

An Agreement made this third day of September, 1891, between the Falkland Islands Company, acting on behalf of Captain Frank Rawlands, Owner of the Schooner "Fair Rosamond" of the one part and the undersigned as Master and crew of the other part, as follows:-

1. The schooner to be fitted out for the purpose of wrecking, and to proceed to sea as soon as ready.
2. All salvage operations to be conducted under the direction of the Master.
3. One third of the gross proceeds of the cruise to belong to the said Company as the representatives of the Owner of the Schooner, and the remaining two thirds, after paying the Stores and provision bill to be divided among the crew in the following proportions:- two shares to the Master, one and a half share to the Mate, and the remainder in equal proportions of one share each.
4. The undersigned agree to allow the

two

two Custom House Officers Carey and Clark
a fair amount of remuneration for the assistance
they have given in saving a portion of the wrecked
cargo.

5. The amount due to the Salvors to be
paid to them, if possible, within three months of
the goods being landed at Stanley.

6. Any member of the crew detected
in broaching or stealing cargo or getting drunk
to lose all share in the cruise.

The Falkland Islands Co
Andrew C. Baillou.
Manager.

- John James Master.
- Chas. M. Beemston Mate.
- Shauler Brown
- J Bailer
- J Wright
- C. M. Moens.
- Wm. O. Page.
- Chas. Gibbard

Witness: John Kirwan

(3)
Stanley, Falkland Islands,

3^d September, 1891.

It is this day mutually agreed between John Jones, Master of the Schooner "Fair Rosamond" of Stanley of the one part, and Andreas C. Baillon, Acting Consul for the German Empire as representative of those concerned in the wreck of the Barkentine "Concordia" of Blankensee, near Hamburg, now stranded at Limpet Creek, Lion Point, East Falklands of the other part, as follows:—

1. The "Fair Rosamond" to take all such cargo and portions of the ship's inventory as she can save from the wreck, and with the property so saved return to Port Stanley, where it is to be delivered to the order of the said Consul.

2. The salvage to be paid to be Fifty per cent (50%) on the value in Stanley of the property saved, as follows:—on the nett proceeds of any sales by auction in Stanley, or on the valuation of cargo reserved for re-shipment assessed by two Surrogors, one of whom shall be the Surrogor

for

for Bureau Veritas and the other appointed by the said Council.

3. Cargo to be saved as far as practicable in unbroken packages.

4. The Surveyors named in Par. 2 to decide as to the disposal of the saved property.

5. The "Fair Rosemond" to have a lien on the property saved in preference to any other claim.

6. Nothing in this agreement shall exclude other vessels from rendering salvage services.

Andreas C. Bailloz.
Acting Consul for the German Empire.

John Jones Master
Schooner Fair Rosemond

Witness to both signatures:

John Kirwan

List of cargo from Wreck by Fair Rosamund

First Trip

Keys	231	
Demijohns	9	2 of these found in Forecastle
Cases	13	
Brandy		<u>9 bts. found in Forecastle</u>

Second Trip

* Flour	7-	
Oil	16	
Gun caps	1	
Soap	74	
Wine	42	
Termouth	33	
Paraffine	7	
Casks	22	
Keys	158	
Biscuits	7	
Brandy	2	
Total	<u>369</u>	

Wrecked goods brought in by the Government
Schr. "Haddasah" from the wreck "Concordia",
received in bonded Store, 7th September, 1891.

58	Kegs said to contain Wine	
19	Cases	" Vermouth
1	"	" Brandy
2	"	" Wine
13	demijohns	" do.
9	small bottles.	" do.
3	Bottles	" Vermouth
1	case Soap	
4	cases Oil	
1	cork Pender	
1	Life Buoy	

Found concealed when vessel rummaged:

28 small bottles Wine	} under Steward's pantry and in Saloon lockers.
14 bottles Vermouth	
68 - 1 lb. Tins Biscuits	

1 Keg Wine in coal locker.

(signed) George Hurst
Chief Constable.

Re Honble

Fred. Shedden Sanguinetti
Collector of Customs
Stantey, N. B.

Concordia

Marchandises assurées à Paris
Marseille à Cayanaul

Marques	Numeros	Nombre et nature des Colis	Observations
G + E M	1850	10 Coques Vermont à 228 l'une	
"	1851	165 Caissees Bouteilles Vides	
"	1852	1 Cj metal et etiquettes	
"	1854 1853	1 Cj bouchons	
"	241 1854	1 Cj papier	
F.A.C.	200/400 241	200 Cj Vermont	
M.O. R	7/40 201/400	200	10
E H A	7/40	34 Barils Vin	
"	41/76	36	"
"	44/80	4	"
"	81/4	4	"
"	85/98	14	"
"	99/122	24	"
"	123/129	2	"
"	125/7	3	"
"	128/39	12	"
"	397/418	22	Plomb de Chasse
"	419/428	10	— — —
"	1/6	6	Barils Vin
	613/630	540	barils Spartene

