

LEG/10/45B

SHIVES/12#5

CLASSIFICATION RESTRICTED

LEG/10/45B

GROUP LEGISLATION

VOL: 1

SUB-GROUP PROTECTION OF WRECKS

SUBJECT THE ST. MARY

ARCHIVE

OFFICER DEALING ECTED FILES LEG/10/45 - Protection

FILE OPENED of Wrecks; LEG/10/45A - Charles Cooper

FILE CLOSED 11-2-82 LEG/10/45C VICAR OF BRAY


~~CLOSED
4/6/86~~

C/S.

1

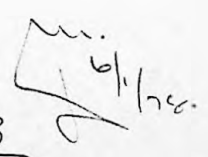
I submit herewith for H.E.'s signature a licence to enable the National Maritime Historical Society of the United States to remove sections from the "St. Mary."

This has rather 'come out of the blue' as far as I am concerned but I assume it has all been approved informally somewhere along the line and already has H.E.'s approval?


AS(C) 6.1.78

As Gov. 2
Minute above.

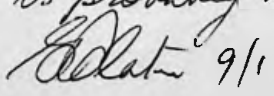
2. Although I mentioned this informally to H.E., I did not seek his approval. Basically, the facts are straightforward. The St. Mary is an irrecoverable skeleton of a vessel of some interest that is beyond our own resources to preserve.
3. The opportunity to obtain at least some section of it for the Museum is something which Mr. John Smith would welcome. The whole enterprise has ^{the backing of} ~~respectable~~ reputable maritime scholars, so I have no hesitation in seeking your approval of the licence.


6/1/78

CS

3

I have had a word with John Smith, who agrees that it would be a good idea to have publicity making the most of the benefits to us and of the safeguards against exploitation of wrecks (an idea which seems to be ever-present here). Would it be advisable to brief Pat-Watts? John Smith himself is probably the best man to do it.


Edwin 9/1

Yes. Arrangements
made accy
10/1

AS(c)

Mr. Spoke.

- 2. I have sent top copy of licence to Mr. Smith to hold for representatives of the NMHS of USA when they come next Monday.

[Signature]

C.S.

Draft Exhco at centie o.f.c. please.

§

26. 9. 77.

15Note Folios (35) and (36).

At a meeting held on 21 February between the Chief Secretary, Mr Berryman, and the Receiver of Wreck, it was agreed that Mr Berryman should submit to Government a report on exactly what the "St Mary" project is. It was also agreed that Mr Berryman should request the Director of the National Maritime Historical Society in New York to submit a report to HE the Governor for approval of their long-term plans for the future as regards the wrecks in the Falkland Islands.

A.S. 24/2.
R/W.

LEG/10/45
asc

JRW Parker Esq.
Governor of the
Falkland Islands



HE (v.f.)

D. S. PA

20/12

With the compliments of

**MARITIME, AVIATION AND ENVIRONMENT
DEPARTMENT**

Note:- Frank Carr is big in the marine historical /archaeological world and is involved in the background to the current expedition from the National Maritime Historical Society of the USA working on the St. Mary

**FOREIGN AND COMMONWEALTH OFFICE
SW1 2AH**

Pa

26 (1)

DEPARTMENT OF TRADE 1 VICTORIA STREET LONDON SW1H 0ET Telephone 01-215 7877



cc. P. Jones (LMS)
P. Secretary
Mr. S. Howell
Mr. Archer
Miss Gibson

From the Secretary of State

J M Meadway Esq
10 Downing Street
London SW1



29 November 1977

MRS 171/304/16

Dear John

I refer to your letter of 21 November with which you enclosed a copy of a letter from Mr Frank Carr enquiring as to the ownership of a wrecked vessel lying off the Falkland Islands.

Although responsibility for historic wreck lies with this Department, and not DOE as Mr Carr suggests, we cannot assist him greatly with his enquiries and do not think that any other Whitehall Department will be in a better position to do so, partly because he appears to be tackling his problem from the wrong angle.

Our interest in wreck is limited to anything found within our own territorial waters or brought into a UK port from outside those waters. The fact that the wreck of the "Saint Mary" happens to lie near a British possession, but well outside the Falkland Islands' territorial waters, therefore has no relevance.

As it is claimed that this is an American ship, and, indeed our own Register of Shipping contains no record of any vessel coinciding with the details of maiden voyage, sinking etc given, we would suggest that Mr Carr should start by attempting to obtain information on the ship's original registration and ownership from the American authorities (Office of Public Affairs, Maritime Administration, Department of Commerce, Washington DC, 20230). In addition, he might be advised to approach Lloyd's who can often assist in tracing the original owners or underwriters, providing they are given sufficient information and subject to the payment of a fee. Additionally, it is understood that the Salvage Association, which also represents underwriter's interests, is known to be compiling a full record of casualties with which its members were involved and, as this pre-dates the sinking of the Saint Mary, it might just conceivably furnish Mr Carr with some useful material. Apart from these avenues, however,

/we cannot



From the Secretary of State

2

we cannot offer any more positive help although it might be worth making the point that, if any insurance claim on the ship was ever settled, the probability is that ownership will now be vested in the insurance company concerned.

Yours sincerely
F D Evans

F D EVANS
Private Secretary

South Street Seaport Museum

120 SOUTH STREET, NEW YORK, N.Y. 10038 • PHONE 212-766-9020

Handwritten initials and circled numbers 27 and 2.

15 December 1977

His Excellency the Royal Governor
of the Falkland Islands
Government House
Port Stanley, Falkland Islands

Your Excellency:

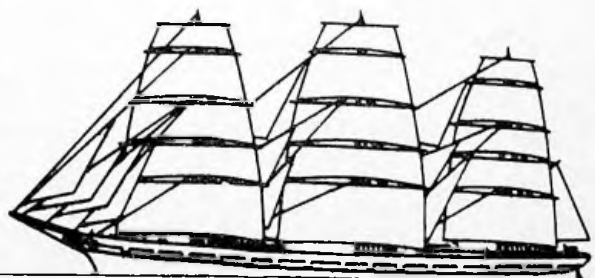
On January 16, 1978, I will be arriving in the Falklands with a team of five people, to survey and photograph the remains of American, British and Canadian sailing ships. This is a continuation of work begun by three of us on a two week visit in April 1976. The project is funded by the United States National Endowment for the Humanities. Its purpose is adding to our knowledge of types of ships which can no longer be found elsewhere in the world, and which ceased to exist in England and North America before interest developed in studying and recording them.

Among the members of our group will be Marine Archeologist Peter Throckmorton, British shipwright Hilton Matthews, and Keeper of Shipping for the Liverpool City Museums Michael Stammers. We expect to be in the Islands for six weeks.

Our 1976 visit to Port Stanley was quite successful, and we owe much to the cooperation and assistance we received, particularly from Government House, the officers of the Falkland Islands Company, historian John Smith, the pilots of the Air Service, members of the local diving club, and the office of the British Antarctic Service. We are looking forward to revisiting the Islands and renewing old acquaintances, and hope that the information we are able to compile will stir a fuller appreciation in England and America of the outstanding maritime historical resources existing in the Falklands.

Respectfully;

Norman J. Brouwer
Norman J. Brouwer
Historian



3
2

AS (GTT)
many thanks. C.S.
knows a good deal
about this, and you
might have a word
with him
I believe it is proposed
to hold a G.H. party

Reference.....

HE

Coastal wrecks

I had drinks last night with Hilton Matthews, who is a member of a group investigating coastal wrecks. Other members of the group are the curator of Liverpool Maritime Museum and five Americans. They are expecting a further five Americans to show up, as well as a film crew of eight.

The group are being sponsored^{by} an American organisation (the name escapes me) which is partially being financed by the US Government. The organisation is also connected ~~with~~ the Smithsonian Museum.

The members of the group already in Stanley are examining the wrecks in the harbour, with a view to producing a paper at the termination of their visit. They will be using divers to assess underwater damage.

After the whole group assembles, there are plans to head towards an area south of Darwin where an American ship was marooned. The investigators are proposing to make an extensive examination of this wreck, with a view to transporting it to Maine, its original home. They envisage having great difficulty over transporting it to Stanley but seem confident that they would be able to ship it to the US without much difficulty. When I asked how they would manage this, Hilton said that he thought the survey ships might help them.

The group are in contact with John Smith, who seems to be giving them quite a bit of assistance. However, the Americans are viewed with some suspicion by the locals and do not seem to be too popular.

4/2/2

C.S. to see.

4/6/2

AS (GH)

Y.E.

COASTAL WRECKS

I regret that I can not, in fact, usefully add to Miss Lawrence's minute of 2 February below. Indeed, I was surprised to learn from it that there are so many people here investigating the wrecks.

My interest had been confined to preparing an Order, dated 1 December 1977, designating the 'St. Mary' at Fitzroy as a protected wreck under the Protection of Wrecks Order and issuing a licence to the National Maritime Historical Society of the United States for the removal of two sections of it.

In the discussions that led up to the preparation of these two documents Mr. John Smith had indicated that only a small team would be coming to cope with the 'St. Mary'. No doubt the ~~adament~~ party may have taken him by surprise and, of course, he had no chance to talk to me about it because of my absence from duty. If you would wish me to do so, I could no doubt ask Mr. Smith to provide us with some more background. If, indeed, there are local misgivings about this group's activities, no doubt Y.E. will be cautious about the nature of the hospitality that you offer to them. Perhaps the best means of dispelling doubts and suspicions about what they are doing is for Mr. Watts to prepare an appropriate programme with them. He may already have this in mind and I will be taking an opportunity when he calls today to mention it to him.

Good

C.S.
7.2.78

We have only just received the attached letter about this visit.

The visitor's book has been signed by ten members of the team, and I see from the arrivals schedule that some of them arrived on yesterday's flight. There was also a representative of the National Geographic magazine on the same flight, and I suspect that he is connected with this project. I did, in fact, ask Hilton Matthews whether this magazine would be doing an article on their researches, but he had no notion of this.

Incidentally, Howard Pearce had a long conversation with Throckmorton, the marine archeologist, who was on his flight, and was very impressed by him.

I understand from Mrs Parker that there are plans to give a drink's party for these people, but no date has yet been fixed. The guest list has been compiled by John Smith.

<1

p.a.

7/2

AS (GH)
7.2.78.

Will hammer.

Word with John Smith (he will drop in) and mention about X. John P.

C.S. has spoken John Smith. NFA for the letter.

YE

WRECK "ST MARY"

I have submitted in the folder at centre for your signature, the revised licence for Mr Peter Throckmorton which we discussed at length yesterday.

2. With it I have submitted, as agreed, a draft telegram to Washington on the lines of which you may care to seek confirmation of Mr Throckmorton's bona fides. (I am uncertain in exactly which Consulate District Maine may be, but no doubt the Consulate in Washington will divert our enquiry if necessary).

3. Mr Smith has now told me that he believes that such is Mr Throckmorton's amour propre that he has probably over-reacted to the criticism that he has picked up casually about his project. Last night Mr Throckmorton gave a lecture and slide show in St Mary's Annex, which Mr Smith has described as "stunning". It was apparently attended by at least 60 people, only one of whom (Mr Nap Bound) raised any criticism or questioned the desirability of his removing anything from the Colony. Far from receiving any support from other members of the audience, Mr Smith tells me that Mr Bound's attitude was quite firmly rebutted by a number of other people in the audience whom, unfortunately, he did not identify to me. In general, however, this seems reassuring in placing the matter well before the public eye.

G.S

10.ii 78

1. ~~Miss Lawrence.~~
This seems to be saying just
will you please have a word with
Mr. Smith a fair convenient
date with Soc. Sec. for the party
he would like me to give.

2. G.S.
Good; thank you.
I have passed the signed
licence to Mr. Smith.

now pa

The 'St. Mary' contingent are leaving on
Monday next, to examine the wreck. They will
be away from Stanley for approximately one
week.

Week. John Smith is making a few enquiries
and will contact me tomorrow with likely
dates for a drinks party.

A. K. informed.

7/10/2.

LEG/10/45

(34) (6)

Hed.
S.S.

Tapu
13/5

FIFO 003/10

PP BOSTON

GR 130

CYPHER CAT/A

FM PORT STANLEY 10/1815Z

RESTRICTED

TO PRIORITY BOSTON TELNO 001 OF 10 FEBRUARY 1978

1. AMERICAN MARINE ARCHAEOLOGIST, PETER THROCKMORTON, HAS BEEN ISSUED LOCAL LICENCE TO REMOVE PARTS OF DESIGNATED MARINE WRECK "ST MARY" FOR REMOVAL TO MAINE STATE MUSEUM ON UNDERSTANDING THAT MUSEUM WILL BEAR COSTS OF REMOVAL TO MAINE, RESTORATION, AND RETURN HERE OF SECTION OF HULL.

