

THE FIFESHIRE

The iron Barque *Fifeshire* was built by Russell & Co, Port Glasgow for Thomas Law & Co, Glasgow for their Shire line packets to Australia and New Zealand. She had a gross registered tonnage of 1,358, length of 239 feet, breadth of beam 36 feet and depth of hold of 21 feet and was first registered 14 April 1885, official number 90021.

The Barque Fifeshire. This Barque owned by Thomas Law and Co. Glasgow cast anchor in Stanley Harbour on Sunday 2nd September 1906.

It was not until she was as far south as Staten Land that the Fifeshire experienced really severe weather. So severe was the rolling that it was impossible to stand upright without holding on to something. Under almost bare poles she wallowed in the trough of the waves of an extraordinary cross sea.

The following day they met even worse weather, of such a nature, both captain and officers declare, never to have experienced before. The officer on duty had just muttered to himself "she can't last this long" when a backstay snapped. Piece after piece of the rigging broke under the strain. Every moment Captain Caddell and his officers expected the main-mast to go.

With difficulty emergency rigging was raised. A couple of wire towing hawsers were rigged to the mast head and carried to the windlass then tightened. This saved the main-mast.

Then the vessel's head was turned towards the Falklands and after various beatings back and forth against a head wind, she reached Stanley 2nd September.

The 1,318 ton three-masted iron British Barque *Fifeshire* of Glasgow, under Captain W M CADDELL, with general cargo 86 days out from Liverpool and bound for Antofagasta arrived in Port William 2 September 1906 and was towed into Stanley Harbour by the *Samson* 3 September 1906.

As there was approximately 40 tons of dynamite on board she was anchored to the east of the Narrows until it could be transhipped to a lighter so that she could come up the harbour for repairs. The damage was principally loss of sails and rigging.

A very good Concert was given by the FI Volunteers on the evening of October 27th. They were fortunate in securing the assistance of several new-comers, including some from the Fifeshire and the Hyndford. There was a large audience who very much appreciated and enjoyed the efforts made to please them. The duet "Sing me to sleep" was not only encored but called for a second time at the close of the Concert. Mr von Winckler's clear falsetto rendering of the first part met with enthusiastic cheering.

The proceeds were to go towards the expense of the new Brass Band, the instruments for which have arrived and as practising on them is being diligently carried on, we may hope soon to hear the performers.

Programme of the Concert

Piano and violin solo

Address

Song "The Village Blacksmith"

Song "Stop your tickling Jock"

Song "The Swallows"

Miss Biggs and Miss M Aldridge

Major J C Campbell

Mr J Miller

Mrs H M Donald

Mrs C R Hall

<i>Song "Scotland yet"</i>	<i>Mr W Anderson</i>
<i>Song "Whistling Rufus"</i>	<i>Mr A von Winckler</i>
<i>Song "Queen of the Earth"</i>	<i>Mr J H Brown</i>
<i>Song "Blue Bells of Scotland"</i>	<i>Miss Donald</i>
<i>Song "When I was a boy at School"</i>	<i>Dr A Gaye</i>
<i>Duet "Sing me to Sleep"</i>	<i>Messrs A von Winckler and S E Gasken</i>
<i>Piano and Violin Intermezzo (Cavalier Rusticana)</i>	<i>Miss Olive and Master Norman Watt</i>
<i>Song "In the shade of the Palm"</i>	<i>Mr J Miller</i>
<i>Song "Bill Bailey's Love Story"</i>	<i>Mr H M Donald</i>
<i>Song "Molly I love you"</i>	<i>Mr A von Winckler</i>
<i>Song "Rothsay Bay"</i>	<i>Miss Donald</i>
<i>Song "The song that reached my heart"</i>	<i>Mr J H Brown</i>
<i>Song "The Irish Emigrant"</i>	<i>Mr W Anderson</i>
<i>Duet "I loved you better than you knew"</i>	<i>Messrs A von Winckler and S A Gasken</i>
<i>God Save the King</i>	

By the 15th November 1906 the repairs were finished and the dynamite reshipped but on the Master's return to the ship on that evening he had an altercation with Joseph GUIMERIA, the steward, which ended with him striking him. Joseph left the cabin and went to the galley where he had some words with the cook and fell dead across the galley stove. A coroner's inquest was held the next day and a verdict of heart failure was returned.

Joseph F Guimeria, age 53 and ships steward on the Barque "Fifeshire", a Native of Saint Nazaire, France and a naturalised Englishman, was buried Sunday afternoon, 18 November 1906, in Grave I 678.

In the meantime the Third Officer of the *Fifeshire* came ashore and informed the authorities that the Captain had struck Joseph. The Governor issued a warrant 18 November 1906 for disinterment of the body and E T Born, the Colonial Surgeon was requested to hold a post mortem. On the same day letters were sent to Captain W Caddell and Orton E Goodwin of the *Fifeshire* informing them that their attendance would be required at the Court House, Stanley for a further investigation. Joseph F Guimeria's body was exhumed and a post mortem held that night. The doctor found that the man's heart was so weak and diseased that he was liable to drop dead at any moment and that the heart failure was due to excitement.