M G	502. 510	2 C/ Cartouches
D.C.	67. 68	2 " Capsules
"	69. 68	2 " Row
A.D.L	169 3/4	35 " blue
FL	70	25 fets vin
MC N		200 of Vin en bouteilles
B G	5. 7. 9. 49/50. 201 4598	401 fardeant colis
"	13/490	Marchandises
"	13/490 1402	balle do
"	11/200. 718, 1508, 1512/3	118 Colis do
"	12/200. 230	40 " do
G K	357	10. 1/2 Muids Vin
"	358	20 " do
"	359	100 petits
"	1/200	200 Cassis Lavan
S H	3851. 10	100 " Vermouth
F.B	23/150	30 " do
C.S	180/850	
DC	1092/1/100	250 do
A.D.L	250. 1/150	
A.L.C.	405/150 4601/250 4111/15	1142 Colis, Vermouth
Acapulco	4121/8. 4131/40 4141/100 4151/80	
	4201/29 4491/29. 4651/29. 4691/10	
	4701/10. 4711/10 4721/10 4731/8	
	4741/10. 4751/3. 4761/29. 4771/24	
	4781/10. 4801/30. 4821/10 4831/10	
	4841/30. 4851/29. 5041/20. 5051/10	
	5061/10	

A P [E]	271/100 281/20, 291/10 391/10 401/10, 411/10 431/10 441/10 491/12, 501/10 511/20, 521/20 531/200 55, 571/100 581/100 611/100, 661/20, 671/10 681/10 691/24 801/4, 811/4 821/3, 831/3	1022, Gohi, allumettes, acris, pourri, canin, hende Armentu, bolitelle, Ueda bauchon, petrot, all, paley, Brie
A P [64]	1/25	
A P [65]	1/20	
V.C.C.	2231	200 Carcin liquides
,	2238	100 Bards "
"	2239	10 " "
A.L.G. r	2243/44	50 Casses "
,	2241	50 " "
V.C.C.	2250/53	4 " "

Concordia

Yengokechea & Co
E.M.
V.
F.A.G.
V.

180	10	Barriques	vermouth	Guayaquil
181	165	caisses	bouteilles vides	
182	1		capoules metal	
183	1		bouchons	
184	1		papier	
241	200		vermouth	

2280	} 1/5
830	
85	
65	
3700	
<u>7000</u>	1.400

S. Robert & Co

613/30 SH8 Barilo vin

Buenaventura 16.300
Valeur d'assur: 14.670 1/2 7.335

Juan C. Ordonez
E.H.

1/6	6	vin
2/40	34	
41/76	36	
72/80	4	
81/84	4	
85/98	14	
99/122	24	
123/4	2	
125/17	3	caisses
128/39	12	
397/418	22	
419/28	10	

Buenaventura

270	} 1/2
1.830	
1.620	
220	
90	
380	
540	
55	
320	} 3.000
1.020	
580	
<u>7000</u>	

Désignation des colis chargés à bord du: "Concordia"

Assurés	Marques	Números	Nombre de colis	Emballage	Désignation des marchandises	Destinations	Valeur totale	Part de la Compagnie	Observations.
R. Samper & C ^{ie}	S. J. A. Q. R. S. & C. La Union	116 à 165	50	caisses	scienc	San Miguel	3.390	3.390	
 V. P.	L. E. P.	111/17	7	- " -	lits en fer.				

Copy

Limpet Creek

(10)

15th September, 91.

Write to inform you that the wreck is broken
up during the night of the 7th and 8th - she carried
away her main and mizen mast - bulwarks and
deck. On the 13th she broke up and destroyed very
near all her cargo. We saved about two Schooner
loads which is Brandy & Wines Vermont olive
oil soap Petroleum Flour.

Transacted in the Consulate of the
German Empire at Port Stanley, Falkland
Islands on the 14th September, 1891.

This day there appeared before the
undersigned Consul —

I, Walter Thomas Parais, aged 23, born at New
Orleans, Louisiana, United States of America,
late a seaman on board the German Barquentine
"Concordia" of Blankenese, distinguishing
signal I F S H, H. v. Ehren, Owner, Blankenese,
which vessel stranded on August 17th 1891 in
Limpet Creek, near Lion Point, East Falklands,
do declare as follows:—

Being to severe illness the captain had given
me a berth aft. About five o'clock on the morning
of August 17th last past, the chief Mate came
down in the cabin and told the captain that the
ship was on the ground. The captain jumped out of
his berth and immediately went on deck and took
all possible steps to save the vessel, but it was too
late, as she was jumping and thumping on the rocks
and soon afterwards went over a reef and stranded
on a sandy beach, where she remained. I was
preparing

preparing to go on deck, when the Captain asked
me to stop down in the cabin and help him to get
the life belts and some ropes ready. Every man
on board was provided with a life belt - and I then
went on deck, and assisted in getting one of the
boats down from the fore house on to the deck - but
as we were attempting to launch her, a heavy sea
struck her and smashed her to pieces. The Captain
then asked if there was a good swimmer on board
the ship, whereupon the Steward, Charles Pool, volunteered
to swim ashore with a line. He made one attempt,
but could not succeed and had to be hauled on board
the ship again; he ultimately succeeded in reaching
the shore with a line by the aid of a pig coop, and
after making the line fast on shore, we made it fast
to the ship. After an unsuccessful attempt to haul the
second Mate on shore by the line, the remainder of the
crew, five in number, jumped over the side and managed
to reach the shore. Before taking to the sea we asked
the Captain if he would not attempt to swim ashore,
but he replied: "No, save your own lives, I will be the
last man to leave the ship." He then went aft and I
did not see him again, until I saw his dead body and
those of the first and second Mates lying on the beach.