2. FOR YOUR INFORMATION, THROCKMORTON'S BEHAVIOUR AND QUOTE SALES PITCH UNQUOTE HAS AROUSED SOME DOUBT ABOUT HIS BONA FIDES. GRATEFUL OF YOU WOULD CHECK WITH MUSEUM AUTHORITIES AND ALSO WITH NATIONAL MARINE HISTORICAL SOCIETY OF AMERICA THAT THROCKMORTON IS INDEED WORKING ON THEIR BEHALF. (WE HAVE NO REPEAT NO ADDRESS FOR SOCIETY BUT BELIEVE CAN BE CONTACTED THROUGH SOUTH STREET SEAPORT MUSEUM IN NEW YORK).

PARKER

NNNN

SENT 10/1902ZLCC

RECD 10/1902ZSW

(35) (7)

e.S.

R RR to H.M.

W. Break

17.11

FOFI 006/16

PP PORT STANLEY

GRPS 80

EN CLAIR

FM BRITAIN BOSTON 13451602

UNCLASSIFIED

TO PRIORITY PORT STANLEY TELNO 1 OF 16 FEBRUARY 1978

YOUR TELNO 1 OF 10 FEBRUARY 1978: ST MARY (6)

1. MAINE STATE MUSEUM SAY THEY HAVE ENTERED INTO AGREEMENT WITH PERSON NAMED TO EXAMINE WITH VIEW TO PURCHASE (AND SUBSEQUENT RESTORATION FOR PERMANENT EXHIBITION) SECTIONS OF EXTERNAL STRUCTURE OF VESSEL CONSISTING OF RIBS OUTER PLANKING AND SEALING FROM PIN RAIL TO SECOND TWEEN DECKS. NO QUESTION OF RESTORATION AND RETURN OF HULL. THEY UNDERSTAND SECTIONS WILL BE SHIPPED BY UNITED STATES NAVY TO US PORT BY APRIL 1978 IF WORK COMPLETED. IF NOT BY APRIL 1979. NO AGREEMENT MADE FOR PAYMENT OF TRANSPORTATION.

2. PETER SANFORD, DIRECTOR OF NATIONAL MARITIME HISTORICAL SOCIETY IN NEW YORK CONFIRMS ABOVE AND THAT PERSON NAMED IS PROJECT DIRECTOR. SANFORD UNDERSTANDS HOWEVER THAT SECTIONS WILL FIRST BE SHIPPED BY RN VESSEL TO UK FOR POSSIBLE EXAMINATION BY HYDROGRAPHIC OFFICE AND OTHERS, THEN BY UNITED STATES NAVY TO US.

BULLARD

NNNN

SENT 16/1925Z MSJ

RECD 16/1925Z LCC

(8) (36)

Reference.....

C S

St Mary wreck

I forgot to mention to you when I saw you earlier that Throckmorton is, I understand, not returning to Stanley for another week. However, his logistics officer, Eric Berryman, is hoping to see the master of the Bransfield when it arrives here, about shipping the wreck back to the UK.

We have not yet received any ETA for Bransfield, but it is not likely to be before 1400 Monday.

Lawrence.
17/2.

HIM

We spoke about this on Friday evening.

2. Please warn Mr. Berryman that there can be no question of anything being shipped away from the Falklands ^{unless and} a clear understanding has been reached with the Maine State Museum. You should convey to him the cost of the recent

ATO

Chief Secretary
Stanley
Falkland Islands

Received 27.11.

27.11.
J

Dear Chief Secretary,

The historical projects presently being undertaken in these islands originate and are answerable to three organizations: personnel on the CHARLES COOPER report to South Street Seaport Museum in New York City and are funded by a grant from the Federal National Endowment for the Humanities. The ST MARY project, although of interest to South Street, is promoted by Maine State Museum in Augusta with Peter Throckmorton as their agent and marine archaeologist. Paul Rivard, Director at Maine State Museum, managed to acquire an appropriation of \$15,000 from state funds to build a replica of a sailing ship hull of the 19th century. After learning of our plans here he contacted Throckmorton and myself to explore the possibility of returning to the United States an original section of hull and it was decided that the ST MARY would be ideal for the purpose. Finalization of the plans of course depended on getting the approval of authorities in Stanley. Of the original sum \$11,000 was set aside to pay for materials and labor. The money, however, could not be handed to Throckmorton until the hull sections arrive at a port in the United States. Throckmorton went to his bank and took out a loan. The only items so far contributed by Maine State Museum are the two chain saws (value about 1800) which were absolutely essential to accomplish a most difficult physical task. Once the hull sections arrive in America reimbursement will be

me through the National Maritime History Society in New York.

My own involvement in all of this was originally restricted to making molds of ship decorations for South Street and, later at their own request, the Smithsonian Institution in Washington. A donation of one ton of silicon rubber from Dow-Corning Corporation in Midland, Michigan, made this possible. I later agreed to participate in the ST MARY effort at the request of Rivard and Throckmorton. Peter Stanford, President of NMHS, offered and I accepted the position of Secretary to the Falkland Islands Project.

Precisely what this is is not clear to me and I have asked Stanford to provide you with a detailed account of what he intends to accomplish. I do know that there is mounting political pressure from Stanford and many other influential people to get the Congress to build a National Maritime Museum. Since the Falklands are full of historical information and artefacts from an important age in America's history, the Falkland Islands Project is viewed as something that will continue for 15 or 20 years. However, he can explain all that himself.

Besides the silicon rubber my other primary responsibility is getting the equipment to Stanley and getting molds and hull sections back to America. Rubber and chain saws were transported as a contribution by the U. S. Navy's Military Sealift Command aboard their ship the MIRFAK. The Argentine Navy will see to getting it here aboard the Sucesso. I am placing a great deal of hope in either the BRANS* FIELD OR THE ENDURANCE taking it to England. Once arrived, a U. S. N.

flatbed and probably one from the RAF will transport the cargo to our nuclear submarine base in Scotland where the monthly resupply ship will take it all to Norfolk, Virginia. Thereafter the museums take over. On a personal note, I was rather chuffed that all of this complicated transportation could be worked out in large measure from my telephone at the University of New Mexico. My luck with the USN is largely due to knowing several people with whom I had worked during my tenure as the Secretary of the Navy's Bicentennial Coordination officer for almost three years and a commission as lieutenant commander in the Reserve.

I have spoken with John Cole and the Deputy Director of BAS and after clearing the spectre of unfair competition with the FIC it seems that transportation can be managed aboard the BRANSFIELD.

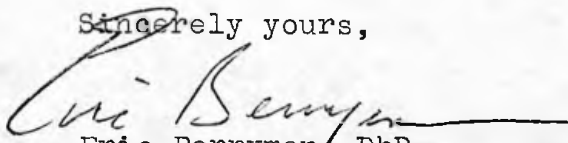
It is deeply regreted that so much misinformation has been bandied about and that documentation at almost every level is sadly missing. I should like to bring this litany of woes to an end. As representative of NMHS I expect to visit the Falklands many times in the years to come; it would not do to make this the first and the last of projects.

In the matter of Throckmorton I feel that despite his histrionics that he is absolutely straight. His contribution to marine archaeology is unrivalled, his books readable and thoroughly researched. He did not come to simply take artefacts away. Nor did I. The matter of shipping a part of the STMARY hull to Maine for conservation and then return to Stanley is a muddled version of my suggestion that all metallic objects should undergo conservation and ~~then~~ a part of these should be shared. I further suggested that Maine do the work (they will hear of my

just as well
plans later) but I can get the job done at my own university or
at the Balcones Research Center at the University of Texas. No
facilities of the kind are available in Stanley and these iron
objects require specialized care before they can be placed on
exhibition. At the time, alas, no one was around to catch the
mistake.

I hope that this letter takes care of some of your questions. Letters
have been sent to Maine and the National Maritime History Society.
Documentation is finally in the works. The film crew (a joint
venture between Rollex and the BBC) arrives March 6th. I am
planning a reception and I hope you and your wife are able to come.
Please let me know if there are further questions; many thanks for
your patience and assistance.

Sincerely yours,



Eric Berryman, PhD
Secretary, Falklands Project
National Maritime History Society

HM

(9)

Dr Berryman left the attached letter at the Secretariat today and called later to see whether it was what we required.

2. I told him that it was exactly what I had in mind as an initial explanation, but that we naturally looked forward to receiving in due course - for the information of Council - the long-term plans that the National Maritime History Society had in mind, and perhaps the Maine State Museum also.

3. At my request he gave me the following key addresses for the record:

- i) Mr Paul Rivard
Director
Maine State Museum
Augusta
Maine; and
- ii) Mr Peter Stanford
President
National Maritime History Society
16 Fulton Street
New York City

4. We can only await to hear from the latter (and perhaps the former also). I consider it encouraging that Dr Berryman expects to be the continuing link between FIG and the National Maritime History Society and that he expects to return. I found him straightforward and receptive.



CS
28.11.78

to see; then pa.

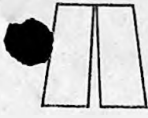
CS.

Thank you



HM.
28/12/78

LEG 110/45 (11)
40



THE UNIVERSITY OF NEW MEXICO | ALBUQUERQUE, NEW MEXICO 87131
ASSOCIATE PROVOST FOR RESEARCH
TELEPHONE 505: 277-5064

January 10, 1978

To Whom It May Concern:

This is to certify that Eric Berryman is presently an employee of The University of New Mexico.

As Associate Provost for Research for the University, I have had interaction with Dr. Berryman during recent months and I would appreciate any courtesies extended to him in connection with his involvement in the Falkland Islands project.

Sincerely,

Joseph V. Scaletti
Joseph V. Scaletti, Ph.D.
Associate Provost for Research

JVS:dt

Dear Chief Secretary:

I had this prepared entirely for authorities in the Argentine, consequently it is a little cryptic. I am Assistant + Dean of Students + University ombudsman for all student civil rights grievances; we have a sizeable hispanic + million ethnic population. In any event, this starts the process of documentation + credibility. *ES*

HIM *John + pr.* *22/10* *P. 4m. 22/2*

BCZC 232
MR 869 ROUTINE 23/2/1978 1202Z
FROM BRANSFIELD
TO CAMBRIDGE
INFO STANLEY

DE/177/78

SLOMAN/ADIE.

FALKLAND ISLANDS AND SOUTH GEORGIA MARINE ARCHAEOLOGY SITREP.

1. WE HAVE BEEN APPROACHED BY BERRYMAN, PRESUMABLY AN ASSOCIATE OF STANFORD MENTIONED IN YOUR C/0356/78, FOR FREE TRANSPORT OF WOOD SHIP RELICS WEIGHING 25 TONS FROM FALKLANDS TO UK. HE HAS BEEN ASKED TO INFORM FIC THAT THIS REQUEST HAS BEEN MADE TO BAS IN CASE THEY MIGHT HAVE SOME OBJECTION ON GROUNDS OF BAS TAKING THEIR FREIGHT BUSINESS. BRANSFIELD WILL HAVE SPACE TO CARRY THIS CARGO AND ASSUME, IF FIC HAVE NO OBJECTIONS, YOU WILL BE AGREEABLE.

2. MATTHEWS, ANOTHER MARINE ARCHAEOLOGIST WITH SOME ASSOCIATION WITH BERRYMAN, HAS APPROACHED US FOR PASSAGE TO SOUTH GEORGIA THENCE TO MONTEVIDEO ON REPAYMENT BASIS. HIS OBJECTIVE IS TO PHOTOGRAPH AND SKETCH HULK LOUISE AT GRYTVIKEN WHALING STATION WITH A VIEW TO LATER RECOVERY OF VESSEL FOR MUSEUM PURPOSES. IN VIEW OF MANY OTHER COMMITMENTS FOR PASSAGES ON LAST TRIP BRANSFIELD, VALUE YOUR ADVICE ON THIS REQUEST.

RJA/MNO'G

214 GOVERNOR FK
214 GOVERNOR FK
22100 RNCWHI G

S.S.
we spoke. Telegram sent,
giving details of licence.

R 091120Z MAR

FM MODUK NAVY
TO CINCLFLEET
INFO HMS ENDURANCE

HIM
J. 13/13
then pa
13/15

4p
13/13

FOCAS
GOVERNOR FALKLANDS
FCO LONDON

BT
UNCLAS
DIG KRK

FCO FOR SOUTH AMERICA DEPT (OSBORNE)

REF ENDURANCE HCA 212240Z FEB. TRANSPORT OF ANTIQUITIES.

1. US OF S (RN) HAS NOW REPLIED TO PARLIAMENTARY ENQUIRY FOR ASSISTANCE. COPIES BEING FORWARDED TO ENDURANCE AND HEGFI BY BAG.

2. MAIN POINTS ARE:-

A. ASSISTANCE MAY BE GIVEN ASSUMING NO PENALTY TO ENDURANCE OPERATIONAL PROGRAMME.

B. NO ADDITIONAL COSTS WILL BE BORNE BY MODUK NAVY. TRANSPORT, CRANAGE OR ANY OTHER RESOURCES USED SHOULD BE REPORTED TO MOD FOR FINANCIAL RECOVERY ACTION.

