

JOHN SINCLAIR CAMPBELL

According to his obituary [FIM Nov 1902] he arrived in the Falkland Islands 18 March 1866. The shipping records do not list a vessel as arriving on this date – On 18 March 1868, however, the “Kate Sergeant” a 174 ton American schooner arrived from Montevideo with two passengers. This would then tie in with the dates that Captain Campbell worked (see below) and him being in America, so there may have been an error in the obituary.

Following are the entries in the shipping registers which show John Campbell as the Captain (*all vessels are entered at Stanley, Falkland Islands*).

1868 Jul 27: “Lilly” 10 ton cutter owned by the Falkland Islands Company Ltd arriving from Darwin Harbour with ballast.

1868 Oct 03: “Lilly” from Salvador with 197 cattle hides.

1868 Nov 08: “Lilly” from Darwin Harbour with 180 cattle hides.

1868 Nov 08: “Lilly” from Darwin Harbour with 18 barrels of tar.

1869 Nov 23: “Lilly” from Darwin Harbour with sheep.

1870 Jan 28: “Perseverance” 40 ton schooner owned by the Falkland Islands Company Ltd from Lafonia with hides.

The “Perseverance” was purchased in 1861 by the Falkland Islands Company Ltd from George Pakenham Despard, the missionary. She was used to run around the islands and sealing.

1870 Feb 18: “Perseverance” from Lafonia with hides.

1870 Mar 03: “Perseverance” from Lafonia with hides.

1870 Apr 07: “Perseverance” from Black Rock (*Darwin*) with hides.

1870 Apr 16: “Perseverance” from Salvador with hides.

1870 Jun 11: “Perseverance” from Pebble Island with wool.

1870 Mar 03: “Perseverance” from Fitzroy with bones.

1870 Nov 11: “Perseverance” from Port Louis with hides.

1870 Nov 30: “Perseverance” from Lafonia with 1145 bull and cow hides, and long boat ex “Coquimbana”.

1870 Dec 23: “Perseverance” with wrecked goods – anchors, cables, sails and rigging, ship stores ex “Vampyr”.

1871 Jan 09: “Perseverance” with general cargo ex “Vampyr”.

1871 Feb 14: “Perseverance” with wrecked goods from “Vampyr” ironmongery & soap.

1871 Mar 09: “Perseverance” from Lafonia with 1600 bulls & cows & quantity of boxes.

- 1872 Nov 29: "Black Hawk" 110 ton schooner, arrived from London, 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'.
The "Black Hawk", described as a 'fine sailing vessel', was a topsail schooner built at Camper & Nicholsons of Gosport to run the mail to Montevideo in place of the "Lotus" which she did until 1879 when she went sealing and was lost off Staten Island in 1880.
- 1873 Jun 21: "Black Hawk" from Montevideo with general cargo and mail.
- 1873 Oct 03: "Black Hawk" from Montevideo with mail and passengers. Left again 15 November 1873.
- 1873 Dec 21: "Black Hawk" from Montevideo with general cargo and mail.
- 1874 Feb 04: "Black Hawk" from Montevideo with general cargo, passengers and mail.
- 1874 Mar 22: "Black Hawk" from Montevideo with general cargo, passengers and English mail.
- 1874 Jun 17: "Black Hawk" from Montevideo with general cargo, passengers and English mail.
- 1875 Feb 02: "Black Hawk" from Montevideo with passengers, mails & 500 Deals.
- 1875 May 04: "Black Hawk" from Montevideo with general cargo, passengers and mail.
- 1875 Jun 22: "Black Hawk" from Montevideo with general cargo, passengers and mail 'Bad weather throughout the passage'.
- 1875 Dec 14: "Sparrowhawk" a 96 ton Schooner from Sandy Point with a cargo of poles, 7 crew and 1 passenger.
The "Sparrowhawk" was the sister ship to the "Black Hawk" which was built to seal on the Coast (Western of South America). She was described as 'a bad sea boat' and was lost near Punta Arenas in 1879 leaving 4 men on a rock at Staten Island, one of whom died before being rescued.
- 1876 Aug 22: "Sparrowhawk" from Sandy Point with wood and passengers.
- 1877 Mar 21: "Sparrowhawk" from Montevideo with cargo for Company (*FIC*) via Montevideo and passengers.
- 1877 Aug 15: "Sparrowhawk" from Stanley to Montevideo with mails.
- 1877 Sep 10: "Sparrowhawk" from Montevideo with mails and passengers.
- 1877 Nov 04: "Sparrowhawk" from Stanley to Montevideo with mails and passengers.
- 1877 Dec 20: "Sparrowhawk" from Montevideo with mails.
- 1878 Feb : "Sparrowhawk" from Montevideo with mails and passengers.
- 1878 Mar 30: "Sparrowhawk" from Montevideo with mails and passengers.

