

LONDON

Candit & Berry

Madeira.	Santos.
Las Palmas.	São Paulo.
St. Vincent, C.V.	Montevideo.
Pernambuco.	La Plata.
Batavia.	Buenos Aires.
Rio de Janeiro.	Rosario.

Bahia Blanca.

Telegraphic Address

"ANGLICUS"

MONTEVIDEO, 24th. August 1906.

Messrs. The Falkland Islands Co. Ltd.,

P O R T S T A N L E Y.

Dear Sirs,

KETCH "GLEAM".

We have to advise you that this small boat arrived here on 1st. August last on her way out to your Port and the Captain called on us as Agents to explain that ^{deck} she was in a very leaky condition, the crew much exhausted and he himself in a state of health too bad to permit him proceeding.

We have since been in communication with London advising them the state of affairs by cable and although the Captain was making proposals to continue he sailed for England unexpectedly on the "Nile" 11th. August, thus leaving us to make entirely fresh arrangements for the boat to proceed.

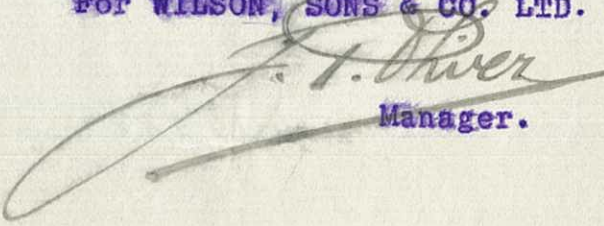
At present we are in touch with a Captain Indurken, late of the Russian schooner "Rigel", who had been landed unwell some days ago and is now looking for employment. We have cabled home his offer to take her on to yours and now await reply which we are expecting will give us authority to pay off the old crew and engage the new Captain to proceed. In the meantime, the ^{deck} boat has been caulked and overhauled and is practically ready

to continue her voyage as soon as the necessary arrangements have been made. So we trust now that she will shortly be despatched for your Port.

We are, Dear Sirs,

Yours very truly,

For WILSON, SONS & CO. LTD. Agents.


Manager.

Dr. CARLOS A. MAC-LEAN

MEXICO-CRISTIANO

Consultas de 12 a 2 p. m.

CALSE

Algar 15

Mexico

August 9/1906

Capt. Alfred Brock master of
Trawler "Glean" to
Dr. Char. A. Maclean

Professional services on following
crew of same vessel:

(1) George Evans; (2) William Buskell;
(3) Charles Christman including one
Medical Certificate for all (Aug. 8/1906)

Ten dollars

\$10.

Charles Christman

Dr. J. W. D. Smith

William James Buskell.

WILSON, SONS & Co., LIMITED.
LONDON

CARDIFF & BARRY

MADEIRA
TENERIFE
LAS PALMAS
ST. VINCENT, C. V.
PERNAMBUCO
BAHIA
RIO DE JANEIRO

SANTOS
SAO PAULO
MONTEVIDEO
LA PLATA
BUENOS AIRES
ROSARIO
BAHIA BLANCA

TELEGRAPHIC ADDRESS
"ANGLICUS"

WILSON, SONS & Co., LIMITED

Montevideo, 1st. September 1906.
Montevideo, 1st. September 1906

Copy and Translation
1-05-1000.

Messrs. The Falkland Islands Co. Ltd.,

CODE WORD

PORT STANLEY.

TRANSLATION

Dear Sirs,

Ketch "GLEAM".

Checked by
Confirming our respects of 24th. ulto. we take this opportunity of forwarding you copies of letters exchanged with Captain Ed. Indrikson, with whom we have agreed to take the vessel on to your Port, on the terms and conditions set forth in said letters, and from which you will see the Captain has received an advance here of £48- leaving a balance of £72:0:0 payable on delivery of the vessel to your goodselves, out of which sum he has to pay the wages due the crew at yours.

We are not in possession of the agreement entered into with the old Captain, and have not seen an inventory of the ship's belongings, when she sailed from England, but the new inventory appears to us to be fairly complete, and notwithstanding any claim the Mate may put forward that various articles figuring in same, belong to him or the old Captain, no such claims should be recognized.

Captain Indrikson has provided himself with his own chronometer and other instruments, charts, navigating books &c.

and these all belong to him, also any balance of provisions which may be on board on arrival.

