

Falklands Islands
Stanley

(1)

Court of Enquiry held at
Stanley East Falkland Island on the
27 + 28 days of January 1896 under Ordinance
No. 6 of 1894.

Before

Thomas Augustus Thompson
Police Magistrate of the Falkland Islands
and Captain David Rees and Captain John
Campbell Master Mariners appointed by
Warrant under the hand of the Governor
and seal of the Colony.

To enquire into the loss by fire of the
British Ship "Glengowan" in the harbour
of Stanley.

Joseph Doughty on his oath saith
as follows.

I am the Master of the British
Ship "Glengowan" She was a vessel of
1801 tons. Was built in Port Glasgow and
was only launched on the 5th September last.

We sailed from Swansea for San
Francisco on the 15th October last with a
cargo of Anthracite Coal and Coke.

The Coke was stowed on the top of
the Coal. We had 503 tons of Coke We
had fairly good weather as will be seen
by the Log Book (Log Book put in) Nothing
occurred of any importance until the 15th December

on

On the Mate drawing up the Thermometer from the tube of the main hatch it was found that the tin or brass casing at the bottom of the Thermometer was melted. It had been put down at half an hour or three quarters of an hour before that to take the temperature.

The temperature had been taken every morning and evening previously and nothing to arouse suspicion had occurred.

On the 14th the temperature in the main hold in the evening was 81 degrees.

This was slightly higher than in the fore and after hatches but there was nothing to arouse alarm. In the tropics we had it as high as 106 degrees.

I had no fear of fire. The holds had six different ventilators surface ventilators only - We had two Cowl ventilators through the topgallant fore-castle head another abaft the fore hatch, and a Cowl ventilator and a trunk ventilator with a sky hatch through the house and a large Cowl ventilator abaft the mainmast and two Cowl ventilators through the poop. The surface of the hold was therefore well ventilated.

The mate described to me on the morning of the 15th what had been discovered about the Thermometer and I at once had one of the main hatches taken off in order to examine the condition of the Cargo. I found a quantity of smoke arising from the Coal as soon as I found this I closed

all

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all the ventilators carefully and also the mast heads and every other possible place through which air could get to the hold.

Our position on the 15th December at noon was Latitude 52.57.8, Longitude 62.50 West. Water was thrown down the temperature pipe at the main hatch this being the only temperature pipe left open.

The water was blown out by the steam for several feet and my hands were scalded.

Water continued to be poured down and as soon as possible the pump was fixed and played down the tube and continued to be played down all the time.

We determined to make for the Falkland Islands and squared off for Stanley. Nothing occurred during our way up except that the steam and smoke continued to issue from the temperature tube at the main hatch.

We sighted the Falklands on the 15th in the evening civil time.

At 8 p.m. Rodney Bluff bore N.W. by N distant 12 to 15 miles. On the 16th at 9 p.m. Cape Pembroke Lighthouse bore N. $\frac{1}{2}$ E. distant 7 miles. at 10 30 p.m. we hove to for a pilot. x

At 2 a.m. on the 17th wore ship to the southward at 3 a.m. we were boarded by the Pilot of the Port who took charge and we proceeded toward the anchorage. at 1 p.m. we were anchored in Port William the outer anchorage of Stanley

Stanley. It was then impossible to enter Stanley Harbour there being a light wind from the Southward. I proceeded on shore and reported to Lloyds Agent and secured the services of some men and also a Fire Engine and a force pump.

Also arranged for Surveyors to visit the ship at nine the next morning.

The crew still continued to pump water down the temperature tube of the main hatch. We had temperature tubes at the fore, main, and after hatches.

At 10 30 a.m. of the 18th the Surveyors came on board Captain Gumma of the ship Gladys and Mr Schlottfeldt the Agent for Kosmos Steamers.

The hatches were opened. A Lighter had then brought off the fire Engine and force pump with labourers to pump.

On the hatches being removed it was found that the cargo was on fire between decks and in the lower hold extending to one beam before the main hatch way and two beams abaft.

Pumping was at once begun on the Fire Engine and several other force pumps were got off from the shore during the day and used. The Surveyors recommended that all water possible should be pumped down - It was still impossible to get into harbour,

At 3.30 p.m. of this day the flames burst through at the main hatch, At 8

At 8 p.m. holes were cut in the decks and water pumped down, The fire continued to increase and more labourers were sent for. In the evening when the fire burst out, I sent and reported the matter to Lloyds Agent and asked for the surveyors as it appeared to me to be probable that we would have to scuttle the ship - The surveyors came on board between 7 & 8 and at 10 p.m. recommended that the ship should be got into Harbour and scuttled - Every preparation was then made to get the ship under weigh. At 11.30 we slipped the cable and stood into Stanley Harbour.

We had a first thought of grounding the ship in Sparrow Cove, outside but the wind shifted to the Northward and we decided to get into Stanley Harbour and ground her. We got in the Harbour and at about half past twelve succeeded in beaching the ship at a place called Whalebone Bay which the Pilot said was best suited. The tide was at nearly low water. We sent on shore for men to cut out the rivets on both sides of the ship, amidships where the fire was. They came off at about 4 a.m. of the next day the 19th.

In the mean time and as soon as the Lighter could be brought alongside the Fire Engine was again worked.

We had seven force Pumps in use on board besides the Fire Engine. The fire got

worse

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worse and the sides of the ship began to bulge and buckle. The plates were red hot and the lighter with the Fire Engine had to be boomed off to prevent her taking fire. At noon the fore deck house ^{took fire} Extra Gangs of men were got off in addition to the pumps to work buckets.

That evening we had about eight feet of water in the hold of the ship. The water didn't run freely enough into the sides of the ship when the rivets had been started. ^{The fire continued to extend} and on the 20th the flames burst through the decks by the forward deck house and destroyed the house. The main deck was burnt from the after part of the main hatch to the fore end of the deck houses.

The deck beams and stringer plates were becoming twisted and bent. We then began to save the stores and gear and place them in the lighter alongside. At noon of the 20th there were 17 feet 6 inches of water in the hold. The fire continued to rage furiously and ~~at~~ midnight the ship was a mass of fire from the main hatch forward.

