended shooting off the bulls first, as they normally stood their ground when approached, after which it might be possible to drive groups of cattle down to a corral in the neighbourhood of Bombilla House and kill them for the hides. He suggested that Government help be given by giving permission for the cattle to be destroyed, lending rifles and ammunition and possibly helping with any men and horses which could be spared by the Agricultural Department.

Colin Campbell noted that no permission was required to destroy wild cattle as they were all on private land at the disposal of the owners. He also suggested approaching the Marines *"who I am sure would be delighted to assist."* Governor Arthur noted in reply *"This would be an excellent thing for the Navy, from their point of view. It would also suit us."* The Government made an preliminary approach to the Commanding Officer of HMS *Bigbury Bay*.

[E4; 170, 245, 355: E8; 180, 194: P1: BUG/EAL/1#23]

Local Shipping—The Black Hawk



The *Black Hawk* in 1872 in Gosport—framed photograph, FIC Collection, JCNA

The *Black Hawk* was built at Camper & Nicholson's, Gosport in 1872 and operated the mail service between the Falkland Islands and Montevideo, Uruguay until she was wrecked at Back Harbour, Staten Island while on a sealing voyage in 1881.

The Shipping Register records: *Black Hawk* 110 ton British schooner under Captain J CAMPBELL, arrived from London 29 November 1872, British register with general cargo, 8 crew and 8 passengers. 62 Days out, "Company's (*Falkland Islands Company Limited*) new schooner to replace the *Lotus* lost 1 October 1872".

On 7 November 1875 three crew were accidentally drowned; the informant for the first two was Peller JANSEN, seaman on board the *Black Hawk* and it appears that their bodies were never recovered as there is no burial or grave record for them. The third crewman had a coroner's certificate and was buried 10 November 1875:

Thomas GLAVIN, seaman & native of Ireland.

George WILLERS, steward & native of Bremen.

William BULL, age 27, seaman & native of Exeter, England, buried 10 November 1875.

Despatch 209, paragraph 19, dated 12 November 1875 from Frederick E Cobb to F Coleman, Secretary, FIC, London states:

The Black Hawk (cont.)

"I much regret to report that one of the Black Hawk's boats with a party of 4 men on a shooting party, capsized in Port William a few days ago, and three of the party, William Bull, boatswain, G Willers, steward, and Thomas Glavin, AB, were drowned. Bull's body alone having been recovered."

Stanley to LO Desp 239, par 2 dated 14 July 1877 to F Coleman, Secretary, London from Frederick E Cobb, Colonial Manager, Stanley

"I regret to say that principally owing to very bad weather the Black Hawk has been delayed longer than I expected. I look for her return from Darwin harbour above the 17th inst. and hope to get her away finally by this day week."

Notes on Black Hawk

The Hold. This having been encroached upon, I make the following suggestions for its enlargement. The galley to be permanently placed on deck. The fore-castle to be just large enough for six men. The second class accommodation immediately abaft the fore-castle, and to consist of two two-berth cabins on each side, table and settees buckheaded off from the hold, lighted by a skylight and approached by a companion. But the galley would be in the way. Put the winch from abaft to before the hatch, and reduce the hatch, which is a large one, by a foot or so, so as to allow the galley, a smaller one if necessary, to stand abaft the hatch and clear of the fore-sheet hawed. The passengers must not have access to the hold, robbery has been the natural consequence hitherto. It is almost impossible at all times to provide accommodation for both passengers and cargo; the former when necessary must be limited in number.

The Cabin. The Sparrow Hawk's arrangement is more comfortable. The present companion and W.C. of the Black Hawk take up a lot of room in the body of the cabin, and the W.C. should not be for health's and decency's sake in the very center of the cabins. The after sofas are very uncomfortable at sea. I would suggest that you should explain what is wanted to an experienced cabin fitter, and get his suggestions. The number of staterooms required may be judged by perusing the voyage returns, and seeing how many passengers are carried. The two cabins on the starboard side are about the right width; the opposite ones perhaps a trifle large.

W.C. The water supply should be from an overhead tank, not direct from the side as in the Sparrow Hawk, because (1) a careless passenger may leave the water turned on, and sink the ship, and (2) as is the case in the S.H. when she heels over on one tack the water supply fails altogether.

