

DIXON FAMILY (3)

NB: The following is prepared from Falkland Islands Registers and files – there may be other family born outside the Falklands. Unless stated otherwise, all dated births, deaths and marriages occurred in the Falklands and all numbered graves are in Stanley Cemetery. Various spellings of names are recorded as written at the time.

William John DIXON

“14. The Directors approve of your suggestion for a new Captain for the ‘Black Hawk’ and have engaged Captain William John Dixon as per agreement dated 19 ulto herewith – his Master’s Certificate being No. 30,385 dated 10th February 1864 – he goes with this steamer accompanied by his wife, who is to reside at Stanley...he has been well recommended.” [FIC/C1; desp 489 – 8 May 1875]

Captain Dixon and his wife were passengers on board the RMSr *Neva* to Montevideo and then would have travelled to Stanley on board the *Black Hawk*, arriving 22 June 1875 with bad weather throughout the passage.

“7. Par 14. Capt Dixon is a sailor like man, and I should think, likely to take care of the vessel; but his deafness is against him.” [FIC/D3; desp 203 – 2 July 1875]

Captain Dixon was the master of the 110 ton British schooner *Black Hawk* and sailed her between Stanley, Falkland Islands and Montevideo, Uruguay with general cargo and mails, a voyage of between 7 and 12 days depending on conditions.

‘When Mr Langdon left Teja Cottage I put Captain Dixon into it, I think the Company have never sent out a better man, and I am glad to say that Mr Callaghan speaks in the highest terms of him.’ [FIC/D4; Desp 216, 15 13 May 1876]

‘With reference to what I said in a previous despatch about Captain Dixon’s house, I have since thought that if the Company allow him one, it would be cheaper to build one at once, than to pay rent for another. He takes an order for £250, and offered £100 more in gold, besides which I am informed that he has yet some debts out. That on a salary of £150 he has in two years paid his way and saved £400, would appear to show that his position is moderately lucrative. It points, I think, to a system of trading, which extends far beyond the limits of apples, oranges and onions, which are his legitimate perquisite. Neither Mr Langdon nor I have been able to discover anything about his dealings, and without grounds, I would, obviously, say nothing to him...’ [FIC/D4; desp 240, 6]

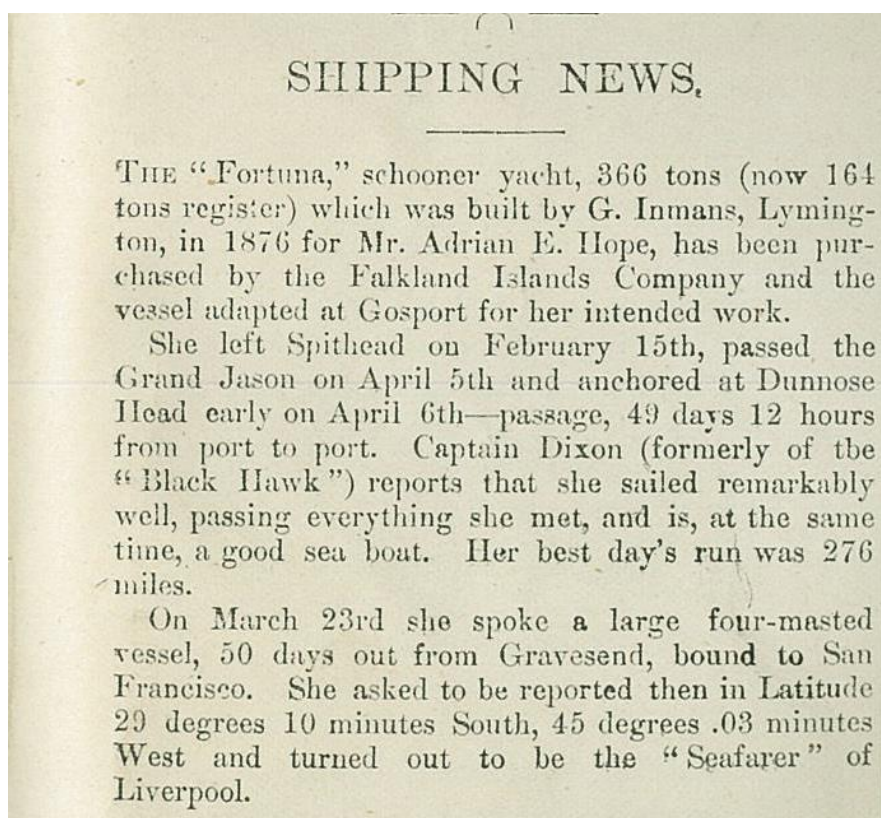
On 24 February 1878 he arrived in the *Black Hawk* 64 days out from London.

Captain Dixon was granted a salary increase of £10 a year backdated to 1 January 1879. [FIC/C1; desp 537 – 26 Mar 1879]

Captain Dixon was paid his final wage for the *Black Hawk* in June 1880 and drew cash for £39 being the final balance of his account with the Falkland Islands Company Ltd. He may have departed for the UK 18 June 1880 on board the *Ramses*.

In their despatch dated 9 December 1893 London Office advised that Captain Dixon of the *Black Hawk* would be the sailing master out of the Company’s new schooner, the *Fortuna*. He was engaged for the voyage out only at £12 a month up to his arrival back in England by mail boat, second class at the Company’s expense. He was to navigate her and carry out the provisions of the Merchant Shipping Act while Rowlands was to be regarded as the master of

the vessel. [FIC/C2; desp 793, par 12; 796, 2; 799, 17] On 7 April 1894 Captain Dixon arrived from Portsmouth in the 163 ton schooner, the *Fortuna*.



[FIM June 1894]

Captain Dixon departed 18 May 1894 on board the *Denderah* bound for Europe.