On Saturday the 21st we had all sails sent down from the yards and then all further efforts to extinguish fire had to be abandoned as useless and all hands were employed saving everything possible. At 6 30 pm all hands were ordered on shore for safety and the lighter towed away. We left some things in the after store room a large quantity of the stores being left there.

I did not think the fire would extend

there

there until the Monday, No work was done on the Sunday. On the Monday on going on board we found that the whole after part of the Ship had been destroyed by fire. I do not think that the fire could have extended aft.

My impression is that it was fired by some one by whom I cannot discover and cannot obtain sufficient evidence to charge anyone; A number of the crew of the *Gladys* were charged with stealing stores from the ship on the Sunday night but were acquitted by a jury. Their defence was that they had been sent on board by their Captain to save the things from fire.

We hoped that the tide would rise higher than it did.

I was told that there would be a rise of at least ~~four~~ ^{four} feet. I don't think it rose more than two feet that night. We grounded at low water. If I hadn't been under the impression that the tide rose four feet I should have dropped my anchor and scuttled her before she grounded.

We were drawing 21 feet $5\frac{1}{2}$ inches aft. It would have been better under the circumstances not to have absolutely run her aground but to scuttle her at her anchors near to the place she would naturally ground. I consulted with the Pilot and the Surveyor also as to what was best to be done and they all agreed that it was best to ground her.

I did not go on board on Sunday but the mate did he reported everything all night

(8)

night, I did not think there was the slightest necessity to save what had been left aft. As I thought the fire would not extend aft before the morning.

We had 5 feet $\frac{1}{2}$ in free Board No portion of the Cargo was within 3 feet of the Deck beam. We did not let go Anchor after we grounded Nothing to hold her where she first struck but she only moved her stern round a few points She went no further in We put down the Anchor on the day following the stranding.

(Signed) J. Doughty

Bradford Wilmer on his oath saith -

I am the Government Pilot I boarded the "Glengowan" in the early morning of the 17th of December and Piloted her in to Port William - It was believed she was on fire. I anchored her in Port William I asked the Captain if he wished to go in to the Harbour and he said he did not think it was any use to do so and I therefore anchored in Port William

It was impossible to bring the Ship into Stanley Harbour then as the wind was South I remained on board.

We dropped Anchor. The crew were employed throughout the day pumping into the hold. The next ~~day~~ ^{morning} the Fire Engine came off and the Surveyors. The Hatches were taken off and then the Fire Engine began to work. I went ashore and

Came

came of at 6 or 7 in the evening. Then it was decided to take the ship into Port Stanley. The Captain at first said the Surveyors had thought of grounding her in Sparrow Cove but it was then decided to beach her within Stanley Harbour. We got under weigh at about 11 p.m. the Captain left to me the selection of the place at which she should be grounded - I selected Whalebone Bay.

We stood in and grounded her at low water.

The rise of tide is supposed to be five feet this was the 18th. I don't know what the rise was. The Captain might have asked me what the rise and fall of the tide was -

He probably did if so I should have told him about five feet. I never tried the depth of water at high tide. The tide did not rise as high as usual on the 19th. I attribute this to the high N.W. wind which blew. Under the circumstances I don't think anything better could have been done than to ground her. I supposed as he did that when the tide rose it would cover the cargo. It did not rise as high as I expected.

Had this been foreseen it would have been better to scuttle her in her own depth at high water - Captain Doughty told me to put her aground at low water. The ship did not budge from the time she grounded -

Her stern moved a little but she did not drive into shallower water. examined by Captain Doughty.

You

You asked me to put the ship on the ground in a place free from rocks and where the water would overflow the cargo at high tide. I told him I would do so and the water at high water would cover the cargo and I thought that where I grounded her the water at high tide would have covered the cargo.

(sd) B Wilmer Gnt Pilot

Archibald Clarke on his oath
saith

I was the Carpenter of the Ship *Glengowan* - Nothing was perceived that would lead us to think the Ship was on fire until the 15th of December when the mate called to me, a Hatch was opened and we found smoke coming from the Hatch. It was at once rebattened and every possible opening leading to the hold were closed - We then made for Stanley and arrived there. Up to that time the crew had continued pumping down the temperature tube at the main hatch - When the hatches were opened some steam and smoke issued from it, but not very much, then the Engine came off and some time afterwards the fire began to spread. From that time everything was done to extinguish the fire. But the water appeared only to feed the fire. The Engine and force Pumps continued to be used without cessation. I assisted men from

Stanley

Stanley in scuttling the ship after she was grounded at Whalebone Bay - We had 17 feet 6 inches only on the 20th in the hold. The tide never rose as high as we thought. The tide never covered the Cargo.

(signed) Arch^d. Clark

Hugo Schlottfeldt on his oath
saith

I am the Surveyor for the Bureau Veritas - As such surveyor I was appointed to Survey the British Ship 'Glengowan' together with Captain Gumm of the British Ship 'Gladys' I went on board on the 18th of December last past.

The 'Glengowan' was then at anchor in Port William it would have been impossible to bring her into Stanley Harbour before then - The Captain informed us that the Coals were heated. We found the Hatches closed and bolted down. We ordered the Hatches to be opened when dense smoke and gas arose out of the Hatches but we saw no flames - It was impossible to examine the Hold because of the gas and smoke and we recommended that a Fire Engine should be obtained from shore with sufficient ^{men} to work the Engine and also obtain some force pumps and pump water into the hold - The Fire Engine and Force Pumps were brought off at once - We then left the ship. Nothing more could be done then. It was still

impossible

impossible to bring her into harbour.

Later in the day the Captain sent word in that the fire was increasing and wished the Surveyors to come on board at once to decide what had better be done in the interests of all concerned.

We returned to the ship that evening between 8 & 9 o'clock and found part of the deck around the Main Hatch burnt and we decided that as the Wind had then got to North West to slip the Anchor and to make an attempt to get the ship into the main Harbour of Stanley and scuttle her. Sparrow Cove was at first thought of but as the wind got fair for the entrance of the harbour it was decided to get her in. She was got under weigh and ^{was} grounded at the Eastern End of the Harbour.