Bath. Could one cabin have a bath under a berth which should turn up when not used as a cabin, inlet from side, and waste water to run into the timbers? The want of a bath is to me one of the greatest privations on board a schooner.

Ballast. If not too straining could she be ballasted with iron, so as to give increase cargo room?

Ventilation. I recommend a screw up scuttle in each cabin at the side which open in harbour would keep the berths dry, sweet, and wholesome.

Bowsprit. As this runs out very straight and she dives into a sea, it is suggested that it should be raised some inches in the knight-heads, this would necessitate the outwater also being raised to fill up the gap.

Topgallant rail. She is so built that when 16 inches by the stern she looks absurdly down by the head, this is caused by the great rise she has aft, while forward she is low and straight; the small rise in the bowsprit also adds to this. It has been suggested, and by Captain Dixon among others, that a topgallant sail & bulwark would be put on forward, tapering off to nothing at the fore rigging. This, it is said, will make her drier at sea.

Spars &c. Capt Dixon suggests double topsails, others recommend Cunningham's patent, which close reefs from the deck, and Pickney's, which rolls up altogether. Double topsails cause extra weight aloft, and two sails are not equal to one whole one. On the other hand the patent gear might get out of order, and perhaps could not be repaired or replaced here. The present fore topmast will do, but the main topmast might be a little longer, to carry a larger jib headed gaff topsail.

Lighters in Montevideo cause some damage to the vessel by bumping against her when rolling in the outer roads;

The Black Hawk (cont.)

can any thing be provided to guard against this?

Crockery. This even gets broken in the mail steamer, much more so in our little vessels. I should suggest your sending out several gross of good strong plates dishes cups &c with the Company's flag upon them, for use in all our schooners.

Ornament. Can a Hawk figure head be afforded? I hope the copper will be put on in a straighter line than before, as I put all the schooners in uniform with a narrow white line above the copper, and a rise in the middle looks bad. When the schooner came out it was not certain that she was to be the mail boat; as she is now to be refitted specially for this service I hope all the cabin fittings will be put in as tastefully and well as the Company can afford.'

The *Black Hawk* departed for London, under Captain Dixon, 30 July 1877. [FIC/D4; 240]

Frederick Cobb 29 March 1878

Notes on Black Hawk

Much of the work on board has been stopped and has had to be done over again here in a substantial manner. It was not wonderful that the side scuttles leaked, they were put in in the most disgraceful way. In some the glasses actually rattled for want of packing, and the brass frames themselves were only partly bedded with white lead. I had two put to rights for a trial, and in a strong breeze during which they were constantly under water they were as tight as a bottle, so I opened the other two in the after cabins, and will let her go a voyage before touching the others. The scuttles themselves are not of the best kind, they should have been fitted with dead doors like those in Ridsdale's catalogue—plate 8 figure 15. It is most stupidly arranged so that every drop both of seawater or condensed moisture can run nowhere but into the bed, this I have altered by providing scuppers inside the scuttle. The consequence of cramming her with salt right up to the deck has been that a quantity above the level of the berths has been running out all the passage in the form of salt water, and has ruined a lot of the bedding. The pillows are almost as hard as the lumps of coconut with which she was first fitted out, was anyone ever known to be really comfortable with his head on a hair pillow? The fore cabin companion was very well in harbour, but utterly out of place at sea, where it is constantly under water in bad weather; no sailor can ever have suggested its being put where it is. The bath is I fear a failure for want of head room and the berths; one it is too small the upper one for any but the tiniest of human beings to squeeze into it. The cabins are too small for luggage, and the companion is so compacted that a medium size portmanteau has to be let down through the skylight. The skylights are badly fitted and leak all over, and the same remark applies to the deck lights some of which are put in without any white lead whatever. The extremes of extravagance and meanness meet in the supply of an utterly unnecessary awning at £15-10/- with stanchions extra, and of painted tin basins and chamber utensils! The foregoing are the chief criticisms that have occurred to me, in other respects the vessel is vastly improved as indeed she ought to be with an expenditure of £17 per register ton, more, I understand, than the price that ordinary commercial people pay for a new vessel of the highest class. [FIC/D5; 11]

Stanley to LO Desp 305, par 11 dated 11 February 1881 to F Coleman, Secretary, London from Frederick E Cobb, Colonial Manager, Stanley [FIC/D5; 610]

The Black Hawk has returned from sealing with moderate success, having got 326 furs and a few hair sealskins; she left five men on Staten Island, and has just gone to fetch them away; they may have some hundreds more, as they are on a pretty good rookery. Captain Campbell is strongly of opinion that the schooner would be undermasted if rigged according to Lafehorne's draft; this would be a pity, and you might consult Nicholson again on the point; the masts can be made here, and it would be better to make them too long rather than too short; as they and the rigging could be shortened if necessary, but not lengthened.

