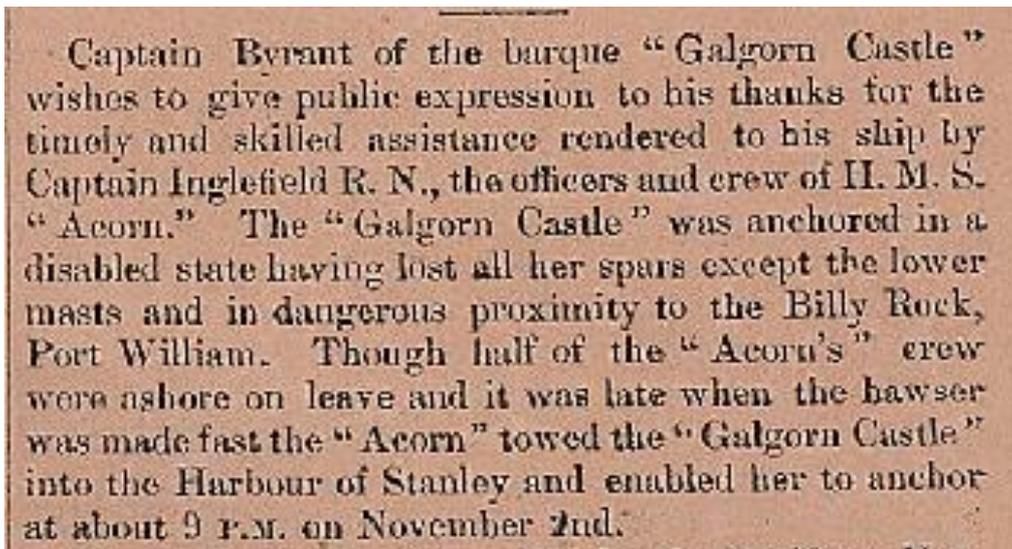


## THE GALGORM CASTLE

The steel barque *Galgorm Castle*, GRT 1507, was built at Belfast, Ireland in 1892 by Workman, Clark & Company for John Stewart & Company of London.

In 1894 she was on a voyage from Blyth to Valparaiso with a cargo of coals when she had to make for the Falkland Islands in distress.

THE barque "Galgorm Castle," of Belfast—Captain Bryant—anchored in Port William and Port Stanley on November 2nd. When off the Plate cargo heated slightly, its temperature being F. of 91 degrees—crew wished to put into Monte Video, but Captain Bryant did not consider this an alarming temperature. Passed through the Straits of Le Maire, 63 days out. On the night of October 24th, in Latitude 56.40 South, Longitude 80 West, strong gale blowing, with high sea, the ship made some fearful lurches and shifted her cargo at 11 P.M. By midnight she was completely over at a list of 47 degrees to starboard. Tried to get her off before the wind, but failed. Trimmed coal for 18 hours continuously, weather moderating. On the 25th main hatch burst in, also forward sleeping apartments, apprentice quarters, Captain's room and pantry—former gutted, latter with 4 feet of water. Much water getting into ship, the starboard side being perfectly swept, life-boat, gig, and davits being all gone, deck beams and side-stringers straining badly and leaking all over—cut away topmasts; the vessel righted about 7 degrees. On the 26th the ship's list was 27 degrees and a ship coming in sight the crew desired to abandon the ship at once. The barque "Rajore" stood by the ship at Captain Bryant's request. Volunteers having been called for, 10 of the crew offered to stand by the ship, the rest then consented to do the same. At 4 P.M., with the wind on the starboard quarter made for the Falkland Islands.



Captain Bryant of the burque "Galgorm Castle" wishes to give public expression to his thanks for the timely and skilled assistance rendered to his ship by Captain Inglefield R. N., the officers and crew of H. M. S. "Acorn." The "Galgorm Castle" was anchored in a disabled state having lost all her spars except the lower masts and in dangerous proximity to the Billy Rock, Port William. Though half of the "Acorn's" crew were ashore on leave and it was late when the hawser was made fast the "Acorn" towed the "Galgorm Castle" into the Harbour of Stanley and enabled her to anchor at about 9 P.M. on November 2nd.

[FIM November 1894]

Mr A E Baillon, the Colonial Manager of the Falkland Islands Company Ltd reported to his London Office on 3 November 1894: *"The Bk "Galgorm Castle", Bryants, from Blyth to Valparaiso with a cargo of steam coals put back here from about 80° West, having sustained the following terrible damages:- totally dismasted except the lowermasts and her fore and main yards, her hull is severely strained, her cargo after shifting (the primary cause of the disaster) became considerable heated, she lost a complete suit of sails, her starboard side was swept and she lost two boats, her decks are badly strained and leaky, her decks and waterways will have to be caulked and her steering gear is slightly injured. A survey on the ship and cargo will be held on Sunday and I may be able to give you the substance of the report, should the "Tanis" not have left. I much fear that the Cargo may have to be condemned, as the Master seems somewhat afraid to proceed with it. I shall, of course, do my utmost to avoid such a step being taken. The Master has made up his mind to go up to Montevideo by the November mail in order to place himself in telegraphic communication with his Owners, who I trust will receive the Master's telegram to write him by the mail leaving London on November 19th. This vessel had to bring up in 22 fathoms of water, in dangerous proximity to the Seal rocks, but, fortunately, in accordance with the Master's request, HMS "Acorn" at once went to her assistance and towed her safely to an anchorage in Stanley Harbour by about 1pm yesterday. From what the Master says the ship is insured, mostly in Clubs, but for a certain amount, he thinks, at Lloyd's. Her value he estimates to be £16000. Mr Valentine, the father of the Managing Owner is I am told a Director of the Northern Banking Co Ltd, Belfast, & they are also Underwriters."*