The Surveyors thought with the Captain that it was better to ground her. It was then dead low water - Every ^{thing} to get her aground speedily and properly was done - Blacksmiths were put at work at ^{once} to knock the rivets out of her sides to fill her. She grounded I think after twelve o'clock. We left and did not return to the ship until a few days later when we again boarded her her decks forward were burnt to the after part of the main Hatch and the fire was raging and the plates of the top sides were red hot.

The Surveyors came to the conclusion that the crew should leave to prevent
any

any injury to them - I have seen her since she may be repaired but at very great expence.

The Cabin is burnt out of her and most of the main deck is burnt and her beams and plates are all twisted and bulging in - The rise ~~and~~ fall of the tide in Stanley Harbour is about six feet I think she drifted in as the tide rose other wise the water must have covered the cargo.

I did not think it necessary when she grounded to do more than start the rivets and let the water flow in and naturally she would remain where she was. If ~~sufficient~~ sufficient water had flown in I think I should ^{have} ordered a plate to be cut.

I dont know where the rivets were started - I cant give no other information to the Court or suggest anything by which the fire could have been checked. I think that everything was done that could have been done by Captain Doughty - The ship had ~~slued~~ ^{slued} round she was heading N.E. and now she is heading S.E. I only surmise that she drove in from the Water not covering the cargo when it was high tide.

I think the grounding was the proper thing to do and that no exception can be taken to her having been grounded and scuttled.

(signed) Hugo Schlottfeldt

(14)

Charles Boyle on his oath saith

I am the Mate of the Glenowan
After she sailed nothing of importance
occurred until the morning of the 15th
of December when on taking up the
thermometer it was discovered that there
was fire in the bottom of the ship

There had been nothing in the
temperatures of the hold to arouse any
suspicion, We then decided to make for
Stauley, We anchored in Port William about
noon of the 17th of December and the Captain
at once proceeded on shore, The next
morning surveyors came off followed by men
with a Fire Engine and force pumps
and pumping water on the Cargo was
at once commenced.

It was not possible then to enter
Stauley Harbour. The fire increased and
later on the Surveyors were again sent
for and it was decided to scuttle the ship
We then got under weigh and ran the
Ship ashore in Whalebone Bay.

In an hour or two after we grounded
the Fire Engine was again got alongside
and water pumped in the hold again,
Previously force pumps were used pumping
water into the ship. We grounded about
half past twelve - Blacksmiths at once
began to start the rivets on the side.

The Ship did not drive nearer the Shore
after she grounded her stern swinging round
a little - Where she is at present is
where she grounded her head only swung out

to S. E. The work of pumping was continued without cessation but the fire had taken a firm hold of the ship and our efforts were useless. It was decided that the crew should leave her on the Saturday the 21 December.

We left stores and other articles in the after cabin I did not think then that the fire would extend to the Cabin before Monday. On Sunday however on going on board I found the Cabin full of smoke and I left the Key of the Cabin with the Mate of the Gladys with instructions if they saw the fire extending to go and save what they could - On Monday we found the Cabin destroyed by fire and some of the men of the Gladys were charged with stealing a quantity of stores but were acquitted by a jury. The Captain of the Gladys swore that he had given them instructions to save the things in the Cabin acting under what I had said to the Mate of the Gladys. How the fire got to the Cabin I cant clearly say the fire may possibly have extended to the Cabin without anyone firing it.

There must have been a great accumulation of fire damp about the Cabin which may have caused its destruction - I did not think it necessary on the Sunday to suggest the removal of the stores in the Cabin altho I saw smoke I did not think then the fire would extend to the Cabin - We took sail in about half an hour after the

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Ship struck. Very shortly after she struck orders were given to take in the sails

Leaving the fore lower topsails standing until half past six.

(sd) Chas Boyle

Captain Doughty re examined

After the vessel grounded I sounded, I found three and a half fathoms aft and carried this to the Mainmast on the Starboard side the water decreased by about a foot and a half by the fore rigging and by about two feet at the bow. I sounded at different times while the water rose and it never rose to the Ships draught. Her stern swung about an hour after she grounded during a strong gust of wind - The water at high water was not a foot and a half higher than when she struck. Two days later when the wind was blowing differently there were two feet more water. The water has since then covered the Cargo at high water.

(sd) J. Doughty

Bradford Wilmer recalled

I left the ship at between five and six in the morning after she grounded. Up to that time the ship had not driven nearer the shore nor into shallower water. I was surprised that the tide did not rise higher than it did and can only account for it because of the strong Northerly Wind.

(sd) B. Wilmer C^{pt} Pilot

Adjourned to 28 Instants

20 January 1896

Court of Enquiry into loss of Ship
Glengowan resumed.

Captain Rodolph Roer on his oath
saith.

I am a Master Mariner I was in charge of the gang of labourers employed to pump into the Glengowan I went on board on the morning of the 18th December. I was on board when she got under weigh She was got as expeditiously as possible to the place at which it was decided to ground and scuttle her it was just before low water about an hour before low water - she was driven in under Sail. Pumping was at once recommenced the tide fell to between one
and

and two As the tide rose she went further in. This I am sure. No anchor was dropped to my knowledge after she grounded. They began to take in sails shortly after she grounded. I took no bearings but presume she must have gone further in as the tide rose as it was some time before she was flooded I can give no further information to the Court.

(sd) R. Roer

Bradford Wilmer on his oath saith
 Since yesterday I have visited the Glengowan I see that the water has entirely covered the cargo. I cant account for it but I have noticed that at leap tides sometimes the tide is as high as at springs I took bearings when the ship struck and have taken bearings since and I do not think that she has been driven any nearer to or any further from the shore than when she struck.

My impression is this that the water didnt flow quickly enough into her.

(sd) B Wilmer Comd Pilot

Charles Boyle on his oath saith
 About noon of the 19th 24 Rivets on the Port side had been knocked out and seven on the Starboard side the water in the hold was never as much as outside. We had never more than 17 feet 6 inches

(19)
in the hold. We should have had at
least 21 feet I think to cover the cargo
The Heated cargo must have absorbed
a great deal of the water and the cargo
itself must have checked to a certain
extent the inflow of the water

(sd) Chas Boyle

Taken on oath before the
Court of Enquiry

(signed) D. A. Thompson

Police Magistrate

Report

The Glengowan a steel ship of 1801 Tons built
in 1895 at the port of Port Glasgow sailed
on the 15th day of October 1895 from the Port
of Swansea under the Command of Joseph Doughty.