Stanley to LO Desp 306, par 9 dated 9 March 1881 to F Coleman, Secretary, London from Frederick E Cobb, Colonial Manager, Stanley [FIC/D5; 618]:

9. You will have heard from Capt Campbell of the disastrous loss of the Black Hawk, a misfortune that I feel very much. It occurred through a total disregard of my orders, and I shall presently explain. Last spring received an order from Stickney Bros for a load of wood from Sandy Pt which I sent Mr Reynard, asking him to have it ready by 1st Decr. I arranged to send the Black Hawk to Sandy Point on the date, to call on her return at Spring Point, deliver the wood, and bring in a first load of their wool in time for the Ramses. As previously explained I gave Capt Campbell

The Black Hawk (cont.)

permission to look for seals between September and December, his schooner being at no expense, beyond wear and tear, and on receipt of a letter from Mr Reynard asking me to delay her, I extended this time for sealing in a letter of which I enclose copy. Campbell returned early in January, but to my great annoyance I found he had left 5 men on Staten Island rendering it incumbent on us to send him again to fetch them, in the middle of the busy season. In the first place he went to Staten Island entirely without leave, and in the second leaving these men was quite inexcusable. Making the best of a bad job I took Mr Harvey to Darwin on the 30th of Jany, and from there sent the schooner away with stringent orders to return as soon as the men were relieved, promising Mr Harvey, as he was so averse to riding, that she should at the earliest possible moment be at this disposal for a trip to North Arm. The rest you know: a desperate gale struck the schooner at 9pm on the 10th of February, and smashed her to pieces on the rocks, the same gale overtaking the Ibis between Sandy Point and Stanley at 11pm, and bursting over Stanley at 2am the next morning carrying away the Fairy's sails, as mentioned in my last despatch. Campbell's subsequent proceedings almost justify the supposition that his senses left him altogether. The idea of leaving 5 men on a desert island for the purpose of collecting spars, sails, and bedding, on wages, and making outrageous terms of payment for being landed at North Arm with a portion of the crew when he could have taken them all to Monte Video for nothing, was simply the act of a madman. The value of the property saved cannot be more than £20 when put up at auction, and to ?????? these men, a duty which will be passed upon me, will probably cost double that sum. I have gone through the form of advertising for tenders for wrecking, and of putting the vessel up to auction, but with no success in either case, and although I have as yet received no offer to go for the men under £100, I am in hopes of being able to report an arrangement before closing this despatch. If not, I shall be fairly at a loss what to do, as the Fairy & Perseverance are both fully employed.

10. I need scarcely say that I shall, under no circumstances whatever, place Campbell again in a position of confidence under me.

22. I have engaged the Felis at £1 per day to go to Staten Island, finding crew (4) and provisions. On her return the protest will be extended.

Despatch 583, par 8 dated 5 April 1881 to Frederick E Cobb, Colonial Manager, Stanley from F Coleman, Secretary, London Office [FIC/C1]:

We can now understand how the Black Hawk was at Staten Island when she was wrecked, yesterday we received through Mr Humphrey's Capt'n Campbell's letter written at North Arm on 20th February (copy enclosed) detailing that the wreck took place at Back Harbour on the night of 10th Feb, he had left a boats crew for salvage purposes for whom you will have to send a vessel: Campbell was brought to North Arm by the American Schooner Adela Chase, on arrival at Stanley you will of course take care that he made a full & proper protest to be sent here as soon as possible to enable the insurance to be recovered. The General Registrar of Seaman has sent notice that we are to furnish list of the Crew on the form herewith. The Board decided yesterday to build a Steamer, somewhat larger than the one proposed by Capt'n Seemann.

8 April 1881 to Frederick E Cobb, Colonial Manager, Stanley from John Wright Collins, Acting Colonial Secretary [FIC/EG; 1#11]

With reference to the private message of the Governor to you this morning enquiring what steps are being taken by you to rescue the shipwrecked seamen of the "Black Hawk", who were abandoned on Staten Island, I am directed by His Excellency to express the hope that you have by this time made arrangements for sending a vessel to bring them away.