On 4 November 1894 he further reported: *"The "Galgorm Castle" is now alongside the "J P Smith" in order to discharge about 1000 tons of her cargo into that hulk. As Biggs is extremely busy on the North Arm Wool box and the repairs to the "Fair Rosamond", the ship's carpenter is fitting up the men's bunks in the forecastle which were gutted out, but no other repairs will be commenced on her until Captain Bryants has communicated with his Owners from Montevideo. He told me yesterday that he thought it just possible that his Owners might decide upon having the vessel towed home; an operation which would cost about £2500, but before that it would be absolutely necessary to effect certain repairs on her. For your information I send you herewith a copy of the first Report of Survey—and also a photo of her as she appeared the day after being towed in by the "Acorn". Biggs thought at first that the masts of the "J P Smith" might possibly have done for her, but on measuring them, they are found to be 15 feet short, and a difference of 6 ins in the size of the caps. Chaplain is indenting for a sufficient quantity of heavy iron, in case these latter have to be made here. The blacksmiths have still a great deal of work to be done for the "Speke", the Master of which vessel does not expect to get away much before December 20th.*

On 17 December 1894 Mr Baillon reported: *"The "Galgorm Castle" has discharged between 1000 and 1100 tons of coal into the "J P Smith", and we are now anxiously awaiting the actions of Captain Bryant from Montevideo and news as to the vessel's probably fate. I am afraid that I omitted to inform you in my last Despatch that Mr Schlottfeldt and Biggs had, at the Master's request, valued the ship as she now is at £4000 and Biggs estimates the probably cost of the repairs on her at not less than £12000! She would hardly cost £16000 new, would she?"*



**Galgorm Castle in Stanley Harbour, 1895 - JCNA**

On 12 February 1895 Mr Baillon reported: *"I very much regret that you are still unable to give me any definite information as regards the repairs, etc, to the "Galgorm Castle", the delay being altogether incomprehensible both to Captain Bryants. He had not so much as a line from his Owners by this mail; and all I have had from the Salvage Association is a telegram dated January 8th, which reached me per "Sirius" on January 26th, asking me to cable them "the best price you can get in case we have to sell". My reply by this mail is the Lloyd's code word "Hoashound" - meaning that there is no market here for that class of coal. As Captain Bryants received a letter by the yacht "Catarina" from Captain Ridges, dated Montevideo, February 9th, in which he sates that nothing definite is settled yet, I am not likely to hear anything further before I leave, as I see the supplementary mail left Lisbon on February 2nd. Mr Harding will, of course, follow your instructions as regards securing the advances. Captain Bryants has just started taking back the coals from the "J P Smith".*

Four long letters later on 13 May 1895 W A Harding reported: *"Captain Adam Smith arrived by this steamer with instructions to commence jury-rigging the "Galgorm Castle" to enable her to proceed to England. Work was commenced this morning. He and Captain Bryants propose to rig topmasts with upper and lower topsail yards, which they consider will suffice. There will be very little Blacksmith's work, the bulk being woodwork, and I have taken the opportunity of again impressing upon Biggs the necessity for despatch..."*

In his next letter on 19 June 1895 he reported: *"The work on the "Galgorm Castle" is proceeding satisfactorily. Captain Smith is having as little ironwork done as possible, but the blacksmiths*

*have been fully occupied so far. On the foremast the jury topmast and upper and lower topsail yards have been fitted up. The sails are being made by their own crew. It is too soon to forecast when she will be ready for sea;...*

On 24 July 1895 W A Harding reported: *"I am very glad not to have received a telegram from you prohibiting me from purchasing a further quantity of coal from the "Galgorm Castle". I have increased the purchase to 1000 tons at 15/- per ton...I have sold 110 tons to the Government at 31/- net..."*

On 16 August 1895 W A Harding reported: *"The "Galgorm Castle" has got out to Port William everything being completed with the exception of trimming the Cays, I enclose a Draft at 60 days upon Charles E Allen Esq for the balance of her account. I had a very pleasant settlement with Captain Smith who leaves by this mail for England. I suggested that he should call on you as I venture to think that from his large experience of ship repairing in all parts of the world his opinion of the Falkland Islands will be worth listening to. He is inclined to think that the place has been decried unreasonably.*

On 5 September 1895 W A Harding reported: *"The "Galgorm Castle" sailed on August 21st for Belfast. I have explained on a separate sheet the circumstances under which the new main topmast was condemned and my reasons for compromising the matter with Captain Smith.*

The *Galgorm Castle* does not show in the Falkland Island Shipping Registers again but appeared to continue with her South American trade as on 27 February 1917 she was heading to Queenstown, Ireland from Buenos Aires when she was shelled by a German submarine 90 miles west of Fastnet. Eleven of her crew of twenty four died, four from drowning and seven from exposure.