She was laden with a Cargo of Anthracite
Coal and Coke and was bound to San
Francisco. Everything went well and nothing
that it is necessary to notice occurred until
the 15th of December on which day the ship
was in Latitude 52. 57. S. Longitude 62. 50. West

On the morning of the 15th December On
the Thermometer being taken from the
Temperature tube of the main hatch it
was discovered that the brass casing of
the bottom of the Thermometer was milted.

The Thermometer had been put down the
tube half or three quarters of an hour before.

The temperature had been carefully taken
on the morning and evening of the previous

days

day and there had been no heat previously shown to justify any suspicion of danger.

The temperature of the main hold on the evening of the 14th had been only 81 degrees.

The ship had eight surface ventilators distributed as follows

Two cowl ventilators through the top gallant fore-castle head one abaft the fore hatch one cowl ventilator and a trunk ventilator with a sky hatch through the house a large cowl ventilator abaft the mainmast and two cowl ventilators through the poop.

On the 15th upon the condition of the thermometer being reported to Captain Doughty he had one of the main hatches taken off in order to ascertain the condition of the cargo. A quantity of smoke was discovered arising from the coal and as soon as this was seen all the ventilators were carefully closed as well as every other possible place through which air could get to the cargo except the temperature tube of the main hold through which water was pumped down on the cargo.

When this was first done the water was forced back by the steam and Captain Doughty who was standing near was slightly scalded.

It was decided to make for the Falkland Islands and the ship was later on on the 15th squared off for Stanley and at one p.m. of the 17th of December

was

was anchored in Port William it being then impossible to enter Port Stanley.

As soon as practicable two Surveyors visited the ship and the hatches were opened but it was found impossible to examine the hold because of the gas and smoke which arose from it.

The surveyors recommended that a Fire Engine and force pumps should be obtained from the shore and water freely pumped on the Cargo. Arrangements had already been made for securing the only Fire Engine (a manual one) in Stanley and also the services of labourers to pump and the Fire Engine began work on the 18th.

Force Pumps were also got from Stanley and were also used on the Cargo.

At 3.30 p.m. of the 18th flames burst through at the main hatch and the matter was reported to Lloyd's Agent and a request sent on shore that the Surveyors should again visit the ship and advise what had better be done.

The Surveyors got on board in the evening and recommended that the ship should be got into Stanley Harbour and there scuttled.

The Ship was got under weigh and between 12 & 1 a.m. of the 19th was driven on shore under sail in a bay at the Eastern end of the Harbour called Whalebone Bay.

The Ship was drawing 21 feet 5 $\frac{1}{2}$ inches
aft

aft sounding taken after ⁽²²⁾ she struck showed $3\frac{1}{2}$ fathoms aft
24. Blacksmiths were at once got from
shore and proceeded to knock the rivets
out on her side in order to fill her.

The Fire Engine was again got alongside
as soon as practicable and the work of
pumping water into the hold also continued.

The water does not appear to have flown
freely into the ship and on the evening
of the 19th there were only 8 feet of water in
the hold. The fire gained rapidly and
on the 20th the flames burst through
the decks. At noon of the 20th there were
17 feet 6 inches of water in the hold.

The water had never up to the time
the ship was abandoned covered the Cargo.

The ship had 5 feet $\frac{1}{2}$ in free board.
No portion of the Cargo however appears
to have been within 3 feet of the deck
beam.

The Government Pilot Captain Doughty
and Mr Boyle the 1st mate express
the opinion that the ship was not driven
further in by the rising tide whilst a
certain R. Roer a Norwegian of nautical
experience who was in charge of a gang
of labourers employed at the Fire Engine
believes as the tide rose the "Glengowan"
went further in.

The was spring tides on the 19th. The
Ship's Stern is admitted to have swung
about an hour after she struck.

There were no anchors down. Captain
Doughty swore that he took soundings at
high water and that the water never rose

more than a foot and a half higher than when the ship struck.

The usual rise of the tide in Stanley Harbour is between 4 and 6 feet.

The Pilot said he had not tried the depth of water at high tide but believed that it did not rise as high on the 19th as he expected and attributed this to the strong N. W. wind which was blowing.

The fore part of the ship was in flames on Saturday the 20th December and in the evening all hands were ordered on shore for safety.

The Mate went on board on the 21st and found the cabin full of smoke, but did not think the fire would extend to the Cabin before the next day and certain stores and other articles which were not saved on the 20th were still left in the after store Room.

On the morning of the 22nd the Cabin was found destroyed by fire.

The Government Pilot who visited the "Glengowan" on the 28th January says that although the ship is in the same position as when she struck the water has since completely covered the cargo.

Opinion

We are of opinion that the cargo of the Glengowan became heated and took fire spontaneously. The surface ventilation by Cowl ventilators was we think perfect and complete and we are also of opinion that

every precaution was taken after the fire was discovered to prevent it extending.

The scuttling of the ship was undoubtedly necessary but we are of opinion that instead of being run on shore in the manner she was it would have been better when the *Glengowan* got into Stanley Harbour to have dropped the Anchor before she grounded and have payed out cable until she got into a suitable depth for scuttling her. Then instead of simply knocking the rivets out of her sides we think a piece of the plating on each side should have been cut out to allow the water to flow in freely. Had this been done the entire cargo would have been soon submerged and the fire extinguished.

Notwithstanding the evidence of Captain Doughty and that of the Pilot and the first Mate of the *Glengowan* we are of opinion that grounded as the ship was according to evidence at low water she must as the tide rose have forged gradually in. With the spring tide or if the ship had remained on the spot she struck at low water the tide must have risen sufficiently high to have covered the cargo.

We think Captain Doughty guilty of an error in judgment in grounding his vessel in the manner he did and also in omitting to cut holes in her sides when he saw that the water was not flowing in freely but under all the circumstances



do not think it a case for punishment
by the suspension of his Certificate

(Signed) D. A. Thompson

Police Magistrate

(Signed) David Rees

(Signed) John Campbell. M. M.