His Excellency is informed that the provisions left with these men must have long ago been consumed, and I am to say that any avoidable delay on your part to succour them will, in the event of loss of life, most probably result in a charge of manslaughter against you as the agent and manager of the owners of the "Black Hawk"

Desp 310, par 15 dated 16 April 1881 to F Coleman, Secretary, London from Frederick E Cobb, Colonial Manager, Stanley [FIC/D5; 659]

I regret to say that Capt Campbell has returned from his cruise in the Felis without being able to reach Staten Island, and I have been obliged to charter the Foam, as per correspondence enclosed, to fetch the crew whom he with incredible folly left there. Not a moment was lost in doing this; but you will see by enclosed letter from the Governor that he was probably misled into believing that I was not moving in the matter, and I therefore may mention that I saw HE afterwards ad completely satisfied him, extracting from him the admission that it was through interference of

The Black Hawk (cont.)

another person that he wrote as he did. Of course until the men arrive the Black Hawk's papers are unavoidably kept open.

22 April 1881 to Frederick E Cobb, Colonial Manager, Stanley from John Wright Collins, Acting Colonial Secretary [FIC/EG; 1#11]

I am directed by His Excellency the Governor to inform you that a formal investigation into the circumstances attending the loss of the Schooner "Black Hawk" and subsequent loss of life on Staten Island will be held at the Courthouse, at 11 o'clock forenoon to-morrow the 23rd April.

Police Office, Saturday April 23rd 1881

An Inquiry held by desire of His Excellency the Governor into the circumstances of wreck of the Schooner Black Hawk at Back Harbour Staten Island on the night of the 10th of February last and the loss of life attending the same.

Present Arthur Bailey, Police Magistrate
 Capt R C Packe, JP
 Capt Seamen, Nautical Assessor

33 pages of evidence taken from Saturday 23 April to Saturday 30 April 1881

Evidence given by:

Captain John CAMPBELL, master
William BERNARD, steward of Black Hawk
Edmond SIMON, mate of Black Hawk
Julius LUNDQUIST, seaman of Black Hawk, Swede
James M BOIDE, crew of Schooner Felis
William WILLIAMS (arrived intoxicated), seaman Felis
Frederick E COBB, manager, FIC
Captain Charles HANSEN, master & owner of schooner Foam
Dr HAMILTON, Colonial Surgeon

John ANDERSON, of Black Hawk, died.

[H36; 158o, 165]

A scan of the inquiry into the wreck of the Black Hawk is available on the Archives website at :

<https://www.nationalarchives.gov.uk/downloads/Shipping%20casualties%20wrecks/Black%20Hawk%201881%20-%20H36.pdf>

Despatch 584, par 9 dated 10 May 1881 to Frederick E Cobb, Colonial Manager, Stanley from F Coleman, Secretary, London Office [FIC/C1]:

The loss of the Black Hawk is certainly most unfortunate, Capt Campbell appears to have behaved most stupidly and against your orders, the Directors quite approve therefore of your decision not to employ him again, we trust to receive the Protest as soon as possible to submit to Underwriters for recovery of the Insurance and hope the men will be fetched from Staten Island and the affair settled as economically as possible.

Despatch 585, par 3 dated 7 June 1881 to Frederick E Cobb, Colonial Manager, Stanley from F Coleman, Secretary, London Office [FIC/C1]:

It is most unfortunate that Capt Campbell could not reach Staten Island in the Schooner Felis to bring away the men left there ex Black Hawk, we trust the Schooner Foam has accomplished this and that the next Despatch will bring Campbell's Protest &c to enable the claim on the Underwriters for total loss to be made.

Despatch 591, par 13 dated 11 October 1881 to Frederick E Cobb, Colonial Manager, Stanley from F Coleman, Secretary, London Office [FIC/C1]:

We have been troubled by applications from the Board of Trade for Returns of the Black Hawk's crew and an account of the wages and effects of the deceased Seaman, they are now attended to, but the circumstances mentioned as the Shipping Master at Stanley ought to have furnished all this information to the proper quarters here.