∴ MOD ACCEPTS NO LIABILITY FOR LOSS OR DAMAGE TO WRECK OR ANY ACCIDENT INVOLVING WRECK.

D. FALKLAND ISLANDS LEGISLATION PROHIBITS INTERFERENCE/REMOVAL OF CERTAIN WRECKS UP TO 3 MILE TERRITORIAL SEA LIMIT.

ENDURANCE SHOULD BE ASSURED THAT GEGFI HAS NO OBJECTION AND THAT LICENCE HAS BEEN ISSUED IF NECESSARY. ||

3. AUTHORITIES IN UK AND US BEING INFORMED AS IN PARA 2 ABOVE.

CO ENDURANCE SHOULD ENSURE THAT PROJECT AUTHORITIES LOCALLY ARE AWARE OF THESE CONDITIONS

BT

22100 RNCWHI G
320CQX GOVERNOR FKL RNCWHI G

214 GOVERNOR FK

HM
- Jo See; then per
13/13

14
14/3

(14) (42)

March 12, 1978

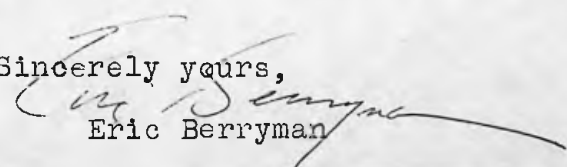
Dear Chief Secretary,

My tenure here is over although much remains to be done when I return. The hull sections are so big that I wonder whether an RAF and USN flatbed is enough to transport it all. With any luck at all, the USN will have something near Southampton so that road transportation will not be necessary. In any event, things are moving along nicely. I shall keep you informed of all our progress, particularly the conservation of the iron cargo conglomerates; perhaps I can persuade the BRANSFIELD to bring them all back here next year. By late next week I shall have spoken with Maine State Museum and the National Maritime History Society concerning the letters I promised you.

A recent letter from Liverpool museum authorities indicates that interest has been stirred over the JEHLUM, exactly what form this interest will take remains to be seen. I expect to be here late in December with the US/BBC film people. Meanwhile, I've asked Peter Throckmorton to finish the madding project and get the ST MARY pieces ready for shipment and to above all stay out of your way.

Thank you for your kindness and patience. Obviously without your support this whole thing would have been stopped in its tracks long ago and our reputations both here and the US would have suffered badly. I am most grateful.

Sincerely yours,


Eric Berryman

(15) (L13)

7/13/73

es.

Handwritten scribbles and initials, possibly including 'P' and 'L'.

FIFO 004/13

RR FCO

GR 80

EN CLAIR

FM PORT STANLEY 13/1610Z

UNCLASSIFIED
TO ROUTINE FCO TELNO 110 OF 13 MARCH 73

FOR OSBORNE S AM D

FCO PLEASE PASS TO MODUK NAVY FOR CINCFLEET AND HMS ENDURANCE
MODUK NAVY DIG KRK 091120Z MAR : TRANSPORT OF ANTIQUITIES.
1. LICENCE GRANTED TO PETER THROCKMORTON TO REMOVE ONE FORTY FOOT
SECTION OF 'ST MARY' WRECK FOR TRANSPORTATION TO MAINE STATE
MUSEUM TOGETHER WITH ANOTHER SECTION FOR STANLEY MUSEUM. SECTION OF
ONE MAST MAY ALSO BE REMOVED FOR EVENTUAL SHIPMENT TO MAINE STATE
MUSEUM. SMALL ARTIFACTS AND OTHER MATERIAL TO BE HANDED TO
RECEIVER OF WRECK, STANLEY.

PARKER

NNNN

SENT / RECD 13/1852Z LCC/RTK

CABLE & WIRELESS
KEEPS YOU IN TOUCH
CABLE & WIRELESS
KEEPS YOU IN TOUCH

ZCZC D111 ATSG94 CMB179 4-013879E069
FKLY CO UMNX 073
TDNT AUGUSTA HE 73/68 10 0956A EST PAGE 1/57

16
44
CABLE & WIRELESS LTD.
10 MAR 1978
FALKLAND ISLANDS

CHIEF SECRETARY THE FALKLAND ISLANDS COMPANY
PORTSTANLEY

HAINES STATE MUSEUM ANXIOUSLY AWAITING DEPARTURE SALVAGE SAINT MARY.
EXHIBIT CONSTRUCTION UNDERWAY. GOVERNMENT LEADERS EXCITED. STATE
MUSEUM TO REIMBURSE EXPENSES (LABOR ONLY) FOR SALVAGE OPERATIONS,
UPON RETURN OF MATERIALS. NO PROFIT PERMISSIBLE UNDER AGREEMENT, OR
STATE LAW. THANK YOU FOR SUPPORT. SIGNIFICANT PROJECT FOR PEOPLE OF
HAINES. THIS FIRST TELEGRAM

4-013879E069 CHIEF PAGE 2/11

TO FALKLANDS FROM HAINES.
PAUL E RIVARD DIRECTOR HAINES STATE MUSEUM

HM 15/3
To see you
12/11

712
Lesley Spence
John P...
Peter ...

CABLE & WIRELESS
KEEPS YOU IN TOUCH
CABLE & WIRELESS
KEEPS YOU IN TOUCH
CABLE & WIRELESS
KEEPS YOU IN TOUCH

LEG 110145

The Falkland Islands Co. Ltd

HM ✓ *Q* Stanley

To Sec; then per *W* 20/11



With the Compliments of the Stanley Manager

17
45

NEW YORK 16 March, received 17 March 1978

CHIEF SECRETARY
FALKLAND ISLANDS CO
PORT STANLEY

NATIONAL MARITIME HISTORICAL SOCIETY IS DEEPLY GRATEFUL TO FALKLAND ISLANDS COMPANY FOR HELP IN MANY PROJECTS OF HISTORIC IMPORTANCE INCLUDING WAVERTREE LONGBOAT, CHARLES COOPER PURCHASE, VICAR OF BRAY DONATION AND OUR CURRENT EXPEDITION TO SURVEY HISTORIC HULKS AND RECOVER ARTIFACTS FROM ST MARY WRECK FOR MAINE STATE MUSEUM. AS PUBLISHERS OF JOHN SMITH CONDEMNED AT STANLEY WE ARE IN YOUR DEBT ALSO FOR MUCH RESEARCH OF VALUE TO A MARITIME HERITAGE SHARED BY THE UNITED STATES AND UNITED KINGDOM. MUCH HAS BEEN ACHIEVED AND MUCH REMAINS TO BE ACHIEVED IN THIS FIELD. I HOPE ST MARY'S RECOVERY AS ARRANGED FOR US BY PETER THROCKMORTON, PROJECT DIRECTOR, ERIC BERRYMAN, SECRETARY IS FULLY SATISFACTORY TO YOU AND I WOULD BE GLAD TO ANSWER IN DETAIL ANY QUESTIONS YOU HAVE OR ANY GUIDANCE ON THE CONDUCT OF THIS PROJECT.

PETER STANFORD PRESIDENT NATIONAL MARITIME HISTORICAL SOCIETY

MININTZ

HM ✓ *[Signature]* 21/3.
Josee - pa
[Signature]

[Handwritten notes]
18
45
Wanna see.
to every one
wants to get into
the net!
Capt Wallis
will be interested
[Signature] 13/3

ZCZC 573
NR. 019 RN 7.3.78 2345Z

FM STANLEY OFFICE
TO CAMBRIDGE HQ (WOS)
INFO BRANSFIELD (RJAD)

X/044/78. REF C/0350/78 AND DD/177/78. FOLLOWING QUOTE
FROM LETTER RECEIVED TODAY FROM FIC:

THIS LETTER IS TO ADVISE THAT THIS COMPANY HAS NO OBJECTION
TO RRS BRANSFIELD CARRYING PORTIONS OF THE WRECK OF THE
VESSEL 'SAINT MARY' FROM STANLEY TO THE UNITED KINGDOM.
WE UNDERSTAND THAT THERE IS APPROXIMATELY 25 TONS WEIGHT
OF TIMBER AND FITTINGS INVOLVED.
THE LOADING OF THIS CARGO WILL BE UNDERTAKEN BY THE FALKLAND
ISLANDS COMPANY LTD., STEVEDORES FROM THE LIGHTER 0505.
WE TRUST THAT THIS WILL BE IN ORDER BUT IF YOU HAVE ANY
FURTHER QUERIES PLEASE LET US KNOW.

Capt. Wallis has
seen. p.a.
7/16/3.

ENDS

-/NR

ZCZC 686
NR 049 ROUTINE 13/3/78 1321Z
FM BRANSFIELD
TO CAMBRIDGE

BD/234UI

SLOWAN/ADIE. C/0711/78. MASTER BRANSFIELD SAYS :-

1. NO CONFLICT WITH CARRIAGE OF VP-FAQ.
2. PERSONS CONCERNED ADVISED VIA STANLEY THAT CAS CANNOT BE INVOLVED IN ANY EXPENDITURE AND DOCUMENTATION MUST BE CORRECT.
3. BRANSFIELD CAN COPE.

RJA/HNO'4

p.a.
7/16/3

ZCZC
C/0711/78 ROUTINE 0945Z 10/3/78
FM CAMBRIDGE HQ
TO STANLEY OFFICE
INFO BRANSFIELD - ADIE

X/044/78. NO OBJECTION PROVIDING:
A) IT DOES NOT CONFLICT WITH CARRIAGE OF FAQ
B) SURVEY INVOLVED IN NO EXPENDITURE
C) BRANSFIELD CAN COPE.

WOS/AM

p.a.
7/16/3

06110/45

S. 1320
(JUNE 1972)

19
46

UU
RR RBDJDC RBDNFB RBDNFC RBDWFA
DE RBDIOML 005 0841021
ZNR UUUUU
R 251300Z MAR
FM RNS ENDURANCE
TO RBDNFC/NOBUK NAVY
INFO RBDJDC/CINCFLEET
RBDNFB/POCAS
CEN/NECFI
RBDWFA/POO LONDON
BT

UNCLAS

DIG KRK

REF: NOBUK NAVY KRK 091120Z MAR
SUBJECT TRANSPORT OF ANTIQUITIES

1. THROCKMORTON HAS ARRANGED FOR WRECK TO BE SHIPPED IN RRS BRANSFIELD LEAVING PORT STANLEY ABOUT 5 APRIL
 2. HAVE OFFERED ASSISTANCE SHOULD ABOVE ARRANGEMENT FAIL
- BT

C.S.
Falling
over themselves!
J. King 27/7

Handwritten signature and date 28/7

Ref: Clipper Project

Distr. No use logs.

NNNN

*: By hand to NECFI

1/7

Handwritten mark

M. King/Hand.

LEG/10145

(47) 20

un
m



ALBUQUERQUE, N.M. 87131

Office of the Dean of Students

March 17, '78

*RFR
to HN to see
J. L. H.*

Dear Chief Secretary,

I have just spoken with Maine State Museum and Paul Rivard tells me that a telegram has gone out to you care of the FIG. It appears that when the consulate in Boston called, Rivard was away and one of the secretaries answered the questions. A great pity in view of the needless muddle it caused. There is no problem whatsoever about conservation of the iron objects and state funds have also been made available for a book on the ST MARY and the whole operation in the Falklands. This project has caught their imagination and they are keen, to say the least.

Dig in for the winter and try to avoid using the JEHLUM as fuel. Shall keep you posted as things develop.

Sincerely,

Eric Berryman



MINISTRY OF DEFENCE
MAIN BUILDING WHITEHALL LONDON SW1A 2HB

Telephone 01-218 2216 (Direct Dialling)
01-218 9000 (Switchboard)

THE PARLIAMENTARY UNDER SECRETARY OF
STATE FOR DEFENCE FOR THE ROYAL NAVY

6th March, 1978

N/US 22/78

Dear Cledwyn.

Thank you for your letter of 24th January enclosing requests from Dr. Jones of the University of Wales and Dr. Davies of the University of Liverpool for RN assistance in transporting sections of wrecks from the Falkland Islands to the UK.

I am sorry it has taken some time to give a substantive reply but I decided to await the outcome of HMS ENDURANCE's recent visit to the Falkland Islands, between 18 and 20 February, when the opportunity was taken to examine the wreck and discuss the matter locally.

This preliminary examination indicates that HMS ENDURANCE may well be able to assist in transporting the wreck providing the latter is cut into smaller sections. HMS ENDURANCE will return to the Falkland Islands from the Antarctic on 16 March, and I hope that a full assessment can be undertaken then. If anything substantive emerges from this survey, I will let you know.

I must point out, however, that any assistance that HMS ENDURANCE is able to provide must be without penalty to her operational programme, and without cost to this Department. For example, any transportation or cramage costs incurred before departure from the Falkland Islands or after arrival in the UK must be borne by the Society. Nor can the MOD accept liability for loss or damage to the wreck, or for any accident which may occur en route.