We have had a great deal of trouble with the crew, and if there should be any further desertion between the time we lift the Articles from the Consul, and the time the vessel sails, it may be necessary for the Captain to take on further new hands, and should this happen and the Captain is put to further expense thereby, we would beg to request you to give this your consideration, and if the ship is thereby saved from the expense of returning any one of the old crew to England, you may see your way to compensate the Captain, by granting any local man or men he may take on at the last moment; a passage back to this Port in lieu of a passage back to England, of any deserters.

With regard to the maintenance of the crew at yours, if there is any interval between the arrival of the "Glean" and the departure of the vessel conveying them home, you will notice from the Articles that board and lodging shall be provided at cost of the ship.

The ship having arrived with her decks leaky, same have been recaulked here and beyond the slight repairs necessary to the foremast, she is now in good condition. To settle questions raised by the old crew as to her sea-worthiness we

had a Consular Survey and the Surveyors report as follows:-

"That we have found the vessel to be strong and stout
" and in ~~exxy~~ a sea-worthy condition and well found, and fit
"to continue her voyage to the Falkland Islands".

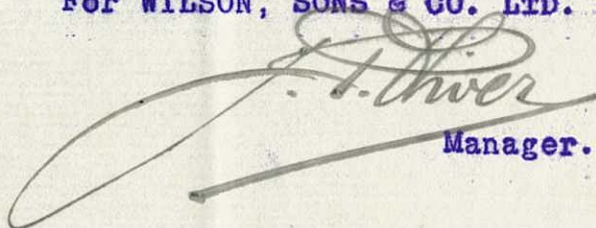
We have pleasure in mentioning that Captain Indrikson
has been most obliging, and has had a deal of trouble to get the
vessel away to sea as early as possible, and we beg to recommend
him to your kind consideration.

We beg to enclose an account which has been incurred
by three of the crew to Dr. Maclean, and if you can assist
us in collecting same, or any part of it from the men we will
be much obliged.

We are, Dear Sirs,

Yours very truly,

For WILSON, SONS & CO. LTD. AGENTS.


Manager.

CARDIFF & BARRY

MADERA	SANTOS
TENERIFE	SÃO PAULO
LAS PALMAS	MONTEVIDEO
ST. VINCENT, C. V.	LA PLATA
PERNAMBUCO	BUENOS AIRES
BAHIA	ROSARIO
RIO DE JANEIRO	BAHIA BLANCA

TELEGRAPHIC ADDRESS

"ANGLICUS"

Montevideo, 31st. August 1906.

Captain Ed. Indrikson,

P R E S E N T.

Dear Sir,

We now beg to confirm the verbal agreement entered into whereby you undertake to take charge of the British Ketch "GLEAM" now in this Port, and to deliver her in Port Stanley on the following conditions.

You will immediately take charge of the said vessel as Captain and proceed to sea at the earliest possible date, and in consideration of your services it is agreed that you will receive on delivery of the vessel to the Falkland Islands Company Limited in Port Stanley the sum of One hundred and twenty pounds sterling, subject to deduction of what cash advances are necessary here, and the small balance of provisions on board as per inventory, belong to you.

Out of the above sum of £120- sterling, it is agreed you will pay the wages due at Port Stanley to the following members of the old crew viz:-

James Wright	Mate	£19:0:0
William Buskell	A. B.	7:0:0
Charles Christensen	A. B.	7:0:0

(2)

The old cook having deserted you undertake to engage a new cook for the run, you paying his wages, all his shipping expenses and his passage back to Montevideo. The three members of the old crew are entitled to a free passage from Port Stanley to England at the expense of the ship.

As the foremast requires some small repairs, it is agreed that you will effect same, we supplying the material required for the purpose.


It is further understood that you will find the vessel with what provisions, navigating instruments, charts &c. which are necessary for the voyage, said instruments & any balance of provisions left over on arrival at Port Stanley will belong to you.

An inventory of the materials belonging to the vessel having been made up here and signed by you and the Mate, you will see that same are delivered over with the vessel to the before mentioned Falkland Islands Co. Ltd.,

We are, Dear Sir,

Yours very truly,

For WILSON, SONS & CO. LTD. Agents.


Manager.