I certify the above to
be a true copy of the
proceedings

J. A. Thompson

M. M.

SUTHERLAND & WILLIAMS,

SHIP STORE DEALERS, &c

11, Atherton Street,

Liverpool, Sept 24th 1895.

Capt. Doughty,
"Glengowan"
Swansea.

Dear Sir,

Your letter of 23rd inst. duly to hand, & now beg to thank you for the order, which we have forwarded today per L & N. W. Ry carriage paid, four packages all sold, and trust you will receive them safely. We also enclose a Shipping Bill for passing the Bonded Stores through the Custom House, which please hand to your brokers dock.

Herewith we also beg to

hand you the account, which we hope you will find in order, & shall be glad if you will kindly sign the amount of a/c. rendered, & return it to us. We were pleased to find that you are again in harness, & wish you every success & a pleasant Voyage in the new ship.

Mr. Williams is at present away for a holiday, but will be in L'pool again on Monday morning 30th inst.

With kind regards, we are

Yours faithfully
Sutherland & Williams,
per Jas Kenworthy.

Names	19-20th 20th-21st			Hours	
	Night	Day	Night		
J. Daviet.	1	1	1	6.	5/-
A. H. Hansen	1	1	1	6.	5/-
E. Biggs.	1	-	-	0.	
Masterrell.	1	-	-	0.	
E. Laorange	1	1	1	6.	5/-
E. Webber.	1	1	1	6.	5/-
Burrow.	1	1	1	6.	5/-
H. Hansen	1	1	1	6.	5/-
Petersen	1	1	1	6.	5/-
P. Gundersen	1	1	1	6.	5/-
Glady's crew.					
Mr Lang.	-	-	1		
Dawkins	-	-	1		
Lewis.	-	-	1		
Sheety.	-	-	1		
Wisk.	-	-	1		
Helmore	-	-	1		

Engine.

- A. Paer
- J. Steel.
- J. Peck
- G. Short.
- J. Melway.
- P. Hardy sen.
- C. Gibbard.
- C. Enestrom.

Stanley July 29 1897

A. E. Baillon Esq.

Halland Island Co.
Stanley.

Dear Sir.

"Glengowrie" Ship

As you invited me to go, and inspect this ship with yourself and others, with a view to my giving an opinion upon her condition, value &c.:

I consider the ship almost valueless, as she now lies - having in view the cost of labour & materials to refit her.

The Hull of the vessel below the Bulwark appears good. Mast & rigging have very little the matter with them.

All Decks, Deck Beams are destroyed, together with Forecastle Post, Moulders also seriously damaged.

Floating of the ship should be easy: by plugging up rivet holes, and fitting up a Windmill pump to clear her of water - discharging part Cargo. Then I am of opinion that the Cargo when landed, would repay for all labour for floating & discharging. The Hull of the vessel would then make a good Hull when fitted with a rough water tight deck.

The Expenses to refit for Steading Home, would be too much

Yours faithfully
Scott Macdonald

Estimate for the several
Decks of the
Ship "Mergovan"

18,000 ft run for Main deck
3,500 ft do Poop
2,200 ft do Top Gallant Forecastle
1,400 ft do Deckhouse
25,100 ft run equal to
41668 ft 1" Superficial
at 8^d pr ft Super =
about £ 1390. 0. 0
Labour 350. 0. 0
Painting & Pitch 150. 0. 0
£ 1890. 0. 0

J. Johnson

Copy to No. 10.
24-11-98

May 28th 99

Copy

24th June 98.

The Secretary

Salvage Association

19 Birchinn Lane
G.B.

Dear Sir

We have this morning received the account of the "Glenogowan" from our Manager and by to forward them herewith, together with our cheque for £44. 6. 6, the balance due after crediting the purchase of the wreck, as agreed.

There now remains only the question of the cargo, or such of it as may be left. I learn from our Manager that a person lately in Stanley made an offer for it of £50 as it lies, and I shall be glad to know if you have the means of finding out whether the Underwriters are prepared to accept this sum, and so close the matter or whether they would prefer its sale by auction on the spot. In the former event, I am prepared to send you a cheque for the amount.

I am dear Sir
Yours faithfully

J. Reid & Co. Ltd.

(Signed)

Managing Director

6th. July, 1898

The Managing Director,
Falkland Islands Coy.

London.

"GLENGOWAN"

Dear Sir,

I duly received your letter of the 24th. June with its various enclosures, and for the cheque for £74.6.6 I sent you formal receipt. I have been examining the accounts and it appears that the proceeds of the wreck, gear, etc. exceed the disbursements by about £185, so that the difference between this amount and the £74.6.6, namely, £111, represents your remuneration interest on disbursements etc. While there can be no doubt that the trouble you have been put to has been very great, I hope on re-consideration you will consent to a substantial modification of this amount. I am aware that one-third of the amount represents interest but I think under all the circumstances and disastrous character of the case, and that you are the purchasers of the wreck, that some concession should be made

I await the favour of your views, and meantime return the accounts herewith.

Regarding the sale of the cargo the sum you name is so very small, that there is very little inducement for the Underwriters to move in the matter, cannot you spring on your offer and make it £100?

Yours faithfully,

Secretary

7th July,

3.

The Secretary,
Salvage Association,
19, Birchin Lane, B.C.

Dear Sir,

I am in receipt of your favour of the 5th inst., and have gone carefully into the matter of the Glengowan's accounts, but am not quite able to follow you in your remark that the proceeds of the wreck, gear, &c. exceed the disbursements by about £185. However this may be, let me point out to you that we have, acting under legal advice, treated the account as a whole, without attempting to separate the charges that will have to be borne by the Owners and Underwriters respectively, although it seems to me that those payable by the former will, when the account is adjusted, amount to at least £300. These sums, which consist to a great extent of actual cash advanced for the crew, and attendance on and the funeral expenses of the Master, we have, as you know, endeavoured without success to get from them; and it was only after having been tossed about between the one and the other for months and years, and after finding that, with a view to getting our money back, we had to choose between plunging into the intricacies of Scotch law on the one hand and buying the wreck on the other,

that we unwillingly adopted the latter alternative, believing, as we still do, that the hull is too much damaged to be of any use to us. On the ground, then, that we are the purchasers of the wreck I cannot admit that there is any room for the concession you suggest; we are, on the contrary, entitled to the condolence of the Underwriters for having been forced into a purchase to which we were averse, and, after all, any further payment would practically mean giving a price for the property in advance of the sum agreed to by my Board of Directors. I fear, therefore, that there would be no advantage in my laying the matter before them for reconsideration, much as I should like to meet the wishes of your clients.