You should also know that the Falkland Islanders are concerned about the removal from the Islands of antiquities such as this. As recently as December 1977 the Falkland Islands Government passed the "Protection of Wrecks Ordinance 1977", the purpose of which is to protect wrecks of historic, archaeological or artistic importance or which are in a potentially dangerous condition from unauthorised interference. Under this Ordinance (the provisions of which apply up to the three mile territorial sea limit) a licence is required from His Excellency the Governor of the Falkland Islands (who is, I understand, aware of the current project) before any wrecks may be explored or any part removed. I do not know whether

/the...

The Rt.Hon.Cledwyn Hughes, CH, M.P.

the National Maritime Historical Society, or others who have requested MOD help, have in fact been granted such licences, but any assistance the RN is able to provide must, of course, be subject not only to the conditions I have described, but also to the overriding condition that the project has the consent of the Falkland Islands Government and that the appropriate licence has been issued.

*Yours,
A.E.P.*

A. E. P. Duffy

49
22



From: D R Marsh
Defence Secretariat Division 5
MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB
Telephone 01-218 2190 (Direct Dialling)
01-218 9000 (Switchboard)

His Excellency the Governor
of the Falkland Islands
Government House
Port Stanley
FALKLAND ISLANDS

Your reference

Our reference

D/DS5/19/33/77

Date

10 March 1978

Dear Mr Parker,

1. As I believe you are aware, MOD has been approached by various bodies with requests for HMS ENDURANCE to transport sections of wrecks from the Falkland Islands to the UK. One such approach came via Parliamentary channels to the Under Secretary of State for the Royal Navy.
2. As you will know HMS ENDURANCE undertook a preliminary survey of the wreck during her brief visit to the Falklands between 18 and 20 February and reported that provided it was cut into sections, she would probably be able to assist as requested.
3. Whilst we would wish to be helpful to scientific research, we have had to impose certain conditions on the provision of such assistance. In addition, having been alerted by South America Department to the "Protection of Wrecks Ordinance" which the Falkland Islands Government passed last year, Mr Duffy's reply makes it quite clear that the project in question must have your full authorisation if HMS ENDURANCE is to help.
4. A copy of Mr Duffy's reply, which you may wish to see, is enclosed. A separate copy for Captain Wallis is also enclosed, which I would be grateful if you would arrange to have passed on to him when HMS ENDURANCE returns to Stanley on 16 March. You will have seen from our signal KRK 091120Z March that the salient points have already been passed to him.

Yours sincerely,

Derek Marsh

RMR to:

OS.
H.K. has suggested that a round-up
report should be sent to Geo. Mod etc.
Once the wreck has been shipped.

Encls

RLA

H.M.
I should be grateful if you would
begin drafting the report that HE
has in mind. *25/3*

The first intimation Government had about this project was verbally through Mr J Smith who had received a letter from Mr F Mitchell, Managing Director of the Falkland Islands Company, dated 16 November 1977. This was backed by a letter from Mr F Carr, the Vice-President of the Society for Nautical Research based at Greenwich. Mr N Brouwer, Librarian of the South Street Maritime Museum, New York, and nominal leader of the expedition, has attempted to put John Smith in the picture, but his letter was not received until January 1978, after his arrival. Michael Stammers, Keeper of Shipping for City of Liverpool Museums, arrived in Stanley on 23 January, and a week later the rest of the team arrived. These were Mrs Stone, N Brouwer, P Throckmorton, H Matthews and Dr E Berryman. A week later two more volunteers arrived.

2. In his letter Mr Frank Mitchell stated that the team had hoped to remove one complete section of frames and planking - about 20 ft long - of the remaining side of the "St Mary" for exhibit in Maine, where she was built; and the expedition would undertake to remove a duplicate section from the ship to become an exhibit in the new Falkland Islands Maritime Museum, when the project was developed.

3. On the face of Mr Mitchell's and Mr F Carr's letters, and after consultation with Mr J Smith, an Order was made under the Protection of Wrecks Ordinance, 1977, declaring an area within 300 yards of the centre of the site of the "St Mary", lying wrecked at Kelp Lagoon, Fitzroy, to be designated as a restricted area. This was approved by the Executive Council on 22 November, 1977. It should be noted that Government went to great lengths to get this Order enacted because of the time factor. A licence was then issued on 9 January 1978 to the National Maritime Historical Society of the United States in respect of the designated restricted area at Kelp Lagoon, Fitzroy, for the purpose of removing two sections of the "St Mary".

4. Mr Throckmorton was not satisfied with the terms of this licence and protested to the Receiver of Wreck in the presence of Mr J Smith. The Chief Secretary was informed of this protest and of Mr Throckmorton's aggressive attitude; and it was decided to call a meeting of all concerned - the Chief Secretary, Mr N Brouwer, Mr Throckmorton, Mr J Smith, and the Receiver of Wreck. At this meeting Mr Throckmorton persisted with his aggressive attitude and started throwing his weight around and dropping names (ie Mr Callaghan, Mr Frank Carr, BBC Film Unit, and Rolex Watches). He was firmly, but politely, informed by the Chief Secretary that the Colony laws relating to the protection of wrecks was strictly defined and had to be strictly adhered to. It was finally agreed that a new licence be issued in the name of P Throckmorton, on behalf of the Maine State Museum and the National Maritime Historical Society of the USA. One of the conditions of this new licence was that one section of the hull of the "St Mary", for ultimate display in the Stanley Museum, would be taken to Maine State Museum, suitably restored, and returned to Stanley at the expense of the Maine State Museum. Because of Mr Throckmorton's behaviour at this meeting it was decided to despatch a cable through diplomatic channels to establish his bona fides. The reply to the cable made it clear that some of the claims made by Throckmorton were bold, unfounded, and exaggerated. It was stated by Maine State Museum, for example, that there was no question of the restoration and return of a section of the hull to Stanley Museum. It should be pointed out that at this stage Mr J Smith decided to disassociate himself from any of Mr Throckmorton's activities.

5. On receipt of the cable from Boston, Dr Berryman was informed by the Receiver of Wreck that there was no question of anything being shipped away from the Falkland Islands until a clear understanding had been reached with the Maine State Museum. At this Mr Throckmorton became patently hostile. His comments on the Chief Secretary and the Receiver of Wreck at this time were, to say the least, unpalatable.
6. The Boston cable intimated that arrangements were in hand to ship the parts of the "St Mary" to the United Kingdom on HMS "Endurance", while at the same time Dr Berryman was making arrangements to have them shipped on RRS "Bransfield".
7. After Throckmorton had visited Government House, a meeting was called between the Chief Secretary, the Receiver of Wreck, and Dr Berryman, when it was agreed that Dr Berryman should submit to the Government exactly the purpose and logistics of the project. It was also agreed that Dr Berryman should request the Director of the NMMS in New York to submit a report to His Excellency the Governor for approval of their long term proposals for the future as regards the wrecks in the Falkland Islands. Dr Berryman informed the meeting that he had instructed Throckmorton to "keep out of our way".
8. Mr H Matthews had been engaged as a professional shipwright to carry out the cutting up of the "St Mary", but the part was actually cut out by Throckmorton and remained in Stanley throughout the entire "St Mary" operation. Throckmorton obtained his help and labour from the crew of a visiting yacht. Matthews was also to record the exact location of any artifacts found: many of these were recovered but, to date, no record has been submitted by Throckmorton as to their exact position in relation to the wreck.
9. As requested by the Chief Secretary, Dr Berryman wrote outlining his part in the project and its overall aims. (Dr Berryman also undertook ~~to~~ privately to have certain artifacts (eg rusted toy trains) treated and returned to Stanley).
10. After the arrival in Stanley of the sections of the "St Mary", it was found that either Throckmorton or Dr Berryman had invited the US Air, Naval, and Cultural attachés to visit Stanley by air to view the pieces. This was done without the courtesy of first informing His Excellency of their intention. The visit, however, for various reasons did not take place.
11. The sections of the "St Mary", along with certain of the artifacts recovered and the mouldings of the stern carvings from the "Charles Cooper", were shipped to the UK on RRS "Bransfield" on 12 August.
12. The TV crew, who were due to arrive during the "St Mary" operation, eventually arrived at Stanley in mid-March, headed by Mr Crichlow (who, incidentally, had no connection with Rolex Watches), after all the work had been carried out on the "St Mary". The film crew did visit the site of the "St Mary" wreck and filmed various wrecks in Stanley.

CONCLUSIONS

Basically, N Brouwer, Stammers and Matthews had a sound and valuable programme of research in the Falklands on which Throckmorton and Dr Berryman rode along or used for their own benefit, which reflected badly and unfairly on the excellent work of Brouwer and his team. It is thought that basically Throckmorton and Dr Berryman are no more than entrepreneurs.

Before any further licences are issued, the background of the applicants should be thoroughly vettèd to avoid repetition of the trouble which Throckmorton caused during his visit.

/It is

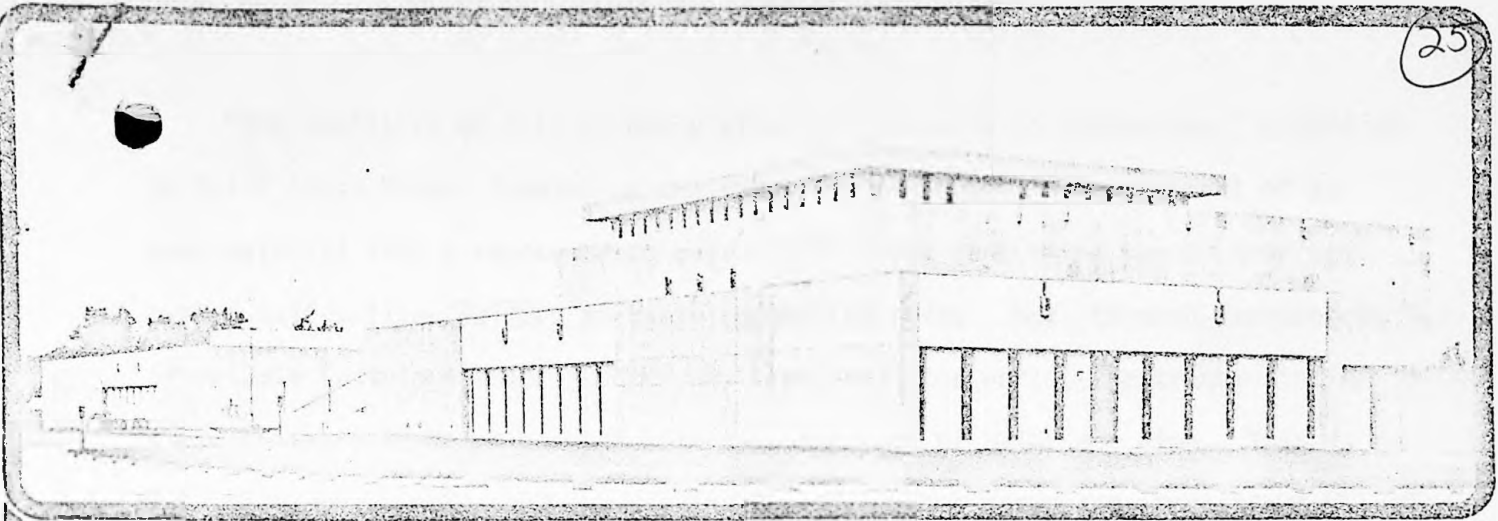
It is our firm opinion that Throckmorton should not, under any circumstances, be allowed to be associated with any projects concerning the Falkland Islands, because of his troublesome, hostile and aggressive attitude during his recent somewhat prolonged stay in Stanley. His activities have taken up a great deal of Government time for very little, if any, positive result.

Throckmorton frequently used the name of Peter Stanford in association with his project. But it should be noted that Stanford, at one time President of the South Street Seaport Museum of New York, has since been replaced. The structure of the National Maritime Historical Society should be investigated as it is highly likely that it exists on paper only.

Since this draft was prepared the "St Mary" Association has been founded in Stanley - about 15 persons being present at the meeting - and it is alarming to learn that both Prince Philip's and His Excellency's names were used, a move being made to invite Prince Philip to be the Patron.

L Halliday
Receiver of Wreck

10 July 1978



PRESS RELEASE

MAINE STATE MUSEUM

DATELINE: For release Friday, June 23, 1978 a.m.

The Maine State Museum announced today that it has made what a spokesman described as "the most spectacular acquisition in the State Museum's history". The State Museum has acquired, for use in its exhibition program, a massive hull section of the Maine-built 'down-easter' ST. MARY, lost at Kelp Lagoon in the Falkland Islands on her maiden voyage in 1890. The recovery of a portion of the ST. MARY's starboard hull (estimated to weigh between 25 and 30 tons) culminates a five month saga which has involved not only the Maine State Museum but also the Ship Trust Committee of the National Maritime Historical Society, The World Ship Trust in London, the British Antarctic Survey, the British Royal Navy, The Royal Engineers, the U.S. Navy, Maine Maritime Academy, the Maine National Guard and the governments of the Falkland Islands, Argentina, Great Britain, the United States, and above all, the people of the Falkland Islands.