MONTEVIDEO, 31st. August 1906.

Messrs. Wilson, Sons & Co. Ltd.,

M O N T E V I D E O.

Dear Sirs,

I hereby agree to accept the command of the British Ketch "GLEAM" on the terms and conditions specified in your letter of today's date for the delivery of said vessel to the Falkland Islands Company Limited in Port Stanley.

I also acknowledge to have received from you in advances the sum of Forty Eight pounds sterling, which amount falls to be deducted at Port Stanley from the sum of One hundred and twenty pounds sterling, leaving a balance due to me at said Port on delivery of the vessel of Seventy two pounds sterling

I am, Dear Sirs,

Yours respectfully,

Ed. Lindrihan

Certified True Copy.

Shihre.

Shipping Master. F. S.

Inq. 1.



ISSUED BY THE
BOARD OF TRADE.

EXAMINATION ON OATH

Relating to the YAWL "GLEAM"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIA,
CAP. 60.

1. Names of Deponent at full length.

1. JOHN DAVIS being duly

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he is part owner
of the Ship "GLEAM"
of the Port of Ramsgate, England.
of the Register Tonnage of 21. 94 Tons, her
Official Number being 104,756

3. Names and Residence of Owners.

3. That the said Ship was owned by John Davis and J. Aitken
residing at Port Stanley, Falkland Islands
in the Colony of Falkland Islands.

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Yawl
that she was built of wood at Calampton Devon England in the
year 1894, and that she ----- classed in
----- as ----- years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of four hands, including deponent;
that the deponent's Certificate is a Certificate of Nil, and is
Crew included owners and two other
numbered Nil men.

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of General Goods
for Speedwell Is., E.F. of the weight of ----- tons,
shipped by Falkland Is. Coy. Ltd. of Stanley, Falkland Islands
and consigned to H. & G. Cobb of Speedwell Island, E.F.

7. Number of Passengers on board.

NOTE.—If the Wife and Children of the Master or of any Officer of the Ship were on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid
NO Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was 5
feet --- inches forward and 8 feet --- inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That the said Ship proceeded from Lively Is., E.F. on her
intended voyage as named below, on the 4th day of November
last past, at 4 P. M.; the tide at the time being falling
the weather fine, and the wind blowing light
from the North West

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. *That at the time of sailing as above the said Ship was* _____
in a seaworthy condition.

11. Limits of intended voyage.

11. *That the said Ship was bound for* Speedwell Island,
in East Falklands.

12. Statement as to the voyage previous to the casualty.

12. *That the said Ship proceeded on the said intended voyage as above stated and sighted Bleaker Island E.F. at about 7 p.m. on the 4th November, 1920.*

13. Particulars of the casualty, commencing with the date and hour, and the state of the tide, weather, wind, and sea.

13. *That on* Thursday *the* fourth
day of November *at* 10.30 p. M.; *the tide at the time*
being flood *, the weather* boisterous *, and the wind*
in the N. N. W. *blowing* hard

with a big *sea from the* N. N. W. *, the said Ship struck a reef at about the middle of the North end of Bleaker Island. On approaching Bleaker Island it was fairly clear but on coming closer it became very thick which made it impossible for us to see the land. The look out reported Kelp ahead, the helm was put hard down but before vessel would come up she struck the reef with her heel, we then ran a kedge anchor out on two long lines to try and heave her off but without success. The wind was still increasing and the sea was getting up making it impossible for us to do anything to save the vessel. At about 3.30 a.m. sea was breaking over vessel and we had to leave her. Next day owing to heavy weather we could not approach vessel. On Saturday evening the 6th Novbr weather moderated a little and we went out to vessel to have a look at her and found she was full of water, all the cargo floating round in her hold and as weather was again getting bad we had to leave her. On Monday the 8th Novbr we again went to vessel and found that she had become a total wreck she having broken in the heavy weather. We tried to get on her the previous day but failed owing to the heavy weather.*

14. Statement respecting services rendered, if any.

14. That no assistance was procurable from Bleaker Island or from Stanley.

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by the deponent at £800 Pounds Sterling, and on the said Cargo at Pounds Sterling, and that the Ship was insured in the sum of Not insured Pounds Sterling, the Cargo in Pounds Sterling, and the Freight in Pounds Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the loss of the said Ship No lives were lost by the remainder in all, viz., Master, and Crew† and Passengers, being saved by vessel's boat, and subsisted on board that vessel from the to the, when they were landed at The following provisions, valued at, were transferred from the wreck to the salving vessel

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was boisterous weather on the 4th November 1920 and the foggy weather. and it might have been avoided by could not in the opinion of the deponent have been avoided.