- 1879 May 23: "Sparrowhawk" from Montevideo with mails and passengers.
- 1880 Jul 12: "Fairy" 87 ton vessel from Stanley to Montevideo for the mails.
The "Fairy" (ex "Rachael P Brown" was built in Baltimore in 1850 and purchased by the Falkland Islands Company Ltd from J H Snyder of New York in 1853 reputed to have been in slave trade. Was sold to Alex Laws and repurchased by the FIC Ltd in 1870. Used for sealing, coasting and on mail contract at various times. Broken up in 1931.
- 1880 Aug 03: "Black Hawk" back to Stanley, Falkland Islands.
- 1880 Sep 04: "Orissa" 124 ton from Stanley to Port Stephens, West Falkland, carrying Mr G Dean, Captain Cantley & Mr Hunziker
- 1882 Jan 31: "Orissa" from Stanley to Port Stephens, West Falkland with general cargo.
- 1883 Feb 22: "Orissa" from Stanley to Pebble, Keppel and Saunders Islands.
- 1883 Mar 14: "Orissa" from Stanley to Fitzroy for Captain Packe.
- 1883 Apr 12: "Orissa" from Stanley to Johnson's Harbour.
- 1883 May 15: "Orissa" from Stanley to San Carlos, Weddell Island & Port Stephens.
- 1889 May 26: "Louisa" a 35 ton vessel bound for Punta Arenas to bring up the English mail, returned 12 June 1889.
- 1891 Jan 16: "Hadassah" a 37 ton schooner bound from Montevideo to Stanley, the new pilot boat.
Sailed from Falmouth, England and took 54 days to reach the Falkland Islands. The Government owned the "Hadassah" and she was used to carry mails to the West Falklands. She was sold by auction to J Lellman 8 November 1892 for £105 after being seriously damaged in a gale.
- 1893 May 29: "Tylia" a 90 ton vessel bringing wood from Sandy Point, cleared again 10 July 1893.
- 1898 June 29: "Allen Gardiner" a 50 ton vessel from Tekenika to Stanley "For coasting trade, Wr. on N. Coast"

Vessels lost while under his charge:

In order, FIC's Brenton Loch cutter, *Lotus*, *Sparrow Hawk*, *Black Hawk*. He also dismasted and nearly lost the *Orissa* and nearly wrecked the *Messenger*. [FIC/C3; 879]

John Sinclair CAMPBELL, bachelor and master mariner of Stanley, was married to (1) **Mary RUTTER**, widow, 7 August 1873 by Arthur Bailey, Registrar at the Registrar's Office. The witnesses were Samuel Pimm, Norah Pimm, T Sharp and Helen Bonner. Mary's father was recorded as William Parker and John's as Alexander Campbell, neither had their occupation listed. Mary died 12 December 1874, age 38, of Gastritis and is buried in Grave D369 (*next to her first husband, William*).

John Sinclair CAMPBELL, widower and master mariner of schooner *Black Hawk*, was married to (2) **Hannah CLARKE**, widow, 5 August 1880 in the Parish Church according to the Rites and Ceremonies of the Established Church after Banns by Lowther E Brandon MA Colonial Chaplain.

The witnesses were F I King and Elizabeth Melville. John's father was recorded as Alexander Campbell, excise officer, and Hannah's father was recorded as James Dawson, tailor. John, age 70, died in Stanley 13 October 1902 and was buried 15 October 1902 in Grave A2. The informant was W Campbell. [Obituary FIM Nov 1902]

Hannah and Jessie departed 29 March 1905 on board the *Panama* bound for Liverpool.

FIRST GENERATION:

Children of John and Hannah SINCLAIR:

1. **Jessie Agnes CAMPBELL** born 25 August 1882 in Stanley and baptised 8 October 1882 by Holy Trinity Church. Her father's occupation was recorded as master mariner. Jessie and her mother departed 29 March 1905 on board the *Panama* bound for Liverpool
2. **William CAMPBELL** born 25 February 1886 in Stanley and baptised 4 April 1886 by Holy Trinity Church. His father's occupation was recorded as government pilot.
3. **Child CAMPBELL**. Stillborn. Buried in Grave E427.
4. **Child CAMPBELL**. Stillborn. Buried in Grave E428.