Waller Thomas Jarvis

Witness:

John Kirman



Andreas C. Baillon,
Acting Consul for the German Empire.

Transacted in the Consulate of the German
Empire at Port Stanley, Falkland Islands on
the 22^d September, 1891.

This day there appeared before the undersigned
Consul — Charles Poole of Jersey Steward
Andres Basse of Fiume Mate
Georg Burginuer of Bremen Mate
Frank Brauer of Sunderland Mate

We, the above named, shipped in Marseilles (France) on
board the German Barquentine "Concordia" of —
Blankenese, distinguishing signal I. F. S. H., Miltzer,
Master, bound on voyage to Guayaquil, Ecuador,
which vessel stranded on August 17th, 1891 in Lurpet
Creek, near Lion Point, East Falklands do declare
as follows: — On August 12th, 1891 during a heavy
gale, all hands shortened the vessel down from 4 to 8
am. At 10 am the Boatwain, the 2^d Mate and A.B. Basse
were sent forward to secure the flying jib, during which
operation the boatwain lost hold of the sail and fell
backward through of the foot rope into the sea; he was
carried rapidly astern and sank before any assistance
could be rendered to him. At five am on August 17th,
land was sighted, and five minutes later the vessel took
the ground, but got off again immediately afterwards.
The Captain was called on to the deck and wore the ship

round, which had the effect of putting her on to the beach, where she remained. Soon after the stranding the Captain ordered all hands to the boats, but the large boat was too much for the hands on board and as soon as we succeeded in getting the small one off the house, a sea struck her and smashed her up. The Captain then asked if there was no one who could swim ashore with a line; whereupon the Steward Charles Poole volunteered to make the attempt; he jumped overboard, but was unable to reach the shore and had to be hauled on board again. He then made a second attempt and with the assistance of a pig house managed to reach the shore. C. Poole then made the line fast on the beach, and hailed those on board to send off those unable to swim first; the second mate left the ship first, but becoming frightened, asked to be hauled back on board, which the Captain at once ordered us to do. The Captain and mates all three refused to take to the water, so the two boys (Parois and Olsen) were hauled ashore by the line, and the remainder of the crew, viz: Brown, Bossa & Quignonez all reached the shore by the same means. We then all asked the Captain and mates if they would not try to come ashore, but they all refused and the Captain said that he would not leave the ship, it being his duty to remain on board until she broke up.

We

(13)

We then went about three miles inland in order to look for some habitation, but owing to excessive weakness and exhaustion we gave up the attempt and returned to the beach; C. Poole being left lying on the ground in a state of unconsciousness about a mile from the shore. Poole recovered sufficiently to join his comrades on the beach at daylight the next morning, and was at once informed by them that the bodies of the Captain and two mates had been washed on shore. For five or six days we were alone on the beach, Poole and the boy Olsen being unable to move during the whole of that time. On Monday August 24th a shepherd found us and took us to his house some 12 miles distant. On Tuesday the 25th August, Poole started for Stanley which place he reached on Thursday August 27th and at once reported the disaster to the proper authorities.

Charles Poole
Frank Braron
Of Gungahlin
his
Andrew X. Bossa
mark

Witness:
John Hinwood



Andrew G. Baillois.
Acting Consul for the German Empire.

copy.

Stanley, Falkland Islands ⁽¹⁴⁾
September 29th, 1891.

The Imperial German Consulate
Dr. to David Mitchell

For three days Lodging
from 7th to 9th instant
for L. Encinauer

£ 0 " 9 " 0

For three days Lodging
for Andrea Basso

0 " 9 " 0

Shipwrecked Seamen ex late

German Bk. "Concordia" of Blankenese.

£ 0 " 18 " 0

Received

(signed) D. Mitchell.



Stanley, Falkland Islands.

The German Consulate Sept 29 1891

D^R. TO DAVID MITCHELL,
FLAGSTAFF COFFEE HOUSE.

Tea and Coffee always Ready.

Sept

To Three days Lodging
from 7th to 9th inst
for L. Encinauer

£. 9 . 0

To Three days Lodging
for a Basso

£. 9 . 0

Shipwrecked Seamen ex late

German Bk. "Concordia" of Blankenese.

£. 18 . 0

Received. D. Mitchell



Stanley, November 17th 1891.