The following morning the Captain was arrested on a charge of manslaughter. The charge was heard on 20th November 1906 and remanded until the 26th when the Master was committed for trial at the Supreme Court. The evidence was that the steward was under the influence of drink, became very excited and abused the Master. The trial of Captain Caddell began on 10 December 1906. He was acquitted the next day and the *Fifeshire* was cleared 12 December 1906 and towed out of Stanley Harbour 14 December 1906.

Sudden Death of the Steward on the Barque Fifeshire and subsequent Investigation.

The sudden death of J F Guimerai, steward on board the barque Fifeshire, took place on November 15th and the funeral on Sunday the 18th. The verdict at the inquest had been death from heart disease, but the disclosure later, of facts which might have accelerated death led to the exhuming of the body and to a post mortem examination. In consequence an inquiry took place and subsequently the case was referred to the Supreme Court.

The facts in question shortly stated, were to the effect, that Captain Caddell, going on board his ship late one evening, had an altercation with the steward and on the latter using an insulting expression Captain Caddell struck him a blow in the face.

The steward then went to the galley and after speaking to the cook set about his duties, but shortly afterwards fell down never recovering consciousness, An effort was made to send a boat for the doctor, but failed owing to the high seas which were running.

It was not until early the following morning that Dr Born went on board. Mr Goodwin, tutor to Captain Caddell's son, and sole witness of the altercation, so we are informed, was asleep and was not called to give any evidence at the inquest. He subsequently felt it his duty to state what he had witnessed. At the inquiry and trial of Rex v Caddell which ensued Captain Caddell denies that any altercation had taken place or that any blow had been struck. Dr Born gave as his testimony that not only was the heart badly diseased, but also other organs of the body were in the same condition, that death was brought about by strong emotional excitement.

The case occupied the Supreme Court on the 10th, and 11th instant. On the latter date the Chief Justice summed up and the Jury after retiring for forty minutes returned a unanimous verdict of "not guilty".

Captain Caddell was then acquitted and discharged.

On 14 December 1906 the Colonial Secretary wrote to Dr Born regarding a report from the police that shortly after 10pm on the evening of 11 November 1906 he entered the Rose Hotel in the company of Captain Caddell and his wife and remained there until after midnight and according to the police *"the proceedings inside the Hotel were of a noisy character."* Dr Born was asked for an explanation of why he was there, in view of the verdict which was influenced in a great measure by his medical evidence, and that he was a Member of Executive Council.

"The Board of Trade have received a silver cup for Captain W M Caddell, master of the British Barque Fifeshire, of Glasgow, which has been awarded to him by the Canadian Government in recognition of his services to the shipwrecked crew of the Canadian schooner Carrie Easler, of Port Medway, Nova Scotia, which was abandoned in the North Atlantic on Mary 18th". News of the World.

According to family history William Moore CADDELL was born in 1864 in Maitland, Nova Scotia. In April 1897 William was married to Katherine Douglas FULTON, daughter of Captain Reuben Fulton, in San Francisco, California. William's occupation was recorded as Master of the Barque *Clancaird*. Katherine appears to have travelled with her husband as their only child, Charles, was born at sea in 1899 and Katherine was on board when the *Fifeshire* called into the Falkland Islands in 1906.

According to Katherine's obituary on page 4 of the edition of Tuesday 28 January 1908 of The Truro Daily News, Nova Scotia, Katherine, age 38, died at sea on board the *Fifeshire* 28 October 1907 from paralysis of the brain. The *Fifeshire* was en route from Iquique, Chile to Queenstown, Ireland and Katherine was buried in the Queenstown Cemetery in November 1907.

William didn't survive his wife very long as he died 28 January 1909, age 45, and was buried in MacDougall Cemetery, Nova Scotia.

While bound for Portland, Oregon from Newcastle, New South Wales, Australia, under Captain J NICHOL, the *Fifeshire* ran on to a reef in the Gilbert Islands on 21 August 1908 and was abandoned. All hands were saved but a court of inquiry suspended his certificate.

Including the *Fifeshire*, Captain John Nichol had had charge of three ships in seven years; the three-masted *Cromartyshire* which was abandoned on fire in Mossel Bay off the west coast of South Africa in 1901, and the four-masted barque *Glencairn* was wrecked on a reef near

False Cove, Cape San Diego, Tierra del Fuego 23 July 1907; two of the twenty-five crew drowned and he received a warning from the court of inquiry. The latter two ships also belonged to Thomas Law & Co. Captain Nichol, although a young man, had also been shipwrecked on three occasions.

[Greenock Telegraph and Clyde Shipping Gazette 4 March 1885: FIM December 1906: FIC/D11; 349, 14; 381, 15; 394, 5; 404, 23: FIM Christmas Number 1906: J9; 22, 23, 24, 64: Sydney Morning Herald Nov 1908: NZ Herald 3 November 1908: Townsville Daily Bulletin 28 November 1907]

Jane Cameron National Archives