Mr. Peter Stanford, Director of the National Maritime Historical Society, noted that "this surviving remnant of the big down-east square-riggers once known throughout the world represents virtually the last fragment which remains of this maritime history. These ships have disappeared completely... only fragments remain. The Maine State Museum will have the most substantial example of Maine-built square rigged 'down-easters' in America."



"The logistics of this recovery effort are a story in themselves," according to Maine State Museum Commission chairman, Vernon Segal. "The shipment of so much material from a remote beach over 12,000 miles from Maine should have cost over a half-million dollars at going commercial rates. But, through the cooperation of private individuals and governments throughout the world, the transportation of these sections to Maine has not cost the taxpayers of Maine one dime. This is an example of government agencies working together effectively and productively. This is an example, too, of the energy and hard work of the staff of the Maine State Museum. But, most of all, this project reflects international cooperation between the people of Maine and the people of the Falkland Islands; we owe a debt of gratitude to the people of the Falklands, whose concern for the preservation of maritime history has permitted the return of the ST. MARY hull section to Maine."

Commissioner of Educational and Cultural Services, H. Sawin Millett Jr. had praise for the ST. MARY project. "This project," Millett said, "is an extraordinary example of international cooperation between private and public agencies, and I sincerely appreciate the efforts which have been made by so many people around the world on behalf of the citizens of Maine. I'd like to say, too, that I am enormously pleased by the aggressive vitality now in evidence at the Maine State Museum."

The ST. MARY, launched in Phippsburg in 1890, was one of the last square-rigged 'down-easters' ever built, according to Museum Director Paul E. Rivard. "The ST. MARY wreck was the perfect choice for our exhibition needs," Rivard explained, "for three important reasons. First, the ST. MARY was massively built, and according to a Bath newspaper at the time of her launching she was perhaps one of the best built ships ever seen along the Maine coast. We wanted to express to our visitors the sheer size of Maine down-east shipbuilding in its heyday in the late 19th century; at the zenith of wooden shipbuilding technology. The ST. MARY was a very large square-rigger indeed; at over 240 feet long, she was easily much larger than any historic sailing ship now afloat. The ST. MARY exemplified the

story we wanted to tell of a shipbuilding industry growing out of Maine's forest and sea resources."

"The ST. MARY was a perfect choice for a second reason," Rivard continued, "because she was a wreck, not an intact vessel. Our unique exhibition needs were for a section of a ship, not a complete ship. Any intact vessel of that size, even if one could have been found, would have been entirely out of the question for exhibition purposes, and carving out the needed section would have been unthinkable. The fact that only a remnant of the original ST. MARY remained on the beach after 88 years closely matched our exhibition needs." "The third reason for the choice of the ST. MARY wreck was, simply, that she was perhaps the best documented 'down-easter' ever built along the Maine coast. A great deal of documentary material associated with this ship has survived... much of it owned today by relatives of the builder, Charles V. Minott."

The ST. MARY was lost on a remote reef in Kelp Lagoon in the Falkland Islands on August 10, 1890, after a bizarre incident involving a collision with the MAGELLAN while rounding Cape Horn. Within a few days the great ship had been broken apart by one of the South Atlantic's frequent storms. But 140 feet of the starboard side of the hull was left stranded on the stony beach about 30 miles from Port Stanley. It has lay there ever since, visited only infrequently except by penguins and sea lions. Now a section of the ship's starboard side, measuring 16 feet in height by 40 feet in length, has been shipped back to Maine, while miscellaneous parts of the original cargo have been loaned to the people of Maine by the people of the Falkland Islands.

It is remarkable that this section of the ST. MARY could have survived at all exposed to the weather for 88 years. Rivard attributes its survival to several conditions in the Falklands. "It seems likely to me that the wood has survived in part because there are no trees in the Falklands and, hence, there are very few wood-eating organisms anywhere near the wreck site. Second, the strong winds which lash the Islands almost continually probably speeded the evaporation of water after every rain or high surf. Also, of course, the ship was brand new when it was wrecked.

The ST. MARY project was undertaken for the State Museum by the National Maritime Historical Society, a Washington-based private maritime preservation organization. In charge of the effort was Mr. Peter Throckmorton of Newcastle, Maine, an internationally noted maritime archaeologist, the author of several books on underwater archaeology, and curator-at-large for the National Maritime Historical Society. "This was Peter's project all the way," Rivard said. "We had the utmost confidence in his energy and ability, and he certainly justified that confidence." The all-important logistics of this project were handled by Dr. Eric Berryman of the University of New Mexico, who coordinated most of the details from the Falklands to Maine. "Without Eric," Rivard said, "I think that the ST. MARY wreck would still be lying in the Falkland Islands."

The story of the ST. MARY is one of contributions... of time, materials, and hard work. Donated tools and materials were delivered to Argentina by the U.S. Navy on a routine voyage to Antarctica. Chain saws to cut the section into manageable two to three ton portions were donated by the Homelite Division of Textron. The Government of Argentina assisted in numerous ways, including permitted passage of all materials through Argentina duty-free. In the Falkland Islands, the Falkland Islands Company agreed to waive their monopoly on overseas shipments to permit the cargo to be taken to England by the British Antarctic Survey vessel BRANSFIELD.

The hull section (carefully selected from drawings and photographs by the staff of the Museum prior to the expedition) was dismantled in twelve pieces. Each piece includes outer planking five inches thick, frames 18 inches square, sealing planking, 18 inches thick and massive knees to support deck planking. Each of these pieces was skidded down the beach and pulled out to a small ship provided by the Falkland Islands Company, the MONSUNEN. The pieces were brought back to Port Stanley where they were picked up by the British Antarctic Survey for return voyage to Southampton, England. In Southampton, the Royal Navy, and the Royal Engineers assisted by securing the entire wreck cargo and bringing it down river to Portsmouth to rendezvous with the Maine Maritime Academy's training ship

The STATE OF MAINE, on June 7. The STATE OF MAINE was in the English Channel returning from Rotterdam, and the Commandant of the British Naval base in Portsmouth issued a diplomatic invitation for the STATE OF MAINE to visit the port at no charge. The STATE OF MAINE will arrive in Portland on Tuesday, June 27, and off-load the ST. MARY materials early on the morning of the 27th to waiting flatbed trucks provided, along with their crews, by the Maine National Guard.

In England the entire project was aided by several top level supporters, including Prime Minister James Callahan. In addition, many of the logistics in England were expertly handled by Sir Frank G.G. Carr, former Director of the National Maritime Museum and President of the World Ship Trust, and Mr. Sidney Wignall of the University College of North Wales. "Without these friends," Rivard said, "it is very unlikely that we could have pulled this project off."

Rivard stressed that the ST. MARY was, for the State Museum, the best choice as an educational installation dealing with Maine's maritime heritage. But, he was quick to add that "this does not mean that the State Museum is now going into the maritime preservation business. We must all continue to look to the maritime museums at Bath, Seaport, and Kittery for leadership in maritime history and preservation." Rivard's first professional job in the museum world, more than a decade ago, was at Mystic Seaport. "From my days at Mystic Seaport," Rivard reflects, "I recall vividly the enormity of the task of preserving our maritime heritage. I'm happy that the Maine State Museum has played a leadership role in teaching maritime history, but at the same time the private maritime museums of Maine should be reinforced and strengthened if Maine's maritime heritage is to be preserved. The task is so great that there is more than enough work to go around, and more than enough room for varied approaches to maritime preservation."

Upon arrival in Augusta, the sections of the ST. MARY will be treated chemically to help to stabilize the wood and metal. "We won't be putting the ST. MARY into its place until the spring of 1979," Rivard said. "Now that the parts are coming back to Maine, the hard work and skills of the State Museum's staff must be brought to bear in order to complete this project. The State Museum

... well equipped with the skills needed, and the energy required, to complete the phase of this project. But, the public should'nt expect to see the ST. MARY until next spring... until then all of our work on the ST. MARY will remain behind the scenes."

26 52



STATE OF MAINE
OFFICE OF THE GOVERNOR
AUGUSTA, MAINE
04333

JAMES B. LONGLEY
GOVERNOR

June 14, 1978

His Excellency the Governor of the
Faulkland Islands
J.R.W. Parker O.B.E.
Port Stanley
Faulkland Islands
South Pacific

Dear Governor Parker:

As Governor, I wish to thank you, on behalf of the people of the State of Maine, for your courtesy and generosity, along with that of the people of the Faulklands, which has resulted in the salvage of a section of the Maine built ship St. Mary. The return of this section will add immeasurably to our understanding and education concerning Maine's maritime heritage.

We are grateful to the people of the Faulklands for helping to provide materials useful in teaching the story of Maine's ship-building history. I am advised that the section of the St. Mary will be installed in a permanent exhibit at the Maine State Museum where it can be seen by the museum's one hundred thousand plus visitors each year.

Thank you again for your contribution to the people of Maine. We all look forward to continued cooperation between the people of Maine and the people of the Faulklands to enrich the understanding of maritime history.

Very truly yours,

Jim Longley
James B. Longley
Governor

JBL/mmm

19 July 1976

The Honourable James B Longley
Governor of the State of Maine
Augusta Maine
04888 U S A

Dear Governor Longley

26 32

The very kind sentiments which you expressed in your letter of 14 June, have been highly appreciated, both by myself, and by the people of the Falkland Islands, to whom they have been broadcast.

We are a small but highly active community, with a long and democratic tradition of peaceful industry in these quiet Islands. The links forged in the past between the Islanders and the seafarers of the United States, particularly from the New England coast and your great state of Maine, are brought constantly to mind by the names of many of our capes, bays and promontories, and by the many relics of ships that came to our shores for refuge, after encountering the hazards of the southern oceans.

The fine ship, St Mary, was one of these, and we are glad that part of her hull has now found a final resting place close to the yard where she was built. We hope it will serve as a reminder of those old but abiding ties between our peoples, which we hope will find new expression in the interest aroused in what is still to be seen and learnt of our connected maritime past.

Please be assured, Sir, that any visitor from Maine who would find it possible to come here to see where the brave sailors of the past found haven on their storm-tossed voyages, will receive as ready and warm a welcome on these still unspoilt and distant shores, with their plenitude of wildlife, under free and open skies.

With my honoured respects.

Yours sincerely

Governor



MAINE STATE MUSEUM

Paul E. Rivard
State House, Augusta, Maine 04330 - Robert L. Damon, Director (207) 289-2301
04333

June 28, 1978

His Excellency the Governor of the Falkland Islands
J.R.W. Parker, O.B.E.
Government House; Port Stanley
Falkland Islands, South Atlantic c/o GPO London, England

Dear Governor Parker:

It gives me great pleasure to inform you that the Maine State Museum has received the shipment of ST. MARY hull sections salvaged in the Falkland Islands, together with the miscellaneous materials loaned by the people of the Falklands to the State of Maine. Everything has arrived intact and in good condition.

I have sent you (see enclosures) a sampling of press clippings here in Maine which indicates the impact which this project has had here. The people of the Falklands are to be thanked by all of us, and I am pleased to say that the T.V. and radio coverage, which has been extensive, has frequently mentioned the spirit of cooperation with the Falklands which has made this project possible.

The Governor of Maine has, I know, sent you an official letter of thanks. I must apologize, however, for the fact that in all the excitement surrounding the arrival of the ST. MARY I dashed off the address for the Governor's office, and I later discovered that the address was wrong. I hope that the Governor's letter does reach you nevertheless because I know that he sincerely wanted to express the appreciation of the people of Maine.

The ST. MARY sections will now undergo conservation treatment and the exhibition will probably take one year to complete. At the time of the grand opening we would very much like to have a contingent from the Falklands come to Maine as guests of the State. I'll be working on these details next year after the election of a new governor.

Thank you sincerely again for your contribution to the people of Maine. You have helped us to restore a treasured piece of our lost heritage. Please express our thanks to all of the people of the Falklands.

Sincerely,

Paul E. Rivard
Director

PER:am
Encls:

FROM: His Excellency Mr J R W Parker CMG OBE

(30)
~~50~~

19 July 1978

Mr Paul E Rivard
Director
Maine State Museum
State House
Augusta Maine
04333 U S A

(28)
~~50~~

Thank you for your very kind letter of 28 June. I enclose a copy of my reply to the letter which Governor Longley was so very kind to send me, and which we deeply appreciate.

I found the copies of the press clippings which you sent me very interesting indeed, and I am having them displayed for people here to see. Everyone connected with the project of arranging the shipment of the St Mary hull sections is most gratified to know that the help we could afford has had such pleasurable results.

I am sure that your kind invitation to a representative Falklands party to attend the opening of the exhibition will be most gratefully received, and perhaps we might correspond on this nearer the time.

In the last seven days of August of this year, I and my wife hope to be visiting former Foreign Service friends of ours in Rhode Island, before going on to London for a period of leave. Were it at all possible, it would be a pleasure to visit you in Augusta, perhaps to discuss what more we might do to help preserve those many relics of maritime history which abound here. I appreciate this may be a busy holiday time for you, but I shall give below the address of our friends, in the hope we might make contact when we arrive.