With regard to the further question of the coals, although they have been under water for $2\frac{1}{2}$ years, and the portion unburnt must have lost most of its virtue, the fact that a bid has been made serves to show that some use may be made of it yet, and I am willing, if it will close this most wearisome and unsatisfactory business, to accept your suggestion, and spring on my offer to the extent of making it £100.

I return the accounts, of which I have a copy, and various vouchers for cash and other charges signed by the Captain soon after his arrival are also at your disposal.

I am, Dear Sir,
yours faithfully,

(100) *F. L.*

Managing Director.

8th. July, 1898

The Managing Director,
Falkland Islands Coy.
London.

"GLENGOWAN"

Dear Sir,

I have to thank you for your letter of yesterday's date and referring to our interview I now beg to accept your offer of £100 for the cargo as and where it lies, and shall be glad to be favoured with a cheque in due course.

I gather that you hope to recoup your outlay in purchasing the wreck etc. and cargo, out of the gear etc. landed, and that you consider the wreck and cargo as it lies practically valueless.

As I informed you if you are prepared to resell the wreck and cargo as it lies at the figure you have bought them less a fair allowance for the gear landed, I might be able to arrange the transaction.

Perhaps you will kindly advise me after you have heard from the Falkland Islands?

Yours faithfully,

Secretary

9th. July, 1898

The Managing Director,
Falkland Islands Coy.
London.

"GLENGOWAN"

Dear Sir,

I have to thank you for your letter of yesterday's date enclosing cheque for £100, being purchase money for this cargo, and beg to enclose formal receipt herewith.

Yours faithfully,

Secretary

No 418.

15th March 1891

Handwritten signatures and notes

The Secretary,
Salvage Association,
19, Birchin Lane, E.C.

Dear Sir,

In further reference to your favour of the 8th inst., the question of reselling the wreck and cargo of the Glengowan must, as I said on Friday, be deferred until we hear from our Manager. You are slightly incorrect in your inference from our conversation that I consider the cargo practically valueless; I did think so until the last advices came in, but the fact that someone had made an offer for it, as I said in my letter of the 7th inst., rather tends to show that there may be some value in it, though it may be only small. As to the hull, I still think that for all practical purposes it is worth nothing to us, and we might be glad to get rid of it. I shall write fully on the subject by tomorrow's mail, having cabled the purchase on Saturday.

I am, Dear Sir,
yours faithfully,

12th. July, 1898

Managing Director,

Falkland Islands Coy.

London.

"GLENGOWAN"

Dear Sir,

I am much obliged for your letter of yesterday's date. I do not gather that the parties who saw us were over anxious to make a bid for the cargo, which for their purposes is valueless, but they were willing, I think, to have bought the wreck, as it lies for a small sum, but I suppose there would be some difficulty in separating the two.

If you could see your way to cable asking the lowest amount you are at liberty to accept for the wreck as it lies, it would be a convenience, otherwise we must wait for a reply by mail, though by that time I fear the chase may be quite off.

Yours faithfully,

Secretary

No 270.
11th July 1898

Acct. Sales of Sundries from Stranded Ship "Glenegowan"
 Sold by Public Auction 24th April 1894

1	2 Dish Covers	3 0	1	Prot. forward	18 11 6
2	plates & dishes	4 6	32	Fog Horn	8 0
3	2 Camp stools	4 6	33	Carpet	10 6
4	1 do	3 6	34	2 Cabin doors	12 0
5	Arm Chair	1 5 0	35	2 " "	16 0
6	1 Tg Tea Spoon	6 0	36	Barometer	2 1 0
7	1 " Desert "	8 0	37	" Aneroid	1 12 0
8	1 " Table "	10 0	38	Thermometer	3 6
9	1 " Desert Forks	11 6	38x	Sounding Machine & Log	2 1 0
10	1 " Table "	14 6	39	Medicine Chest	3 0 0
11	1 Butter Knife	4 0	40	1 Clock	1 8 0
12	1 Tg Desert Knives	9 6	41	1 do	1 8 0
13	1 " Table "	15 0	42	Bell & Coal Box	14 0
14	2 Carvers forks & Steel	4 6	43	Binacle	1 0 0
15	1 Bread Knife	3 0	44	2 do	1 15 0
16	Soup Tureen & Lid	13 0	45	1 do Augm th	15 0
17	Fish Knife & fork	4 6	46	Compass	8 0
18	Binocular Glass	1 0 0	47	1 Boat do	10 0
19	Telescope	1 15 0	48	1 do "	13 0
20	5 Cushions	2 6 0	49	9 Life belts	4 0
21	5 Brass Rods	6 0	50/55	4 Side light 2 Reding do	2 0 0
22	1 Brass Cook	4 6		in 2 lots 3 Red Light	15 0
23	2 Racks	8 6	56	Compass & Trumpet	10 6
24	2 Curtains	5 0	57	Meat Safe	1 10 0
25	Overmantle	3 10 0	58	Cargo Bin	3 0
26	1 Lamp & frame	3 6	59	do	3 0
27	1 Lamp	5 0	60/3	in one lot Black	2 0 0
28	1 do	5 6	64/70	" " "	2 6 0
29	1 do	6 6	41	Chain Hooks & Scrapen	5 0
30	1 do	5 0	42	included in Lot 60/3	- - -
31	Table Fiddles & Bracket	1 0	43	Shackles	13 0
	forward	18 11 6		forward	48 19 0