Stormy Weather—the Fifeshire

The iron Barque *Fifeshire* was built by Russell & Co, Port Glasgow for Thomas Law & Co, Glasgow for their Shire line packets to Australia and New Zealand. She had a gross registered tonnage of 1,358, length of 239 feet, breadth of beam 36 feet and depth of hold of 21 feet and was first registered 14 April 1885, official number 90021.

The Barque Fifeshire. This Barque owned by Thomas Law and Co. Glasgow cast anchor in Stanley Harbour on Sunday 2nd September 1906.

It was not until she was as far south as Staten Land that the Fifeshire experienced really severe weather. So severe was the rolling that it was impossible to stand upright without holding on to something. Under almost bare poles she wallowed in the trough of the waves of an extraordinary cross sea.

The following day they met even worse weather, of such a nature, both captain and officers declare, never to have experienced before. The officer on duty had just muttered to himself "she can't last this long" when a backstay snapped. Piece after piece of the rigging broke under the strain. Every moment Captain Caddell and his officers expected the main-mast to go.

With difficulty emergency rigging was raised. A couple of wire towing hawsers were rigged to the mast head and carried to the windlass then tightened. This saved the main-mast.

Then the vessel's head was turned towards the Falklands and after various beatings back and forth against a head wind, she reached Stanley 2nd September.

The 1,318 ton three-masted iron British Barque *Fifeshire* of Glasgow, under Captain W M CADDELL, with general cargo 86 days out from Liverpool and bound for Antofagasta arrived in Port William 2 September 1906 and was towed into Stanley Harbour by the *Samson* 3 September 1906.

As there was approximately 40 tons of dynamite on board she was anchored to the east of the Narrows until it could be transhipped to a lighter so that she could come up the harbour for repairs. The damage was principally loss of sails and rigging.

A very good Concert was given by the FI Volunteers on the evening of October 27th. They were fortunate in securing the assistance of several new-comers, including some from the Fifeshire and the Hyndford. There was a large audience who very much appreciated and enjoyed the efforts made to please them. The duet "Sing me to sleep" was not only encored but called for a second time at the close of the Concert. Mr von Winckler's clear falsetto rendering of the first part met with enthusiastic cheering.

The proceeds were to go towards the expense of the new Brass Band, the instruments for which have arrived and as practising on them is being diligently carried on, we may hope soon to hear the performers.

Programme of the Concert

Piano and violin solo

Address

Song "The Village Blacksmith"

Song "Stop your tickling Jock"

Song "The Swallows"

Song "Scotland yet"

Song "Whistling Rufus"

Song "Queen of the Earth"

Song "Blue Bells of Scotland"

Song "When I was a boy at School"

Miss Biggs and Miss M Aldridge

Major J C Campbell

Mr J Miller

Mrs H M Donald

Mrs C R Hall

Mr W Anderson

Mr A von Winckler

Mr J H Brown

Miss Donald

Dr A Gaye

Stormy Weather—the Fifeshire (Cont.)

Duet "Sing me to Sleep"

Messrs A von Winckler and S E Gasken

Piano and Violin Intermezzo (Cavalier Rusticana)

Miss Olive and Master Norman Watt

Song "In the shade of the Palm" Mr J Miller

Song "Bill Bailey's Love Story" Mr H M Donald

Song "Molly I love you" Mr A von Winckler

Song "Rothsay Bay" Miss Donald

Song "The song that reached my heart" Mr J H Brown

Song "The Irish Emigrant" Mr W Anderson

Duet "I loved you better than you knew" Messrs A von Winckler and S A Gasken

God Save the King

By the 15th November 1906 the repairs were finished and the dynamite reshipped but on the Master's return to the ship on that evening he had an altercation with Joseph GUIMERIA, the steward, which ended with him striking him. Joseph left the cabin and went to the galley where he had some words with the cook and fell dead across the galley stove. A coroner's inquest was held the next day and a verdict of heart failure was returned.

Joseph F Guimeria, age 53 and ships steward on the Barque "Fifeshire", a Native of Saint Nazaire, France and a naturalised Englishman, was buried Sunday afternoon, 18 November 1906, in Grave I 678.

In the meantime the Third Officer of the *Fifeshire* came ashore and informed the authorities that the Captain had struck Joseph. The Governor issued a warrant 18 November 1906 for disinterment of the body and E T Born, the Colonial Surgeon was requested to hold a post mortem. On the same day letters were sent to Captain W Caddell and Orton E Goodwin of the *Fifeshire* informing them that their attendance would be required at the Court House, Stanley for a further investigation. Joseph F Guimeria's body was exhumed and a post mortem held that night. The doctor found that the man's heart was so weak and diseased that he was liable to drop dead at any moment and that the heart failure was due to excitement.