The Imperial German Consulate

Dr. to the Deutsche Dampfschiffahrt-Gesellschaft
"Kosmos"

For conveyance to Montevideo per Ste. "Theben" of
Oscar Olsen, shipwrecked sailor belonging to the late
German Ste. "Concordia" of Blankenese:-



Received fragment £6. 0. 0
Schliffeldt Agent for D D G. Kosmos

Charles Wool - Stevedore	
Frank Brown - A.B. English	Sunderland
Andrew Passa - A.B. of Australia	Guine
Georg Engmann - A.B. German	Bremen
Walter Harris - S.S.	New Orleans
	U.S.
Capt. Delitzger	German
1 st Mate unknown	do. Blankenese
2 ^d " Paul Lange	do. Berlin
Boatswain Alex. Goldbeck	Australian Trieste
Oscar Olsen - S.S.	Norwegian

copy

(16)

WEST STORE.

Stanley, 30th September 1891

M. Baillon Esq. German Consul

To the Falkland Islands Company.

To Goods supplied to wrecked Seaman
from German Barque "Concordia"

B. Andria		
Sept. 9	1 Suit	1 11 0
	1 p. Boots	14 6
	1 Shirt	6 6
	1 Singlet	3 6
	1 p. Drawers	4 0
	1 p. Socks	1 3
	1 p. Braces	1 6
	1 Handkerf.	9
	1 Hat	4 5 6
		£ 3 8 6

Signed Andria^{his} + Bara
Mark

Duplicate

WEST STORE.

Stanley, 30th September 1891

M. Baillon Esq. German Consul

To the Falkland Islands Company.

Is goods supplied to Wrecked Seaman
from German Barque "Concordia"

Sept. 9	George			
	1 Suit		1	11 0
	1 pair Boots			14 6
	1 Shirt			6 6
	1 Singlet			3 6
	1 pair Drawers			4 0
	1 pair Socks			1 3
	1 pair Braces			1 6
	1 Hk. f.			9
	1 Hat			5 6
			\$	3 8 6

Signed G. Guzmán

copy

(18)

WEST STORE.

Stanley, 14th November 1891

M. Baillon Esq. German Consul

To the Falkland Islands Company.

To goods supplied to wrecked seaman from
German Barque "Concordia"

Oct. 3	Suit 31/-	Shoes 14/6	2	56
	1 Shirt 6/6	Singlet 3/6		100
	ft. Drawers 4/-	ft. Socks 1/3		53
	ft. Braces 1/6	ft. 9.		28
	Hat 5/6	ft. Slippers 8/6		140
Nov. 14	Bed & pillow 7/6	2 Keys ^{10/6} 21/-	1	86
	Knife fork & Spoon	2/2		22
	plate & Panakini	2/-		20
			<u>5</u>	<u>98</u>

Signed. Oskar T Olsen

Copy.

Stanley, 29th October 1891

(19)

A. E. Baillon Esq
German Consul

Dr to Miss Preston
Stanley Hospital

For Boarding, lodging and nursing the boy Oscar Olsen
ex the shipwrecked Barque "Concordia"
8 weeks @ 30/-

£ 12. --

Recd Oct 29th 91

P. Preston



Copy.

Stanley, November 17th 1891.

The Imperial German Consulate,

Dr. to the Deutsche Dampfschiffahrts-Gesellschaft
"Hainos"

For conveyance to Montevideo per Ste. "Theben" of
Oscar Olsen, shipwrecked sailor belonging to the late
German Bkr. "Concordia" of Blankenese:-

Received payment

£ 6. 0. 0

Wahlstedt Agent for D. D. G. Hainos



Copy.

Stanley, 21st November, 1891. (20)

The Imperial German Consulate

Dr. to Mrs E. Brown

For Board and Lodging of Oscar Olsen,
shipwrecked sailor belonging to the late German
Bkr. "Concordia" of Blankenese, viz:-
From October 28th to November 17th,

20 days @ 3/- per day £ 3. 0. 0

Received payment E Brown



For Surgical Attendance on Oscar Olsen,
Commander of the late Barquentine "Concordia"

For mortification of the left foot (with operations)
and also on Andrea Basso and Geo. Engineer
for Frost bite.

sgt. S. Hamilton

£ 3. 0. 0

(sgt.) S. Hamilton, M.D.

Stanley, F. Islands, December 10th 1891.

Blankenese d. 5. Dec. 1891

(21)

Herrn Andrew. E. Baillon

Prokurator d. Kaiserl. d. Consulat

Hamburg

Freudensvoll ist mir die Copie Ihres
Briefes vom 15. Sept. d. J. über den
Unfall des Fräuenhoffmanns Concordia
zugesandt. Ich habe die Angelegenheit desfalls
beurteilt. Ich habe bei der weiteren Auf-
klärung nicht verstanden, ob das Schiff verloren,
nicht ist oder nicht, so möchte ich Sie bitten
mir möglichst darüber zu berichten, in
wie die Verhältnisse über den Unfall
des Schiffes zu klären zu lassen:

Auf ist es notwendig für mich die
Rechnung in Minsk der geborgenen
Leistung zu wissen um d. Verfall der
zu werden, für vorerst dankend
zu sagen. Geystungsvoll

H. von Ehren

Copy.

22

Stanley, 9th December, 1891.