In the meantime, I enclose a copy of the important monograph on the wrecks in Port Stanley, written by our modest local historian, John Smith, who has painstakingly devoted so much of his time to the exploration and identification of these maritime relics, and who, in fact, initially arranged the licence for the removal of the St Mary sections. Without his good work, and his persistence when, as one of my Honourable Councillors, he pursued through our legislature a bill for the "Preservation of Wrecks" (copy enclosed), much of this tangible history would have been in danger. In this field, he stands in the highest regard here.

/I am

I am also sending, by separate mail, a copy of the chart John has just recently published to show all the identified wrecks around the Islands, and which I would be grateful if you will accept as a small gift for display in your Museum.

Thank you again for your letter, and your kind remarks. In the hope it may be possible we shall meet soon, I am,

Yours very sincerely,

Governor

Address in Rhode Island: Jim Macfarland
15 Walcott Avenue
Jamestown
Rhode Island
02835

Tel: (401) 423 1453

Our Ref:
LEG/10/45

Government House
PORT STANLEY
Falkland Islands

28 July 1978

C W Osborne Esq
SAND
FCO

"ST MARY" WRECK

1. Would you please refer to our telegram number 110 of 13 March regarding the transportation of a section of the "St Mary" wreck from the Falklands to its original home, Maine. As there was so much fuss and bother over this whole exercise, we feel it might be useful for you to see the enclosed report, which has been prepared by the Harbour Master, and Mr John Smith, a former Councillor and local marine historian.
2. Had the Falkland Islands' Government been notified of the expedition's intentions, prior to their arrival here, we would have avoided wasting a great deal of time and effort on this project. Peter Throckmorton, a marine archeologist and the author of books on this subject, turned out to be an aggressive, loud-mouthed nuisance, who wasted no time in demanding to see the Governor and Chief Secretary, when they were in Council meetings, and generally making himself unpopular with the local people.
3. Through the efforts of FIG, HMS Endurance and the BAS ships, the wreck was transported to Maine, and we have now received glowing letters of praise and thanks from the Governor of Maine and the Director of Maine State Museum. However, all this could have been achieved with a minimum of fuss, and without Throckmorton's rudeness and overbearing attitude. As the publicity given to the arrival of the "St Mary" in Maine may engender further interest in the Falklands Islands' wrecks, we can only hope that any future expeditions will have the good sense to make their plans known to us well in advance of their arrival.
4. I am copying this letter and enclosure to DS5, MOD, with reference to Derek Marsh's helpful letter of 10 March.

M A M Lawrence (Miss)

cc:

DS5, MOD

30 55A

cc HE The Governor Government House Port Stanley Falkland Islands

Home Again

'St. Mary' Is Back In Maine

By LYN LILJEHOLM
Staff Writer

Ancient timbers from the deck of the largest surviving wooden ship in the world were hoisted piece by piece Tuesday morning from the hold of the Maine Maritime Academy training ship State of Maine.

The "St. Mary," last-built of the Downeast sailing ships, is returning home 88 years after she was wrecked off Cape Horn.

When the jigsaw puzzle of the separate pieces are reassembled, the ship will be on permanent display at the Maine State Museum, Augusta, the most substantial example of Maine-built square riggers in America.

The "St. Mary," launched in Phippsburg in 1890, collided that year with another ship, the Magellan, off Cape Horn. Seriously damaged, she headed for the Falkland Islands, but was beached by a storm.

Peter Throckmorton of Newcastle, a member of the National Maritime Historical Society, and a member of the salvage operation crew in the Falklands, said that "it looked as though a giant hand had raised her up and smashed her down on the beach."

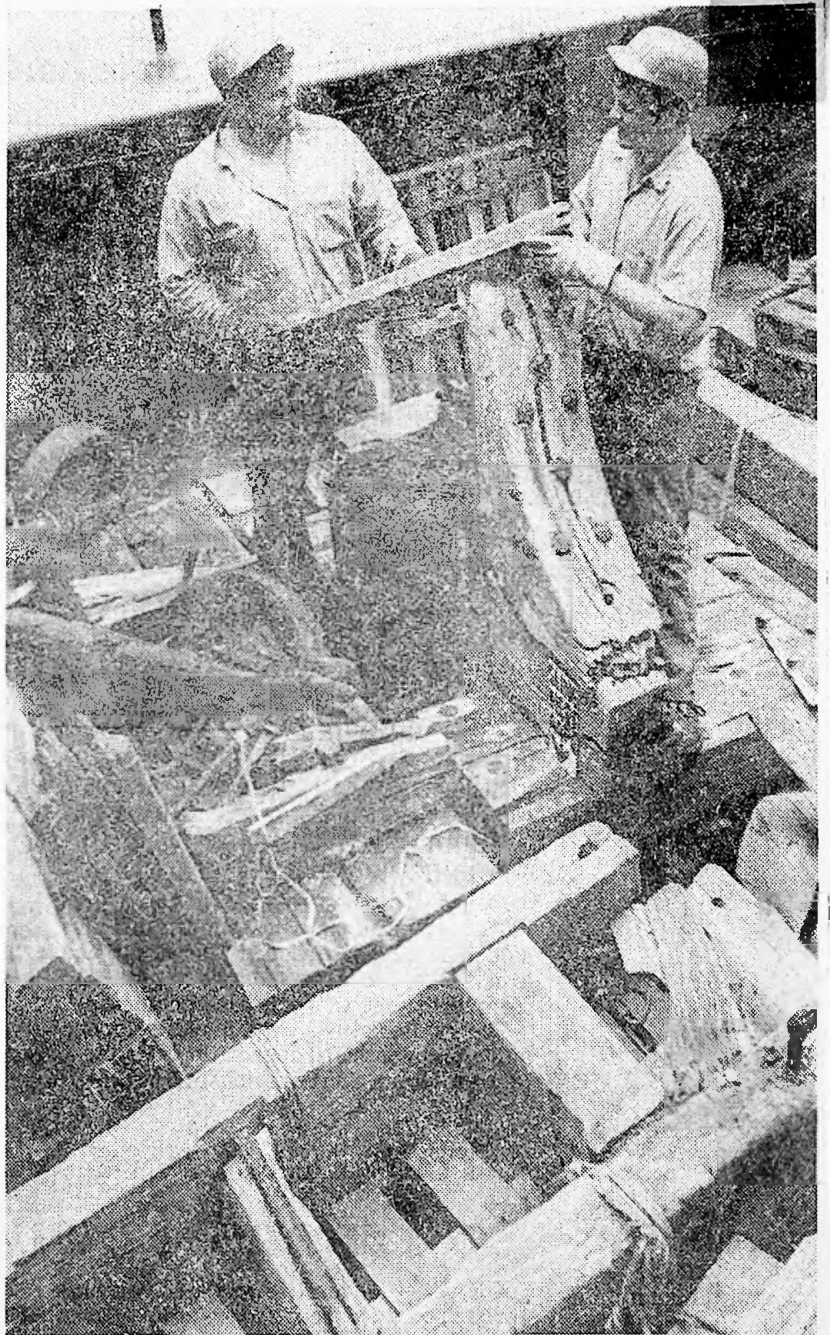
He said the wreckage was strewn for six miles in a remote area that could be reached only by plane or Land Rover.

The 40 tons of wreckage had to be marked for re-assembly, and some sections had to be sawed to fit onto about 20 two-ton pallets. "When we chain-sawed it, you could still smell the pitch," Throckmorton said. "It was like a saw-mill."

In fact, the large chunk of the St. Mary survives today in part because the yellow pine used in her construction contained pine pitch, a preservative. Another reason for her survival is the constant temperature and humidity of the Falklands, Throckmorton said.

The sections of the ancient sailing ship were loaded onto National Guard tractor-trailer low-beds Tuesday morning. From there they went to Hallowell for restoration work, and were identifiable by the experts on hand who are familiar with square riggers.

There were two 20-foot sections of a 40-foot pinrail, or deck rail; some outer hull planking—where the topmast was attached to the wooden beams, a ches-



Terry N. Edwards of Norway, left, and Mike P. Donovan of Yarmouth prepare to lift one of the "knees," or deck braces of the St. Mary.

The latter, Throckmorton said, was still being built by the traditional Maine craftsmen about 20 years after the British had introduced the more accurate mechanical chain gear.

Throckmorton said that the ship cost \$159,000 to build in the 19th century, a price which would be translated into \$5-15 million today if you could get the wood and the craftsmen.

The salvage crew spent about three months in the Falklands, 15 miles from the nearest settlement, and a 10-hour trip after roads ran out. Throckmorton said there were penguins in evidence, but one hazard was a sea lion rookery which

The remnants of the St. Mary reached Portland by the roundabout way of the Antarctic after they were picked up by the "Bramfield," a British Antarctic survey vessel, which eventually returned to Southampton, England, loaded into a Royal Navy landing barge and hauled to Portsmouth, England, where the cargo was picked up by the "State of Maine."

Even a part of the cargo of the "St. Mary" survives, and will be put on display in Augusta. It included grain (vanished now, but the grain bags survive), timber, ink and railway rails.

Perhaps the most poignant part of the cargo was a shipment of toy trains, now corroded, bound from the East Coast to Victorian-era



Manner of
Mrs Eachus
might-like
a "shank
7m" et.
John

2/2/68

With the compliments of
BRITISH CONSULATE-GENERAL

Enclosing article in the Portland
Press Herald reporting the safe
arrival of the deck portions of
the "St Mary". Your Telno 1 of
10 February refers.

Barbara Eachus (Mrs)
Information Officer
BRITISH CONSULATE-GENERAL
4740 PRUDENTIAL TOWER
BOSTON MA 02199

(31) 58

Government House

PORT STANLEY

Falkland Islands

HM ^{R.4/2.} to ser; then pa 3 August 1978
3/VIII

Mrs D Bachus
British Consulate-General
BOSTON

ST MARY

(30)

1. Thank you for forwarding the article which appeared in the Portland Press Herald, regarding the arrival of the "St Mary" in Maine. It was kind of you to think of us.
2. The Governor has received letters from the Governor of Maine, and the Director of Maine Museum, thanking him for making the return of the "St Mary" possible. As the project appears to have aroused a great deal of interest in the United States, it looks as though we may be receiving visits from other expeditions, interested in the wrecks around our coast.

M A M Lawrence (Miss)

The First and Last Voyage of the *St. Mary* Part II

By Sanford H. Low, Ph.D.
with Peter Throckmorton

The *St. Mary* slipped her towing cable on May 30, 1890, after 27 hectic days of fitting out in New York. Captain Jesse Carver ordered his mate to make sail and the ship swung slowly to her heading for Cape Horn. The new ship had been chartered for \$28,840 roughly one quarter of her construction cost. As New York slipped away astern, Carver may have briefly considered what his share in the ship would yield. These calculations were important to him for this was a lifetime gamble. The Captain owned one quarter of the new *Down Easter*, but he owed \$10,000 to the ship's builder, C. V. Minott of Phippsburg Center, Maine. His note fell due on December 24, and if it was not paid in time he could lose his entire share in the ship. It was a big risk. At age 57, Carver presumably looked forward to retirement soon. A quarter share in a *Down Easter*, with luck, would keep him snug and comfortable for the rest of his life. But that note had to be paid....

On her voyage to the Horn, *St. Mary* proved a smart sailer. "The *St. Mary* sails well in small winds...in a strong breeze I think she would do just a dozen," the captain commented in a letter to his wife. The ship experienced 57 days of fine weather and was able to keep skysails set all the way to the Horn.