The following morning the Captain was arrested on a charge of manslaughter. The charge was heard on 20th November 1906 and remanded until the 26th when the Master was committed for trial at the Supreme Court. The evidence was that the steward was under the influence of drink, became very excited and abused the Master. The trial of Captain Caddell began on 10 December 1906. He was acquitted the next day and the *Fifeshire* was cleared 12 December 1906 and towed out of Stanley Harbour 14 December 1906.

Sudden Death of the Steward on the Barque Fifeshire and subsequent Investigation.

The sudden death of J F Guimerai, steward on board the barque Fifeshire, took place on November 15th and the funeral on Sunday the 18th. The verdict at the inquest had been death from heart disease, but the disclosure later, of facts which might have accelerated death led to the exhuming of the body and to a post mortem examination. In consequence an inquiry took place and subsequently the case was referred to the Supreme Court.

The facts in question shortly stated, were to the effect, that Captain Caddell, going on board his ship late one evening, had an altercation with the steward and on the latter using an insulting expression Captain Caddell struck him a blow in the face.

The steward then went to the galley and after speaking to the cook set about his duties, but shortly afterwards fell down never recovering consciousness, An effort was made to send a boat for the doctor, but failed owing to the high seas which were running.

It was not until early the following morning that Dr Born went on board. Mr Goodwin, tutor to Captain Caddell's son, and sole witness of the altercation, so we are informed, was asleep and was not called to give any evidence at the

Stormy Weather—the Fifeshire (Cont.)

inquest. He subsequently felt it his duty to state what he had witnessed. At the inquiry and trial of Rex v Caddell which ensued Captain Caddell denies that any altercation had taken place or that any blow had been struck. Dr Born gave as his testimony that not only was the heart badly diseased, but also other organs of the body were in the same condition, that death was brought about by strong emotional excitement.

The case occupied the Supreme Court on the 10th, and 11th instant. On the latter date the Chief Justice summed up and the Jury after retiring for forty minutes returned a unanimous verdict of “not guilty”.

Captain Caddell was then acquitted and discharged.

On 14 December 1906 the Colonial Secretary wrote to Dr Born regarding a report from the police that shortly after 10pm on the evening of 11 November 1906 he entered the Rose Hotel in the company of Captain Caddell and his wife and remained there until after midnight and according to the police “*the proceedings inside the Hotel were of a noisy character.*” Dr Born was asked for an explanation of why he was there, in view of the verdict which was influenced in a great measure by his medical evidence, and that he was a Member of Executive Council.

“The Board of Trade have received a silver cup for Captain W M Caddell, master of the British Barque Fifeshire, of Glasgow, which has been awarded to him by the Canadian Government in recognition of his services to the shipwrecked crew of the Canadian schooner Carrie Easler, of Port Medway, Nova Scotia, which was abandoned in the North Atlantic on Mary 18th”. News of the World.

According to family history William Moore CADDELL was born in 1864 in Maitland, Nova Scotia. In April 1897 William was married to Katherine Douglas FULTON, daughter of Captain Reuben Fulton, in San Francisco, California. William’s occupation was recorded as Master of the Barque *Clancaird*. Katherine appears to have travelled with her husband as their only child, Charles, was born at sea in 1899 and Katherine was on board when the *Fifeshire* called into the Falkland Islands in 1906.

According to Katherine’s obituary on page 4 of the edition of Tuesday 28 January 1908 of The Truro Daily News, Nova Scotia, Katherine, age 38, died at sea on board the *Fifeshire* 28 October 1907 from paralysis of the brain. The *Fifeshire* was en route from Iquique, Chile to Queenstown, Ireland and Katherine was buried in the Queenstown Cemetery in November 1907.

William didn’t survive his wife very long as he died 28 January 1909, age 45, and was buried in MacDougall Cemetery, Nova Scotia.

While bound for Portland, Oregon from Newcastle, New South Wales, Australia, under Captain J NICHOL, the *Fifeshire* ran on to a reef in the Gilbert Islands on 21 August 1908 and was abandoned. All hands were saved but a court of inquiry suspended his certificate.