"Fair Rosemond" Provision &c. Wrecking "Concordia"
To the Falkland Islands Company.

September.	3 2 Bags Flour 33/-	110 ^{lbs.} Raisins 41/3	3	14	3
	1 best. Sugar 33/-	10 ^{lbs.} Tea 20/-	4	13	0
	1 dzn. Milk 8/-	12 ^{lbs.} Butter 27/-	1	16	6
	1 lb. Mustard 2/-	2 Bos. Vinegar 1/-	4	6	
	10 lbs. Currants 4/2	10 lbs. Raisins 5/10	10	0	
	1 gallon Colza Oil 6/-	12 lbs. Candles 12/-	18	0	
	9 lbs. Vanilla 3. 16. 8.	10" 2 Bags Potatoes 35/-	5	11	8
	10 lbs. Rice 2/6	2 Bos. Sauce 2/6	8	0	
	6 Bos. Dates 4/6	20 ^{lbs.} Peas 5/-	11	6	
	Loose 6/-	Water 2/6	16	6	
October	8 6 Butter 13/6	1 dzn. Milk 8/-	1	4	3
	1 Bag Potatoes 20/-	3 bundles 3/-	1	3	0
	3 lbs. Tea 6/-	6 lbs. Rice 1/6	7	6	
By Returns:			21	18	8
	1/2 Bag Flour 5/3	4 ^{lbs.} Coffee 5/-	17	0	
		12 ^{lbs.} Sugar 3/9	21	1	8

THE FALKLAND ISLANDS Co.

23

Stanley, December 9th 1891.

~~Q. H.~~ "Fair Rosamond," "Butcher's" etc. Wrecking "Concordia".

To the Falkland Islands Company.

Septber. 4 225 lbs.

10 70. "

28 160

October 8 150 "

605 lbs.utton

② 4 5 " 10

THE FALKLAND ISLANDS Co.

Darwin Harbour (29)

Jan. 1st 1892

A. C. Ballou Esq
Consul for Germany
Stanley

Sir

I hereby send you my claim for wages due
to me from the Concordia wrecked 17th August 1891
at Linupth Creek
due 4 months wages at 4 £ per month.

Less advance

Amount due to me

£ 16
£ 6

10 £

I am Sir

Your Obedient Servant

Charles A. Poole

Cook house. Tawm.

(25)

Jan. 13th. 192.

To. M^r Ballou.

Dear Sir.

I reclaim for my
money. from the
Concordia. which was
wrecked here September

last. The money coming
to me. three pounds.
That is all what
I can do. If you
will be so kind
as to send me that
money.

yours truly

Bar. Andrew.

A. J. No. 184

1. Aufl.

Dem verehrlichen kaiserlichen
Consulats zu Port Stanley besond. ist mit
unlängst Oefftlich eines Schreibens des Vor-
sitzen des Ausschusses vom 20. d. Mts., betref-
fend ein am 17. August v. J. in Lempet Creek
bei Lion Point, östliche Falklands-Inseln, statt-
gehabte Handlung des kaiserlichen Dampfschiffes
„Concordia“, wegen zu überführen.
Des zur Überführung dieses Dampfschiffes
benötigten fischen Dampfschiffes eines Ge-
zähgung des von dem kaiserlichen Consulats
dem Herrn Reichskanzler am 10. September v. J.
verfaßt, ferner mitgetheilten Berichtes
in der Folge, daß über ein Dampfschiff
der Handlung des Schiffes und des Vord
des Capitains Hilker und seiner beiden
Offiziere ein angeblich noch auf der
Falklands-Inseln sich befindenden Dampfschiff
des

Ein
des kaiserlich
kaiserlichen Consulats

Port Stanley.
Falklands-Inseln.

Das unglückliche Schiff des
Kaiserlichen Consuls zu Port Stanley ver-
nommen worden. Dasselbe ist
aufgegeben, seine Ausrüstung ge-
fällig anzunehmen und mir das vor-
genannte Protocoll einzusenden.

Ein Kasten und Gebirge der
Ausrüstung werden nach Aufgaba des
vorgenannten Consuls beigestellt worden.

Ihr Vorstand
der vormaligen Augalagenstation.

Carl Peterseu

Seeamt.

Hamburg, den 20. Januar 1892.

Ew. Magnificenz
gütige Vermittlung erbitten wir in
folgender Angelegenheit.

Am 17. August 1891 strandete
in Limpet Creek bei Lion Point im Osten
der Fülkelands-Inseln der Dampfer „Concordia“ und wurde dort
total zerstört.

Derjenige Unfall kam an
Kapitän Militzer und seine beiden Offi-
ziere ums Leben.

Über diesen Unfall ist dem
König unter dem 9. November 1891
ein Bericht des Kaiserlich Deutschen Kon-
suls durch den Amtsanwalt in Plan-
tensee, in welchem unter der „Concordia“
besinnungslos gewesen, zugegangen, der
erfüllt dieser Bericht Nichts über die
eigentlichen Ursachen der Strandung,
namentlich ist demselben kein Hinweis
auf die verstorbenen Mannschaften, welche
unglücklich größtentheils auf der Fülkel-
lands-Inseln verblieben ist, beigefügt.