Sale ex "Glengowan" continued

Lot	Part forward	48	19	0	Lot	Part forward	88	15	0	
44	Cargo Chain	1	8	0	107/10	Marline Spungarn Rope	1	15	0	
45	Harness Cask	9	0	0	111/14	Running Gear	3	8	0	
76	do	16	0	0	115/18	do	4	15	0	
77	Spare Lamp Glasses	2	6	0	119	1 Coil Rope	1	11	0	
78	Howlocks with Boat-	-	-	0	120	part do		11	0	
79	6 Bars	1	10	0	121	1 "	1	18	0	
80	5 do	1	12	0	122	5 in Rope	2	15	0	
81	1 Cask Pork	1	11	0	123	4 " "	1	1	0	
82	1 "	1	13	0	124	1 Coil	2	10	0	
83	1 "	1	12	0	125	11 in Rope	1	15	0	
84	1 "	1	16	0	126	part Coil	1	1	0	
85	1 "	1	12	0	127/8	Rattine &c		10	0	
86	1 "	1	13	0	129/30	Spungarn & Marline		15	0	
87	1 "	1	13	0	131	part Port. Tar		13	0	
88	1 "	1	12	0	132	Cask Paraffin	1	0	0	
89	1 "	1	12	0	133	part. do		10	0	
90	1 "	1	12	0	134	not sold	-	-	-	
91	1 "	1	18	0	135	Cask Swiss Oil	3	10	0	
92	1 " Ref	1	16	0	136	2 Tin Paint	2	0	0	
93	1 " "	1	14	0	137	2 " "	1	13	0	
94	1 "	1	14	0	138	2 " "	2	2	0	
95	1 "	1	13	0	139	2 " "	2	6	0	
96	1 "	1	14	0	140	2 " "	2	3	0	
97	1 "	1	15	0	141	2 " "	2	10	0	
98	Tarpanlin	1	0	0	142	2 " "	2	3	0	
99/100	in 1 Lot Hatch Cover &c	1	0	0	143	2 " "	2	5	0	
101	part Bolt Canvas	1	1	0	144	2 " "	2	3	0	
102	do	1	0	0	145	2 " "	2	10	0	
103	do		6	6	146	1 Tin Varnish	1	0	0	
104/6	in one Lot Deckum	1	1	0	147	Oil & Grease		5	6	
	forward		88	15	0	forward		141	13	6

Sale of "Glengowan" Continued

Lot	Part forward	141	13	6	Lot	Part forward	158	16	6	
148	Part Cork Patches		15	0	201	Bot. Sold	"	"	"	
149	Side Ladder	1	8	0	202	"	"	"	"	
150	do		5	0	203	Hat & Coat Hooks		6	0	
151/2	4 Buckets		6	6	204	Basket		5	0	
153/4	5 do		8	0	205	Look ^g Glass		6	0	
155/6	4 do		5	6	206	Cash Box		9	0	
157	2 Bucket Rucks		4	6	207	Compass Cards		2	0	
158	Cork Fender		2	6	208	Code Signals	2	2	0	
159	8 Windows Bars	1	5	0	209	Ensign		14	0	
160	15 Capstan "	1	0	0	210	Twine		6	6	
161	15 do "	1	5	0	211	Drawer & Closet Top		6	0	
162	Boat Mast with Boat	-	-	-	212	Water Cask		13	6	
163	2 Winches		10	0	213	Breaker		10	0	
164/5	2 Steel Claws [!] on Winches	2	15	0	214	Boat Sail		5	0	
167/94 [*]	in one Lot Wire Rope	1	0	0	215	Hen Coop		10	0	
175/6	"	1	0	0	216	Cask Grease		3	0	
177/8	Chain Slings		8	0	217	Boat Chocks		1	6	
179	Belay Pin Mallet		5	0	218	2 Bank Slides		2	0	
180	Chain Hooks & Mallets		5	0	219	1 Cask Beef	1	16	0	
181	do		7	0	220	1 " "	1	18	0	
182/9	do	1	0	0	221	Rope & Blocks		6	6	
190	2 Tin Driers & Hammer		5	0				169	18	6
191/5	Nails		5	0		Government Duty 2 1/2%		4.5	0	
196	2 Crowbars & Lever		6	0		Commission 5%		8.9	11	
197	Tub & Groundstone Trough		9	6				154	3	4
198/9	Logline & Lead		17	6						
200	3 Sea Anchors		5	0						
	forward		158	16	6					

James Turner
 Licensed Auctioneer

Stanley 26th April 1897

* Lot 166 included in lot 71

Account of Sale at Public Auction by Order of
 Andrew G. Baillon Esq. Agent for Lloyd's Sundry Stores
 from the Ship "Glenzowan" for the Benefit of all Concerned
 on Wednesday 3^d June 1896

lots 1 to 4	8. 7 & 1/2 Ins Coffin	3 12 6
5. 12	8. 14 & " "	4 14 0
13	1 1/2 Ct Tea	3 4 0
14 to 19	ed 1 Case Limejuice	2 9 6
20	part Case Currants	8 6
21/22	2 Boxes Raisins	14 6
23	part Case Soap	1 1 0
24	1 piece Bacon	8 0
25 to 28	ed 1 Ham	2 4 6
29 " 31	1 Cheese	1 16 0
32	part Bag Sugar	1 1 0
33	Wachtundbasin & part of Junk	11 0
34	Letter Cappy ⁿ . Press	12 0
35	Small Anvil	11 0
36	2 Copper Kettles	16 0
37 to 48	110 tins Soups Meats Vegetables Milk & preserves	4 11 0
49	2 " Compres ^d . Vegetables	8 6
50	2 " Tapioca	5 6
51. to 55.	5 Bottles Pickles	1 16 6
56.	4 " Limejuice & part Ink	3 0
57	14 Panakins dishes & Lade	6 0
58 to 65	Consisting of Shute Hook Grain Sarpoon	" " "
	3 Choppers Stove Rake poker 3 Augurs 5 Handles	" " "
	axe Saw Caulking Mallet 2 files 5 Chisels	2 8 6
	Oil Can 4 Hammer Head Ratchet brace & Bits	" " "
66/7	Tobacco Cutter Puff & Box & small Glass	3 0
68/72	13 Gal ^r . Buckets	1 9 0
		<hr/> 35 14 6
Government duty 2 1/2 %	14/11 Auctioneers Com ^d . 5 %	1. 15. 8
		<hr/> 2 13 4
		<hr/> <u>33 0 11</u>

Copy

Report of Survey

Name of the vessel "Glengowan" British ship

Tonnage 1801 Tons Regd.