Including the *Fifeshire*, Captain John Nichol had had charge of three ships in seven years; the three-masted *Cromartyshire* which was abandoned on fire in Mossel Bay off the west coast of South Africa in 1901, and the four-masted barque *Glencairn* was wrecked on a reef near False Cove, Cape San Diego, Tierra del Fuego 23 July 1907; two of the twenty-five crew drowned and he received a warning from the court of inquiry. The latter two ships also belonged to Thomas Law & Co. Captain Nichol, although a young man, had also been shipwrecked on three occasions.

[Greenock Telegraph and Clyde Shipping Gazette 4 March 1885: FIM December 1906: FIC/D11; 349, 14; 381, 15; 394, 5; 404, 23: FIM Christmas Number 1906: J9; 22, 23, 24, 64: Sydney Morning Herald Nov 1908: NZ Herald 3 November 1908: Townsville Daily Bulletin 28 November 1907]

Castaways

On 12 February 1842 John Tyssen wrote to Lieutenant Governor Moody informing him that that morning he had observed two people on the beach in White Rock Harbour and that he had sent a boat for them to bring them on board and enclosed their statements.

Henry WHITEMAN, Native of Great Britain, aged 18 years and Samuel PROFIT, Native of New Providence, US, age 24 years, state:

"That on the 18th or 28th of December 1840, they left the American Brigantine Enterprize, John CREECE, Master, in company with another seaman named John BRAY, that to the best of their knowledge they landed with the Brigantine's dinghy in Queen Charlotte Sound West Falkland, that the cause of their leaving the said brigantine was discontent at their treatment, that John Bray, after various disagreements amongst themselves, separated from them about two and a half months after first landing, that they subsisted on the wild fowl of the Island, seals, roots of the tussock (daily) and the berries of the Heather, that they were healthy and did not experience any very severe weather, (in comparison with the Winters in the United States), that with the exception of two days they eat their victuals raw, being unable to procure fire, that at times they were attacked by the Warrahs or foxes and killed twelve of them."

When they were brought on board HMK Sparrow at White Rock Harbour they were in a good state of health, but from the middle downwards were without clothing and the upper parts were barely covered with rags.

John Tyssen, Lieut Commr. 12th Feby 1842
[C1; 30]

Sappers Hill Cairn

Sapper Hill, above Stanley, has a commanding view of the approach to the capital by sea from the south east right around to the north east and was one of the places that the local population watched the Battle of the Falklands on 8 December 1914. Unfortunately, any structures on it were also an excellent aid for hostile cruisers to sight their guns as shown by the following article from the Falkland Islands Magazine of January 1915.

On the outbreak of hostilities the cairn at Sappers Hill was demolished as it offered an excellent mark for the guns of a hostile cruiser. The following paper was found at the bottom of the cairn.

5th July 1865.
Sappers Hill.

This Cairn was built by order of Colonel G D'Arcy Governor and Commander in Chief of the Falkland Islands, as a land mark for Strangers out sporting to guide them back to the Settlement. Stanley, distance 2 1/2 miles N. E. Built by a working Party of the Corps of Royal Marines Light Infantry and commanded by Lieut John Alfred Sweeney of the above corps. In the 30th year of the reign of Queen Victoria of Great Britain.

Names of Builders.

37 Co W Grimes, Colour Sergt Overseer. 4 Co John Gardiner. 83 Co James Jenkin. 23 Co William Rendell. 12 Co Obadian Lyse,

Masons.

69 Co Stephen Tollpre. 61 Co John Cheek. 4 Co Lawrence Newing. 32 Co Thomas Haigh. 36 Co William Miller.

Labourers.

Of the above men Obadiah Lyse, John Cheek and Lawrence Newing settled and the first two still have descendants in the Falkland Islands. William Rendell may have stayed as a settler, as, according to the Falkland Islands Magazine of July 1892, a settler, named Rendle, died from exposure some years prior.

Most of our readers are aware that a Settler, named Rendle, perished some years ago between Teal Inlet and Douglas Station. His saddle, gear and melitas were only found a short time ago by Lee Whitman, to the East of Sierra Chata House, about 50 yards to the North of the track. Rendle had evidently taken them off the horse and put them into a hole, covering them with diddle-dee. The ground was very swampy, and the saddle was broken, the horse had evidently been bogged, getting out how ever after Rendle had left it.