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) J. DAVIS.

Deponent.

Part Owner of Vessel and one of Crew.

Sworn at Stanley, F.I. this 24th day of Novbr 1920 before me,

(sgd) M. CRAIGIE-HALKETT

Receiver of Wrecks
Inspecting Officer of the Coastguard,
Chief Officer of Customs.*

Person appointed for the purpose by
the Board of Trade under Sec.
465 of M.S.A., 1894.*

*Obliterate the words that
do not apply.

† In the number of the Crew should be included all Officers except the Master.

Certified True Copy.

John Aitkin

Shipping Master, F.I.

Inq. 1.



ISSUED BY THE
BOARD OF TRADE.

EXAMINATION ON OATH

Relating to the Yawl "GLEAM"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIE,
CAP. 60.

1. Names of Deponent at full length.

1. John Aitkin *being duly*

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he is part owner
of the Ship "GLEAM"

of the Port of Ramsgate, England.

of the Register Tonnage of 21. 94 Tons, her

Official Number being 104,756

3. Names and Residence of Owners.

3. That the said Ship was owned by John Aitkin and J. Davis
residing at Port Stanley

in the Colony of Falkland Islands

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Yawl
that she was built of wood at Calampton Devon England in the
year 1894 , and that she ----- classed in

as ----- years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of four hands, including deponent;
that the deponent's Certificate is a Certificate of N I L , and is
numbered Nil Crew included deponent, J. Davis (part owner)
and 2 other men.

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of General Goods
for Speedwell Is., E.F. of the weight of ... tons,
shipped by Falkland Is. Co. Ltd of Stanley, Falkland Islands
and consigned to H. & G. Cobb of Speedwell Island E.F.

7. Number of Passengers on board.
Note.—If the Wife and Children of the Master or of any Officer of the Ship were on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid
NO Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was 5
feet --- inches forward and 8 feet --- inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That the said Ship proceeded from Lively Island E.F. on her
intended voyage as named below, on the 4th day of November
last past, at 4. p. M.; the tide at the time being falling
the weather fine , and the wind blowing moderate breeze
from the west

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was

in a seaworthy condition.

11. Limits of intended voyage.

11. That the said Ship was bound for Speedwell Island

in East Falklands.

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above stated and sighted Bleaker Island E.F. at about 9 p.m. on the 4th November, 1920.

13. Particulars of the casualty, commencing with the date and hour, and the state of the tide, weather, wind, and sea.

13. That on Thursday the fourth day of November at 10 20 p. M.; the tide at the time being flood, the weather boisterous, and the wind in the N. N. W. blowing hard

with a big sea from the N. N. W., the said Ship struck a reef at Bleaker Island which projects from the north west shore of Bleaker Island. At about 9.30 p.m. the weather was clear but as we neared Bleaker Island smoke from camp fires came over which made it thick and made it impossible to see anything. We were on a lee shore. Three men on the look out reported land on the lee bow. I was steering at the time and as I thought it was the reef that was seen immediately put the helm hard a port to bring her round, the vessel was then in the tree kelp which stopped her way; she then drifted in and struck the reef with her heel. We then put the boat over immediately and ran 90 fathoms of line out on a kedge to try and get her off but failed - at this time vessel was steady and not bumping but was caught by the heel. Wind and sea was rising all the time which made it impossible to do anything but save our lives. At about 4 a.m. we left the vessel, the sea was then breaking over her starboard quarter. We sounded and found 6 feet forward and 8 feet aft. Before we left her the vessel was hard and fast on the reef. At 4 a.m. it was dangerous for the small boat to remain alongside and in order to save our lives we had to leave. Next day the 5th November it was impossible to approach vessel on account of the heavy weather. On Saturday the 6th November we got on board but it was impossible for us to do anything - we found the tide rising and falling in the vessel, her decks were burst and the pump was lifted two feet above the deck - the cargo was floating about in the hold - it was impossible to save anything on account of the boisterous weather. On Sunday the 7th November weather was still bad and we could not get near vessel. On Monday the 8th November

we again went to vessel and found she was a total loss, we took the running gear and windlass from her, also spars, we could save nothing else.