Da seit dem Eintreffen jenes

Consulatsberichte längere Zeit verfloßen
ist, das Bureau aber unsere Mittheilung
über den Fortgang der Verhandlung keine
sachliche Aufklärung treffen kann,
so verbleibe ich mir Ew. Magnificenz
Vermittlung in Aussicht zu nehmen
mit dem Erfordern, geneigt zu sein,
helfen zu wollen, daß Dittmars das
betreffende Consulat möglichst
die gesetzlichen Vermittlungen über
die Klagen der Verhandlung ange-
stellt werden, die vorwiegend sich
noch Fragen des Anschlusses an die
Inlandseisenbahn betreffen.

Mit vorzüglicher Gerechtigkeit

gez. O. Gofler Dr.
Vorsitzender des Bureau.

H. Magnificenz
Johann Ludwigsen Dr. Petersen,
Vorstand der anstehenden
Angelegenheiten
Gier.

Montrof. Fr. Braun 21 April bis 17 August 1891

3 Mo 28 Tage a Monat M60 M 236.00

Horsfupf M120 Invalidität. Alters 122.04

5. 14. 3 Gultfubau M 113.96.

A Bessa 21 Mai bis 17 August 1891

2 Monat 28 Tage a Monat M60 M 176.00

Horsfupf M120 Invalidität. Alters 156 121.56

Gultfubau 5. 13. 4 M. 34.44

G. Wirtz am 21 Mai bis 17 August 1891

2 Monat 28 Tage a Monat M60 M 176.00

Horsfupf M120 Invalidität. Alters 156 - 121.56

5. 13. 4 Gultfubau M 54.44.

Georg Wirtz, Luis Mayerrolle am 14 Juli 1870

in Zuger yaborau, wird ersperrlich G. Enzi,
neuer mit Brauhaus, in ein obigen Namen
sich hat annehmen lassen.

Angelegenheiten werden als mit jenen Namen in
Luis ist Gultfubau einfindig, in mit der
Planung einfindig. Jedem ist es klar für die
Einfindung notwendig. Jedem ist es klar.
Hans Gultfubau
Johann Gultfubau

COMITÉ DES ASSUREURS MARITIMES DE PARIS

LES LETTRES

doivent être adressées

À M^r A. ELIE

Secrétaire.

1, Rue du 4 Septembre.

Adresse Télégraphique
LEVANTINO-PARIS

Pièces jointes:

Paris, le 10 Février 1892.

Monsieur And. E. Baitton, Agent du Lloyd's.
Stanley.

Monsieur,

Je m'empresse de vous adresser réception de votre estimée lettre du 23 Décembre dernier, et je vous remercie des renseignements que vous avez obtenus concernant le règlement de l'affaire "Concordia".

Plusieurs dossiers de réclamations nous ont encore été produits dernièrement et, pour gagner du temps, j'envoie d'urgence le relevé de nos colis à notre agent à Rio Janeiro, puisque c'est en ce port que s'établit ce règlement.

A l'occasion, veuillez me faire connaître quelle est la somme dont j'aurai à vous tenir compte pour votre intervention dans cette affaire.

Agreez, Monsieur, mes salutations empreintes.

Le Secrétaire du Comité.

A. Elie

10 February, 1892.

Comité des Nouveaux

Maritimes de Paris.

Stanley, 23 Feb. 1892.

Andrew G. Baillon.

Received of ~~THE FALKLAND ISLANDS COMPANY~~
the Sum of Ten pounds ten shillings &
sixpence.
Salvage for "Concordia".

L 10 : 10 : 6

Chas Gibbard

Marine Office,
Imperial German Consulate,
Port Stanley,
May 14th, 1892.

I hereby certify that the bearer
of this is Andreas Bossa of Finne, late a
sailor on board the German Barquentine
"Concordia" of Blankensee, Hilitzer,
Master, which vessel stranded in Limpin
creek, near Lion Point, East Falkland
Island on August 14th, 1891; and further
that the balance of Wages due to him, viz:-
£. 54. 44 has this day been paid to him
by me.



Andreas E. Beillon.
Acting Consul for the German Empire.

SIÈGE SOCIAL
17, RUE LOUIS LE GRAND

DIRECTION COMMERCIALE

12, PLACE DE LA BOURSE

où les lettres doivent être adressées à

M^r CH. MOUTIER

Directeur Général

Adresse Télégraphique

FONCELYON - PARIS

Pièces jointes

La Foncière

*Compagnie d'Assurances contre les Risques de Transports
et les Accidents de toute nature.*

(LA COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES)
RÉUNIE

SOCIÉTÉ ANONYME - CAPITAL 25 MILLIONS

Paris, le 1^{er} Septembre 1892

Monsieur Andrew A. Baillon

Agent du Lloyd's

Stanley

Monsieur,

" Concordia " - M. Rudolf Stubenrauch, de Punta Arenas, auquel nous nous étions adressés pour avoir des renseignements sur ce naufrage, nous a remis copie de la lettre que vous lui aviez adressée.