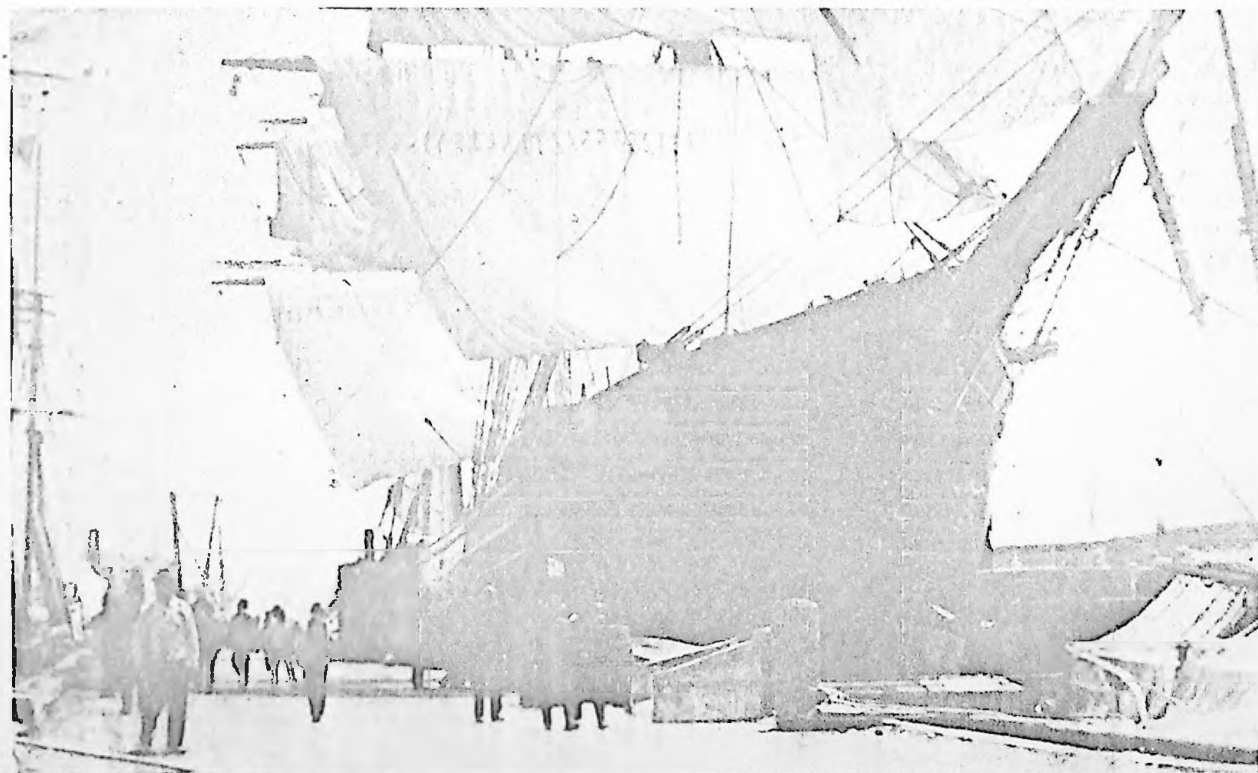
On August 6, she overhauled and spoke the *James Drummond*, another Minott ship, during the day. The *Drummond* had left Philadelphia more than two weeks ahead of the *St. Mary* and it must have given Carver some satisfaction to leave her hull down on the horizon that evening. This triumph was tragically short-lived.

That night, there were eleven ships in close company off Cape Horn, 130 miles west of Diego Ramirez rocks. Ten of them were on the port tack heading almost due north with enough sea room to clear the Cape. The *St. Mary* was on the starboard tack, on a southwesterly course, standing away from the Horn. A map drawn by Captain Curtis of the *Drummond* shows the *St. Mary* on a collision course with the British ship *Magellan*. In the early morning hours of August 7, at 1:30 A.M., The *Magellan* drove into the port quarter of the *St. Mary* and gravely damaged the new ship. Among the Haggett documents is a letter written by Carver to his wife describing the accident:

I am again in trouble, after passing all the ships that sailed ahead of me, and strange to say I saw them all, and after getting one hundred and thirty miles to the west of the Diego Romereze we were run into by another ship and badly stove up. All the mizzen rigging on

the Port side is gone and all the sails, and the chain plates all gone, quarter stove in, mainsail and mainyard gone, and a lot of other things all cleaned out on the lee side...This is one of the most stupid accidents that I ever saw. We were on the starboard tack with wind about W. by N. with reefs in the upper topsails, with the foresail, mainsail, jibs, and spanker set, and the sea quite smooth for Cape Horn—just 1 A.M. when the 2nd mate called out to me "Here is a fellow who won't keep off." I was on deck at 12 as usual, the moon was shining brightly and clear as could be asked. I was on deck in less than half a minute, just in time to see his jibboom over the end of our main yard, and then he burnt his danger signal. Had I only known that he was a ship that could not be kept off I could have got out of his way. The "*St. Mary*" was going 7 1/2 and could have been got out of the way. I think that when the thing is hunted up, that the mate of the watch was looking for something to eat, and the lookout had lighted his pipe, and returned to some closet to meditate. All the sails they had was lower topsails, and we were under easy sail with what we had, we could have carried topgallant sails if the wind had been where we could have made a better course.

At Pier 19, New York in May 1890, the *St. Mary* takes on cargo for her first voyage. Courtesy, Bath Marine Museum.



The *Aryan* was built at Phippsburg Center, Maine to the same lines as the *St. Mary*. She is seen here at Minott's yard just before her launch in July 1893. The church steeple is just visible above her jibboom. Courtesy Bath Marine Museum.

Below, Phippsburg Center as it looks today, the site of Minott's yard in the foreground. Photo, Sanford Low.

It is a letter filled with grave despair. "I am again in trouble," the Captain writes. This is not the first time that Carver had experienced difficulties. He had lost a ship previously, the *Richard P. Buck*, a Bath-built full-rigger of 1,567 tons. She was consumed by a fire which had been set by drunken sailors while in the port of St. Georges, Bermuda, during the summer of 1889.

On top of this bad damage the weather turned sour. Carver's letter continues:

...and then to make matters worse a bad storm set in, which drove us back to the Diegos, for three days this lasted with a bad sea and all this time we had all hands on deck, as long as there was any daylight, and then those got a few hours sleep.

After this storm was over the wind shifted to the S.W. and howled. The men could do no more and I kept off for here (Port Stanley). It was that, and E. or a South wind, or leave the ship...

It was the jinx of the Horn, bad weather hounding a damaged ship.

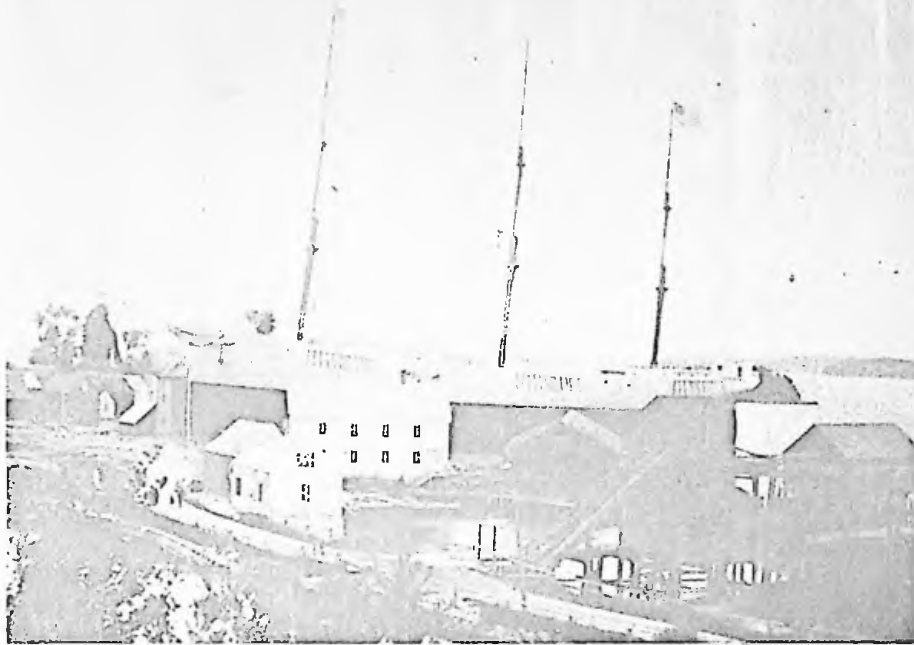
Things were infinitely worse for the *Magellan*. She sank with all hands, leaving only traces of wreckage. Excerpts from the "Wrecks and Casualties" section of the New York Maritime Register in the Haggett archives outline the loss of the *Magellan*:

Oct. 1: *Magellan*, Marshall, from Boston May 10 for Valparaiso, has been passed in a waterlogged condition. Her crew are supposed to have been drowned...

Oct. 15: *Magellan*, from Boston for Valparaiso, before reported...The master of the German bark *Pera*, at Valparaiso from Hamburg, reports that on August 12 in lat. 57 28 s., long. 63 28 w., he passed large quantity of cases of paraffine, some of which he picked up. He also saw a body of a man lashed to a cabin door. He picked up a board marked "Jenny's" extra refined petroleum, with H in a double triangle and I outside.

Other evidence in the Haggett archives confirms the severity of the storm that Carver and his crew endured. On January 2nd, 1891, the Custom House at Bath wrote to Minott requesting particulars on damage sustained in that same storm by the *James Drummond*:

Information has been received at Washington that the ship "James Drummond", while on her passage



from Philadelphia to San Francisco, sustained damage in a cyclone, August 6th, 1890, but it is without full particulars. Please fill out each numbered question on the enclosed blank Wreck Report and return it to this office as soon as possible.

A simple bureaucratic request for information concerning a storm at sea. This document rests amid more poignant reminders of Carver's struggle. Warm offices and the scratching of quill pens contrasts with the howl of wind off Cape Horn....

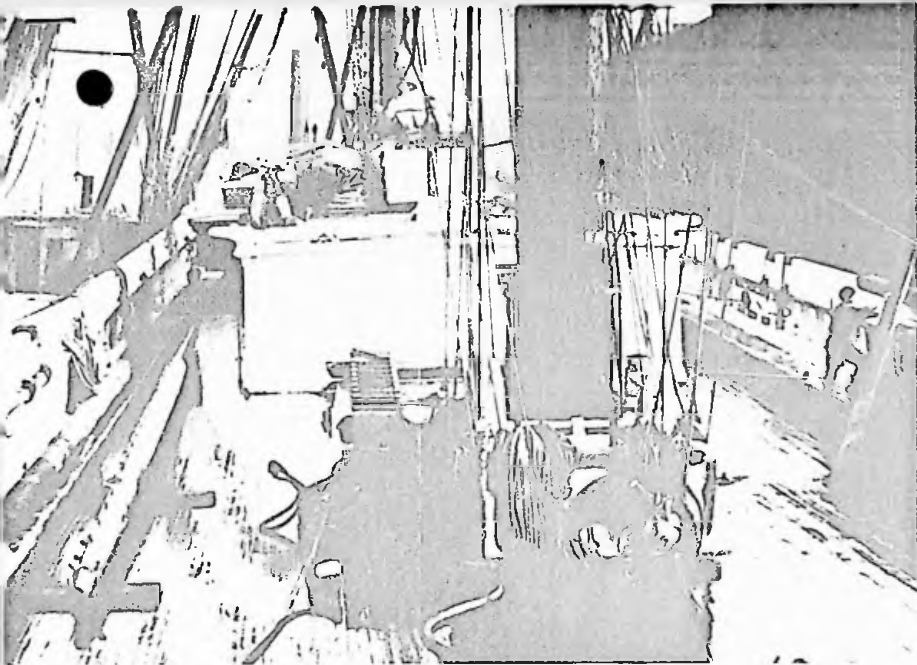
Carver and his crew fought the storm for four sleepless days and nights. On August 10 the ship was making for Port Stanley and the exhausted Captain sought some rest, giving up the watch to his first mate. A peculiar document in the Haggett archives describes that night's activities. Typewritten and unsigned, it is perhaps a copy of an original report made by one of the sailors or, as Mrs. Haggett guesses, by someone in authority at Port Stanley.

St. Mary, on making the Falkland Islands at 5 pm date not remembered but believed to be the 11th, August,

the captain turned in and told the steward not to allow anyone to call him. Changed the course from E.N.E. to N. (which was directly onto the land). At 8 P.M. the carpenter told the mate that the ship was near land. The mate was not of that opinion. The carpenter not feeling satisfied went aloft on the fore royal yard and could distinctly see the white line of breakers to the N.W. and slid down the back stays. Ran aft and reported the same to the Chief Officer, who replied that there was nothing of the kind. He begged him to call the Captain, but he would not do so. The moment he came up he ordered the helm put up, and whilst the vessel was on the swing she struck. It was then 9:15 P.M. just one hour and fifteen minutes after the Carpenter had reported the breakers ahead. The vessel struck Pinnacle Rock, and it was high water. When the tide went down, they found the ship was hung in the middle.

The *St. Mary* was doomed. The unsigned report continues:

At 6 a.m. next day the crew got the boats out and wanted the captain to come with them, which he refused to



Captain Jesse T. Carver. Courtesy Penobscot Marine Museum.

At left, the St. Mary's sister, Aryan, looking forward. Courtesy Bath Marine Museum.

At right, the wreck of the St. Mary, which has split down the middle. In the far right photo, the rail is on the right, the heavy margin plank of the main deck is in the center of the picture with the main deck beams standing upright. Photos, Peter Throckmorton.

do saying: "Three times I have been in trouble, and this is my last". The stewardess was the last to go alone to him, and she found him with a glass of reddish mixture which she snatched from him, the Captain remarking after she had thrown it out that he could get another when she had left. She told the crew, and they attempted to take him by force. He pulled his revolver on them and threatened to blow the brains out of the first man that laid a hand on him. They left without him, and the carpenter next day went on board and found him dead with a bunch of froth at his mouth, looking like a bunch of raw cotton.