The vessel was then breaking up. We did all we could under difficult circumstances to save vessel after she had struck but the weather conditions were against us.

(signed) JOHN AITKEN.

Deponent.

13. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That

16. Loss on Ship and Cargo, amount of Insurance on Ship and Freight.

That the loss on the said Ship is estimated by the deponent at Pounds Sterling, and on the said Cargo at Pounds Sterling, and that the Ship was insured in the sum of NOT INSURED Pounds Sterling, the Cargo in Pounds Sterling, and the Pounds Sterling.

17. Particulars of Lives lost or saved, &c.

That in consequence of the loss of the said Ship were lost by to all, viz., Master, and Crew Passengers, being saved by the vessel's boat and subsisted on board that vessel from the to the , when they were landed at . The following provisions, , were transferred from the wreck to the salvaging vessel:

18. Cause of the casualty, &c.

That, in deponent's opinion, the cause of the casualty was boisterous weather and heavy fog on the 4th Novbr 1920 which made it impossible to see anything and could not in the opinion of have been avoided.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) JOHN AITKEN

Deponent.
First Officer and Master
of Vessel.

Signed at Stanley, N.S.W.

Day of November 1920 at in presence of Receiver of Wreck.

Inspected and found correct
Chief Officer

Subscribed the words above
do not apply

Person appointed by
the Board of Trade to
inspect the vessel

In the presence of the Crew should be witnessed all Officers except the Deponent

14. Statement respecting services rendered, if any.

14. That no assistance was procurable from Bleaker Island or from Port Stanley.

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by the deponent at £1000 Pounds Sterling, and on the said Cargo at Pounds Sterling, and that the Ship was insured in the sum of NOT INSURED Pounds Sterling, the Cargo in Pounds Sterling, and the Freight in Pounds Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the loss of the said Ship NO lives were lost by the remainder in all, viz., Master, and Crew† and Passengers, being saved by the vessel's boat, and subsisted on board that vessel from the to the, when they were landed at The following provisions, valued at, were transferred from the wreck to the salving vessel

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was boisterous weather and Camp fires on the 4th Novbr 1920 which made it foggy and impossible to see anything and ~~it might have been avoided by~~ could not in the opinion of deponent have been avoided

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) JOHN AITKEN

Deponent.

Part owner and Master of Vessel.

Sworn at Stanley, F.I. this 24th

day of November 1920 before me, (sgd) M. CRAIGIE-HALKETT
Ag. Receiver of Wrecks.

Inspecting Officer of the Coastguard.*
Chief Officer of Customs.*

* Obliterate the words that do not apply.

Person appointed for the purpose by the Board of Trade under Sec. 465 of M.S.A., 1894.*

† In the number of the Crew should be included all Officers except the Master.

Extract from letter from A.F.Cobb Esq, of Bleaker Island.
=====

November 15th, 1920.

I am sorry to say that the "GLEAM" fetched up on the end of the reef just where the "Hattie.L.M" did in 1910. They left Lively Island on the afternoon of the 4th after being jammed there for a week, and as it looked like a blow coming on, tried to get in here instead of carrying on outside for Speedwell Island.

They would have anchored in the Sandy Bay, but thought the wind might come round North East upon them. It had been a glorious day and there was thick smoke coming across from the camp fires on the mainland all round, and that must have prevented their seeing when it got dusk, as far as I can make out.

They say they caught on the reef at 10.30 pm, came ashore about 4 am when things became impossible for them. It blew all that day till about 5 pm when they were able to get off in about 1½ hours and found her well on the reef with about 5 or 6 feet of water in her. After that it blew for a week and they could not get to her at all until last Friday the 12th when they found her in a terrible state, her side all gone and everything inside quite disappeared.

I am sending them in to Stanley in the "Exe".

(signed) Arthur.F.Cobb.

I, H.H.R.Gresham Acting Lloyd's Agent, certify that the above is an extract from a letter signed by Arthur.F.Cobb Esq, the Proprietor of Bleaker Island.

Stanley, November 23rd, 1920.