Nous vous remercions d'avoir bien voulu vous charger de la défense de nos intérêts, & vous serions obligés de nous dire quelle est actuellement la situation de cette affaire & quel sort a été fait aux marchandises que nous assurons & dont M. Stubenrauch vous a donné le détail.

Agréez, Monsieur, nos salutations empressées.

LA FONCIÈRE (LA LYONNAISE Réunie)

UN ADMINISTRATEUR

LE DIRECTEUR

A. Trautman

H. Dablanc

14th October, 1892.

A. Galimberti.

Kaposvár (Ungarn)
14 Oktober 1892.



Hochwohlgebornen Herrn
H. Andrew E. Baillon
Stanley

Ans. Jany 4/9³.

Vom Herrn H. von Ehren in
Blankenese ist mir die traurige
Nachricht des Hinscheidens mei-
nes Bruders Nikolaus Galimberti
mitgetheilt, welcher als erster
Steuermann 3 Tage vor der Tran-
dung des deutschen Schiff "Concordia",
vom Kliverbaum heruntergewaschen ist.

Von die zurückgebliebene Man-
schaft welche unter Eid dieses
Thatbestand bestärken könnte
ja Euer Hochwohlgebornen die

Tod Erklärung meines
verschollenen Bruders
Nikolaus Galimberti bestätigen
und diese Mittheilung durch
der dortige k. k. Consul oder
durch die Competenz des k. u. k.
Oester. Ungar. General Consul
von New-York, hier zu Kaposvár
(Ungarn), mein jetziger Domicil
lassen kommen -

Ihnen Hochwohlgeboren werden
mich zu grosse Danke verpflich-
ten wenn Sie in der Angelegenheit
keine Mühe schonen werden um
das Dunkel über das traurige
Schicksal meines verschollenen
Bruders Nikolaus Galimberti zu
heben und hoffe ich auf Ihre
gütiges Entgegenkommen -

Ferner bitte Ihrer Wohlgeboren
die Kosten in dieser Angelegenheit
mir mittheilen zu wollen oder
diese durch Nachnahme nehmen
lassen -

Empfahle Achtungsvollst
ergebenster Diener

Alois Galimberti



Account of Wages paid to the shipwrecked crew
of the German Brigantine "Concordia", Lilitze, Master,
by the Acting Consul for the German Empire in Port
Stanley, Falkland Islands.

Charles Poole, from 21st April to 17th
August, 1891, 3 mos. & 26 days @ £.60. 236.
Advance £.120. Pensioners fee, etc. 2.04 122 04

August 15th, 1892.
Received payment, £ 20.30 5 14 3 113 96
Charles Poole.

F. Brunner, from 21st April to 17th
August, 1891, 3 mos. & 26 days @ £.60. 236.
Advance £.120. Pensioners fee, etc. 2.04 122 04

Aug 14th, 1892.
Received payment, £ 20.30 5 14 3 113 96
Frank Brunner

Andreas Barua, from 21st Aug to 17th
August, 1891, 2 mos. & 26 days @ £.60. 176.
Advance £.120. Pensioners fee, etc. 1.56 121 56

Aug 14th, 1892.
Received payment, £ 20.30 2 13 2 54 44
Andreas Barua
by his mark. J.H.

Georg Bouzinauer, from 21st Aug.
to 17th August, 1891, 2 mos. & 26 days @ £.60 176.
Advance £.120. Pensioners fee, etc. 1.56 121 56

June 29th 1892
Received payment, £ 20.30 2 13 2 54 44
(sgd.) G. Bouzinauer
£ 16 14 10 336 80

Account of Disbursements made
by the Imperial German Consulate
Port Stanley, for the relief of three
shipwrecked seamen of the Argentine
"Comandante" of Blankensee,
Corresponding Member, H. von Schrenk.

to Falkland Islands Company's

Account for Clothing	12	4	6
• J. Mitchell's lodging account	10	0	
• E. Brown's " " "	1	0	0
• Dr. Hamilton's acct. for Medical attendance	1	0	0
• Hospital expenses	12	1	0
• Consequence of seamen taken to doctor's	6	0	0
	42	4	6
• Commission 2 1/2% on disbursements	1	0	1

£ 43 5 1

Port Stanley, Falkland Islands,
November 1st, 1892.
Andreas C. Neillon,
Acting Consul for the German Empire.



Stanley, 4th November, 1894.

The Imperial German Consulate,

Port Stanley.

To The Falkland Islands Company.

GENERAL ACCOUNT.

For clothing supplied to three ship-
wrecked seamen on German Brigantine
"Concordia" of Blankenese:—

For Oscar L. Klein, as per enclosed Account
 . Andreas Basso, idem
 . G. Engemanns der Wirt, idem

At

5	4	6
3	3	6
3	4	6
11	6	8

I certify that the above goods have
been supplied at the prices current in this
port.

Andreas C. Baillon.
Acting Imperial German Consul.



March 8th, 1893.

S. Gyalimbeati.

Kaposvár / Hungary,
March 8th 1893.

