

THE NIMROD

The *Ernest* was built in Salcombe, Devon, England in 1858 and was reputed to be have been in the Western Islands fruit trade before being converted into a sealer. At some point the schooner was renamed the *Nimrod*.

LO-Stanley, desp 601, par 10, dated 17 February 1882: *"The offers of several Yachts were submitted to the last Board...Mr Stande told us that his sealing schooner Nimrod 92 tons Regd was to be sold at Sandy Point, failing a purchase there his Captain would bring her to Stanley for sale, from description & build, formerly "Ernest" of Salcombe, she would be a very suitable vessel."*

Stanley-LO, desp 332, par 10, dated 31 March 1882: *The Nimrod was originally a seven years' vessel, is now 24 years old and has a bad reputation for missing stays; she is not a suitable vessel for this coast, and would be running into constant repairs."*

On 3 May 1882, John Henry Marcus Christian Seemann, agent for Edward Henry Barwassen, sold the *Nimrod* to the Corporation of the Falkland Islands Company for £500. The *Nimrod*, official number 21864, was registered 3 May 1882 as a one deck, two-masted schooner with a square stern, Carvel build and a scroll head. She measured 79 x 18' 5 x 9' 5 and had a gross tonnage of 81.55.

On 8 May 1882 Frederick Cobb sent the certificate of the schooner *Nimrod* to Captain Telens of Wasserschoort, Hamburg as the vessel was no longer under the German flag. The *Nimrod* had been on a sealing cruise under master F Meins who was formerly the mate. [FIC/D6]



The Nimrod by East Jetty—photo FIC Collection, JCNA

Stanley-LO: desp 335, par 6, dated 24 May 1882:

...The Directors will probably be surprised to learn that after all I have bought the Nimrod but will not, I think, find fault with me when they learn the circumstances. When the Memphis arrived Captain Seemann was instructed to send her to Sandy Point, where an offer of £500 awaited her, and being in immediate want of a vessel I offered to give this absurdly small sum for her, which Captain Seemann accepted. There are on board a quantity of fittings, the value of which

will probably reduce her cost to £400, among which I may mention 8 tons of salt, ten Winchester and other rifles and a breech loading gun, a quantity of ammunition, six casks salt beef & pork, &c &c. The Nimrod came here under a fore and aft rig, and upon a further enquiry into her character I found that she had been a topsail schooner, and that this reason of her being a bad sailer was that she had been deprived of her proper rig. Today it transpires that the offer of £500 would not be accepted at Sandy Pt, and that Ch G Moeller thought that he could get £1000 for her in Monte Video, I am therefore satisfied that I can make a profit at any moment should it be necessary to sell her. But with the Fairy in her present decrepit condition, and our little Perseverance of 36 tons being entirely too small for our present requirements, I consider that I can make good use both of the Nimrod and Hornet...I have given the Nimrod a topsail and topgallant sail, converting some of the Vicars, her old foreyard makes a topsail yard, and as her for and aft sails and gear are good, she is being fitted at singularly little expense. Should the weather allow it I shall try to send a photo of her by the Ceylon. I have not altered her name.

The *Nimrod* sailed around the Islands and in 1886 went to Montevideo where she was in a collision which was not covered by the insurance.

The London directors decided to go ahead with purchasing a schooner and in despatch 676 dated 24 August 1886 wrote: *"The Board has purchased the Schooner Genesta 99 tons Register built in a superior manner for the Newfoundland and fruit trade by Mr Shilston of Plymouth for himself, but there not being much trade now he has sold her at a moderate price, a few matters have to be done to her at Plymouth which ought not to take more than a week then she will go round to Cardiff for 150 or more tons Coals Steam and fill up with building Timber, we understand that though a fast vessel she will carry a large cargo for her register tonnage. Captain Smith will take her out and the Directors wish him to remain in charge of her as his family is to join him hereafter. You will now be able to arrange for selling the Nimrod as the Genesta ought certainly to be away by the middle of next month if not before"*

Frederick Cobb wrote to the directors 427 27 December 1886 *"...I have seen her from my windows, and heard a good deal about her, and I hve no doubt whatever that she is a splendid vessel; strong, faithfully built of the best materials, a good sailer, and in every respect admirably adapted for the pig iron trade; in fact for any trade in which weight carrying is the principal object. But, unhappily I feel bound to add that in every respect, for this coast, where a heavy cargo is about unknown, she promises to be a dead failure...I asked for a vessel of 120 tons, she is 99, and when she has got the ballast on board I shall be agreeably surprised if she carries more wool than the Nimrod."*

In July 1887 the *Genesta* and the *Nimrod*, along with the *Chance*, were sent to Pebble Island to put across 3,000 sheep for John Dean after which the vessels were to go to Saunders Island.

The *Nimrod's* registry was cancelled 10 April 1889 as the vessel ceased to be sea-going through conversion to a lighter for harbour service.

The *Nimrod* sank and was broken up in 1950 alongside the East Jetty, Stanley.