To this day, the Captain's death remains a mystery, but suicide is a strong possibility. Carver's debt to Minott could never be repaid, and his entire investment in the ship was gone. His plans for a comfortable life ashore lay smashed with the wreckage of the *St. Mary*, and past troubles seemed to have returned to hound him. "I am again in trouble," he'd said in his last letter to his wife, and, "Three times I have been in trouble and this is my last," he told the stewardess. On August 18, the steward wrote to Minott: "Captain Carver died after the ship went ashore. After the collision happened, he seemed very much discouraged...." We can surmise that even if the ship had been repaired in the Falklands, she could not have made enough trips to pay off Carver's note.

The formal inquest into Carver's death was officially convened on August 15th by the American Consul at Port Stanley. A copy of his letter to Washington rests in the Haggett archives:

It is my sad duty to report the death of Jesse T. Carver, late master of the ship "St. Mary" of Bath, Maine, now ly-

ing a wreck on the east coast of East Falkland.

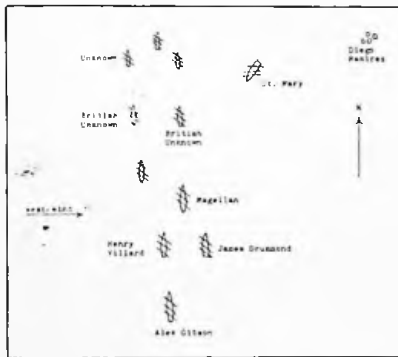
He departed this life on the 11th of August, 1890. According to the verdict of the jury at the inquest held by the local authorities, he came to his death by syncope failure of the heart, accelerated by great mental excitement and worry.

We can only conjecture whether the "glass of reddish mixture" Carver held to his lips contained strong spirits to alleviate his sorrows temporarily, or a more lethal draught designed to end them permanently.

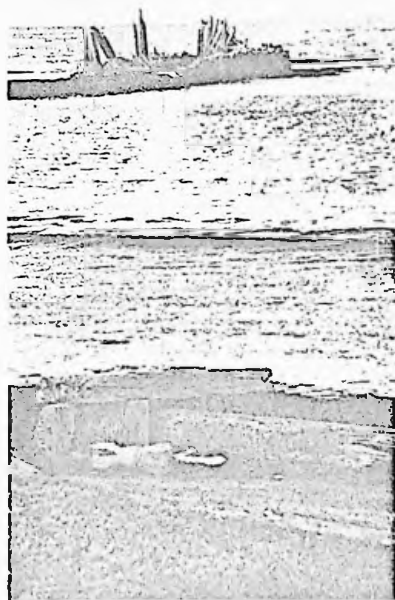
After Carver's death, efforts were made to salvage the ship. The unsigned report quoted earlier gives us some details of this work:

The ship laid eight days before anyone went to save cargo. Then Mr. Cobb, agent for Lloyds, made arrangements with himself for 40% salvage, and sent two of his schooners. They made one trip each when a S.E. gale came on, and this fine ship broke up and both ends are now in deep water with the middle on the rocks. The mate it seems was worthless and would always sleep on his watch. The Captain had not been in bed for five days and I presume broke down. This mate stole a chronometer, binnacle lights, compass and some other portable things, and sold them. When the crew left, the American Consul had issued an order of arrest for him. He has been engaged by the agent for Lloyds to look after the cargo that is washed up on the beach for two dollars a day.

The very latest accounts say that there is much cargo washed up on shore, and that the natives are rolling it up the side of the hill; but as it is 30 miles from Port Stanley it will cost much money to get it there, and of course will be robbed if left. There is no further information con-



This is how Captain Curtis of the James Drummond showed the eleven ships in close proximity off Cape Horn as daylight faded in high winds and wintry seas, at 5:30 on the evening of August 6, 1890. Seven hours later, the St. Mary was damaged in collision with Magellan. St. Mary was forced to drive off for the Falklands in ensuing bad weather; Magellan was lost with all hands. Captain Carver blamed the other ship and his own second mate for the collision, in conditions in which another captain might have kept the deck all night—sailing through a fleet on opposing tack by night. His subsequent curious order "not to allow anyone to call him" may have contributed directly to the wreck of the St. Mary when she reached the Falklands.



cerning salvage of anything worthwhile from the ship, or of the fate of the mate, who, by all reports, seemed to have been a scoundrel. Today, all that is left of the *St. Mary* is a midship section lying ashore at Kelp Lagoon. Lumps of rust lie scattered about on the beach, all that remains of the ship's cargo of toy locomotives. Peter Throckmorton reports that the Christmas of 1890 is still remembered by some old timers as the season when every youngster in Port Stanley received a cast iron toy locomotive.

It took 36 days for the news of the *St. Mary's* loss to reach Phippsburg. It was a blow to the Minott family. On September 15, Alice Minott wrote to her brother Charles Jr., then a senior at Bowdoin College:

Father received a telegram from Montevideo today saying the *St. Mary* had been in collision somewhere near Cape Horn and that Captain Carver was dead. Another that the ship had been beached to save the cargo and would probably be a total loss. Isn't it dreadful news?

It would not be so bad if the captain were not reported dead. I hope that there is some mistake about that part, don't you? Father takes it very calmly... (He) says things have been going too smoothly this summer.

In sustaining this loss, the Minott family drew together. Charles, Jr. wrote home: "Let me know if there is anything I can do or if Father thinks I better go to doing something besides spending money (going to college)." By return post, Alice replied: "There is nothing to do and Father told me to write you double your diligence... I believe Father will try it again if he can get money enough together and is well enough." The seafaring community, the Minott's circle of

friends and business associates, lent gentle assistance to the stricken family. In that same letter Alice wrote: "Father has had several letters of condolence, and while they do not help matters any there is some consolation to know that there are some who sympathize with him in this loss...."

Sutton and Company lent practical aid by increasing their efforts to load the remaining Minott ships during the months following *St. Mary's* loss. On October 6 they reported: "We are doing all we can for the good ship"—the *St. Charles*, then loading in Philadelphia for San Francisco. On November 25, Suttons in New York inquired after Minott's ship *Berlin* and promised to "give the ship good dispatch, which we know will please you". The Minott archives also hold many letters from the insurance companies which covered *St. Mary*, indicating that prompt payments must have helped the family through this period.

While the dreadful details of the death of Captain Carver and the loss of the *St. Mary* trickled into Phippsburg Center, the shipyard continued steadfast work on the schooner *Merom*, which was launched down Minott's ways in 1891. But the lines of *St. Mary* still exercised a hold on Minott, and so it was about two years after her loss that he laid down the keel for her "sister" ship—*Aryan*. On July 13th, 1893, the *Aryan* took to the waters of the Kennebec and began a very successful career of more than 25 years. She was to be the last full-rigged wooden sailing ship built in North America. After launching this ship, Minott turned to building schooners. In Bath, a few miles up the Kennebec from Phippsburg, the new Bath Iron Works was growing while the small yards

specializing in wooden shipbuilding were turning to the construction of schooners or closing down. Charles Minott, Jr., recently graduated from Bowdoin and now working for his father, noted this change from wood to iron and from sail to steam, writing in his diary on May 11, 1892:

I do not wish to give the impression that I think wooden shipbuilding is over for I do not doubt that thousands of such vessels will be built in the next twenty-five years, but what I do believe and hold as an opinion, one which I have come to after much deliberation, is that he who now binds himself down to a wooden shipyard will, if he lives twenty-five years, find himself one of the has-beens...."

With the violent end of the *St. Mary*, a chapter in the history of American seafaring began to close. One by one the small Maine shipyards converted to building schooners or they closed their doors. Charles Minott, Sr. died in 1903, and fourteen years later his son, Charles Minott, Jr., sold the Minott family's last ship—a four-masted schooner, the *Francis M.* A casual visitor to Phippsburg Center today will be hard pressed to imagine that the empty shore was once filled with massive timbers, frames and spars. All that remains of the Minott yard are mud-clogged ship ways and crumbling foundations. ♣

Mr. Low is a member of the National Society's Falkland Islands project, currently teaching and doing research in Maine. Mr. Throckmorton is director of the project, and as we go to press, is working in the Falkland Islands in an expedition co-sponsored by South Street Seaport Museum under Ship Historian Norman Brouwer (see "Seaport & Museum News," this issue).



THE UNIVERSITY OF NEW MEXICO

ALBUQUERQUE, N.M. 87131

Office of the Dean of Students



April 4, '78

Dear Chief Secretary,

(307) Thought you might like to read the latest article on the ST MARY, and there is also a short reference to our project in the islands. I shall breath easier when Throck comes home again; the film crew has finished, the producer tells me, and first crack goes to CBS with Public Broadcasting Service a close second. The film, the latest articles in Sea History and Sports Illustrated all serve to bring the Falklands to the attention of millions of Americans and Canadians. It will likely bring you a great many more visitors but I consider the political worth of all of this the most useful.

Perhaps you can pass the magazine on to Les Halliday when you're done . . . and any one else who indicates an interest.

Sincerely,

Eric Berryman

Handwritten initials in a circle

Handwritten initials JPA

Handwritten date 9/26/78

Ref: LEG/10/45

26 September 1978

Dr Eric Berryman
Office of the Dean of Students
The University of New Mexico
Albuquerque New Mexico 87131
United States

(31)

Your letter of 4 April enclosing the Spring number of "Sea History" has just arrived on the latest charter vessel.

We shall all be very interested to read the article on the "St Mary" and naturally we are pleased about the attention that we shall be receiving as a result of this and other publicity exercises. The Governor, who is now enjoying some leave in Britain, has had a very pleasant exchange with his opposite number in Maine, and was hoping to visit there when he was passing through the United States recently. I have not yet heard whether he was able to do so but we very much hope that this latest enterprise - despite the initial problems - will result in a firm and mutually productive relationship between the Islands and maritime historians (and possibly others) in America.

With all good wishes.

JOHN MASSINGHAM

(33)

(62)

R

John Smith

may wish to see
the article at (61)?



✓
Copied to
MR S. Smith.
28/9/78.

28/9

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original LE6/110/45C

65

NEW MEXICO HISTORICAL REVIEW

The University of New Mexico
Albuquerque, New Mexico 87131



October 23, 1978

Dear Chief Secretary,

64

Many thanks for your letter of October 10th; I have learnt that post from here to Stanley has taken as long as five months. The various magazines, press clippings of the ST MARY arrival in Maine, and so forth are starting to get there. One of the packets included a book on southern New Indian pottery for you, which is probably lost by now. I could not imagine that the process would take so long, hence my query. I am getting replies now, but I shall stop sending post via Britain. Wish too time consuming.

The VICAR belongs to the National Society, I believe. It was formally handed over by the FIC at a ceremony in London with telegraphic congratulations from U.R.M. The Duke of Edinburgh, Senator Kennedy, and other notables in the U. K. and this country. The only major provision I can think of is that if the bulk is removed, the FIC is owed a new jetty. If you know of something that ought to be secured by us before arriving I would appreciate hearing about it. I am trying to avoid the informational gap we suffered last season and since I am the coordinator this time will only have myself to blame if things go awry.

I wish that you could do something about the mails, but fear that the problem is simply part and parcel of communicating with the Falklands.

With sincere regards,

Eric Berryman



MAINE STATE MUSEUM State House Station 83, Augusta, Maine 04333, Paul E. Rivard, Director (207) 289-2301

Reg PC. in late 6. p/a.

Leg/10/45B

JS 23/11

February 11, 1982

The Honorable R.M. Hunt, CMG
Governor and Commander-in-Chief
Government House
Port Stanley
Falkland Islands, South Atlantic

M. Watts

For broadcast?

Rel 17/3

Dear Governor Hunt:

I am writing you this letter on the occasion of Mr. Nick Dean's visit to the Falkland Islands. His delivery of this letter provides me with another opportunity for the people of the State of Maine to express their gratitude to the people of the Falkland Islands for their interest and support in the preservation of a portion of the ship ST. MARY.

Today, visitors to the Maine State Museum can see on display a section of the ST. MARY'S starboard side which measures forty feet long by 16 feet high. It is easily the largest and most impressive installation in the State Museum building and has proven to be among the most popular of exhibits. Nearly 200,000 people have seen this exhibit since it has been opened... it is a unique presentation in this country.

We remain much indebted to the people of the Falkland Islands for their interest and support in the ST. MARY project. We have learned a great deal from the experience of working on the ST. MARY, and among the most valuable lessons is simply that projects of this sort are necessarily very difficult and very, very expensive. Although, through numerous generousities extended to the Museum, the cost of returning parts of the ST. MARY to Maine was relatively modest, the task of actually restoring, repairing and conserving the parts proved to be a major expense that required several years of continuous work. I would guess that the State of Maine has, thus far, invested a sum of not less than \$75,000 in labor and materials to conserve and exhibit the ST. MARY parts. Any institution or group of individuals lacking such resources would not be well advised to attempt so bold a venture.

Please find enclosed a slide of a portion of the finished exhibit. The last finishing touch required now is the completion of labels and the making of a scale model of the ST. MARY itself.

Again, please convey to the people of the Falkland Islands our continued thanks for their efforts in our behalf.

Sincerely,

Paul E. Rivard
Director

PER:am

Enclosure