Mr.
Andrew C. Bailton
Port Stanley

(26)

Dear Sir!

I received Your letter from 4th
of January containing the copy
from the declaration from the
T. German Consulate and I thank
You very much for Your kindness,
but the sent copy is not quite con-
formable to our laws.

I would be very thankful if
it would be possible to You, to find
two men of the survivors which
should give the declaration before
the T. German Consulate or a com-
petent notary, that the

Boatswain Nicholas Galimberti
of Trieste (Austria) from the ger-
man Barquentine Concordia,
four days before stranding fell
from the flying jib in to the sea
and found his death in the
water - It is very necessary
for me to have such a declara-
tion in which the name of
my brother is written, because
our law demands it.

Excuse Dear Sir that I indu-
ce so much trouble to You,
but I have no other acquaintance
on the Islands -

If it would be possible to
clear the mysterious destiny of
my expired brother I should
/.

by be very glade and I
beg You, have the kindness
to let me know the expenses
you have; also please give me
information if there is an
I. and R. Austrian - Hungarian
Consulate on the Islands -

I am, Sir

Your obedient servant
Lewis Galimberti

Inclosed You find a
letter which I beg You have the
kindness to hand it to Mr.
Andrew Bapa.

Galimberti

(37)

Transacted in the Consulate of the
German Empire at Port Stanley, Falkland
Islands, on the twenty ninth day of July, 1893.

We, the undersigned, late Steward and
A.B. on board the German Merchant Ship Concordia
of Blankensee, distinguishing signal **I. F. S. H.**,
which vessel stranded in Linpet Creek, near Lion
Point, East Falkland, on August the 19th, 1891
and became a total wreck, hereby make oath and
solemnly declare that - Four days before the
stranding of the 'Concordia', viz. on August the 13th,
1891, during a heavy gale, the Boatswain, Nicholas
Gehrmeyer, was sent forward to secure the flying
jib, during which operation he, Nicholas Gehrmeyer
lost hold of the sail and, falling backwards
through the foot rope into the sea, was drowned.

In testimony whereof the undersigned
have signed the present declaration this twenty ninth
day of July, one thousand eight hundred and ninety three

Charles Roeder



Signed before me, at Port Stanley, I. I.
Andreas C. Beillon.
Consul of the German Empire.

transported in the forenoon of the
German Empire at Post Office, Lohnd
Islands, on the twenty ninth day of July, 1893.

Mr. the undersigned, late German and
A.D. on board the German "Kaiserliche Marine"

of Lohnd, distinguished by the initials I.T.H.
which vessel stranded in Lohnd Is. near Lohnd

Post, Lohnd, on August the 17. 1893
and became a total wreck, nearly made out and

abandoned before that - four days before the
sinking of the "Kaiserliche", viz. on August the 13.

1893, during a heavy gale, the "Kaiserliche", which
polished, was sent forward to secure the flying

job, during which operation he, the undersigned, polished
lost hold of the coil and, falling backwards

aboard of the foot rope into the sea, was drowned.
In testimony whereof the undersigned

has signed the present declaration this twenty ninth
day of July, one thousand eight hundred and ninety three.

Witness before me at Post Office, Lohnd, this
day of July, one thousand eight hundred and ninety three.
The undersigned, late German and A.D. on board the German "Kaiserliche Marine"



September 24th, 1893.

L. Galumbesti.

Kaposvár (Hungarian)
27 Septemb. 1893.



Mr.
Andrew E. Baillon
Port Stanley
Dear Sir!

I received your honored
from 15. aug. with the en-
closed declaration, but
as there is not said in this
declaration, that my bro.,
there is from Trieste (Austria),
I beg you to take a cer-
tificate from the Imperial
German Consulate, in which
is confirmed.



that the deceased
Nicholas Galimberti pro.
genies from Trieste (Austria)
As it is not possible to
find here 10 schillings,
I wrote to day to the Aust.
R. Austr. Hung. Consulate
in New-York, that this
Consulate shall pay to you
this sum -

Yet I thank you very much
for your kindness and re-
commend myself Sir as

Your obedient servant
L Galimberti

Berlin d. 7. Sept. 1894. 39

Gefür in Linderung
meines Leidenes

Dies Aufzuehen bei
Herrn H. v. Ehren in
Blankensee. wegen
meines Leidenes das
Herrmann Paul Danker
geb. Berlin 22. 2. 59. welcher
bei der Brandung des Dami-
mus. „Concordie“
Capt. Hilber an der
Falklands Insel am 17. 8. 91.
um Leben kam, wovon
die mir von obengenannten
Herrn die Mitteilung u. g.
an die Beförderung in Fort Stanley
beim 1. Zulassung und
Leidenes zu werden.
Aufsicht abzugeben
gastliche Tüchtigkeit eines
Leidenes das H. Danker
im vorstehenden bestanden
Dankend zu sein.

An
den Kaiserlich.
Russischen Consulat.

Gefürstungvoll

Mathilde Weis.
geb. Danker
Berlin N. O.
Marinensingenstr. 14.