Captain J. Dougherty

owners Messrs. Sterling & Co. Glasgow

Port Stanley 21st of December 1895.

We the undersigned hereby certify that at the request of Andrew Edw. Baillou, Esq. Lloyd's Agent, we this day attended the above mentioned vessel in the presence of the Master for the purpose of holding a further survey on ship and cargo.

We found the main deck a fire and completely burnt away with the fore deck loose from the main mast to the fore mast, the cargo is mass of fire, the hatch coverings, water ways & stringer plates bulged in, the top sides from main hatch to fore mast warped and bulged in and rotted.

The vessel was aground and the water standing 20 feet 8 inches high in the hold.

After due consideration we recommended to save as much as possible from the ship and leave her, because we are of opinion that it is useless to make further efforts to stay the fire, which is seriously endangering the lives of the crew.

Given under our hands this 21st day of December at Port Stanley Falkland Islands.

(signed) Hugo Schlottfeldt

surveyor for Bureau Veritas

(signed) Thos. Sumner

Master Bark "Gladys"

See L.L. 4.

I, Andrew E. Baillou, Lloyd's Agent, certify that Messrs. Schlottfeldt & Sumner have been employed by me to hold a further survey on board the "Glengowan" and I believe full confidence may be placed in this certificate.

(signed) Andrew E. Baillou
Lloyd's Agent.

Re Bureau Veritas
Name of the Vessel Gungowan British Ship
Tonnage 1801 Tons & Regd
Captain J. Doughty
Owner Messrs Spurling & Co Glasgow
Report of Survey
Port San Francisco the 18 December 1895

We the Undersigned hereby Certify That at the request of W. A. Harding Esq^r Acting Lords Agent we this day attended the above mentioned vessel lying in Port & William in the Presence of the Master for the purpose of holding a Survey on her cargo consisting of coal and coke which had got a fire during the voyage from Swansea to San Francisco necessitating her putting her into this Port In In Particulars see Log Book, and Protest The hatches all well secured and tarpaulined were taken off in our presence and we found the smoke and gas freely rising from the cargo in the main and fore hatch a sure sign that the coals was a fire The coamings of the main hatch were lifted up by the heat below.

The density of the smoke and the strong smell of the gas prevented any further examination of the hold

We recommend to set at once a gang of men from shore at work with fire engine and force pump

To pump water into the cargo at the main hatch
To put the fire out and afterwards if possible
To discharge a portion of the cargo which had
been heated and a fire under the main hatch
Given under our hands at Port Stanley
Falkland Island this 18th day of December 1895

(sig) Hugo Schlotfeldt
Surgeon for Bureau Sudat

(sig) Thomas Gumma

Master British Barque "Gladys"

At 10 P.M. the Undersigned attended the "Glasgowan"
again and found the fire in the cargo in spite
of the appliance of the fire engine and four force pumps
increasing rapidly the main deck hot and burning
in different places over the main hatch After
due consideration we recommend to slip the
anchor and to get if possible the ship at once
underway for the purpose of scuttling her in the
interior harbour of Stanley in shallow water
which can be effected by knocking some rivets
out from the topsides near the seat of the fire
Given under our hands this 18th day of Dec 1895

(sig) Hugo Schlotfeldt

Surgeon for Bureau Sudat

(sig) Thos Gumma

Master British Barque "Gladys"

(sig) Martin Johnson Master Shipwright
and Surgeon for Record

I W. A. Harding Acting Lloyd's Agent certify that
Messrs Schottfeldt, Gumm, and Johnson were
appointed by me to survey and report upon the cargo
of the "Gungwaa" and I believe full confidence may
be placed in this certificate.

December 1895 (See) W. A. Harding
Stanley Acting Lloyd's Agent
L. 11. 11. 0

O Bureau Veritas
Name of the Vessel "Glenowan" British
Tonnage 1801 Tons Regd
Captain J. Doughty
Owner Messrs Heding & Co Glasgow
Report of Survey
At Stanley the 18th December 1843

We the Undersigned hereby Certify that at the request of W. A. Hading Esq^r Acting Lloyd's Agent on this day attended the above mentioned vessel lying in Port William in the Presence of the Master for the purpose of holding a Survey on her cargo consisting of coal and coke which had got a fire during the voyage from Swansea to San Francisco necessitating her pulling into this Port.

For Particulars see Log Book & Protest

The hatches all well secured and tarpaulined were taken off in our presence and we found the smoke and gas freely rising from the cargo in the main and fore hatch, a sure sign that the coals was a fire. The coamings of the main hatch were quite warm and some planks of the main deck at the port corner of the hatch were lifted up by the heat below.

The density of the smoke and the strong smell of the gas prevented any further examination in the hold.

We recommend to set at once a gang of men from shore at work with fire engine and force pumps to pump water into the cargo at the main hatch to put the fire out and afterwards if possible to discharge a portion of the cargo which had been heated

and a fire under the main hatch
Given under our hands at Port Stanley
Falkland Island this 18th day of December 1895

(100) Hugo Sellhoffeldt
Suveya for Bureau de Ventas

(101) Thos Gumma
Master British Barque "Grady's"

At 10 P. M. the undersigned attended the "Gingowan"
again and found the fire in the cargo in spite of
the appliance of the Luengine and four force pumps
increasing rapidly the main deck hot and burning
in different places near the main hatch. After due
consideration we recommend to slip the anchor
and to get if possible the ship at once underway
for the purpose of scuttling her in the interior
harbour of Stanley in shallow water, which
can be effected by knocking some rivets out
from the topsides near the seat of the fire

Given under our hands this 18th day of Dec 1895

(102) Hugo Sellhoffeldt Suveya for Bureau
de Ventas

(103) Thos Gumma Master British Barque "Grady's"
Martin Johnson Master Shepworth
and Suveya for Bureau

J. W. A. Harding Acting Lloyd's Agent certify
that Messrs Sellhoffeldt, Gumma & Johnson were
appointed by me to survey and report upon the
cargo of the "Gingowan" and I believe full
confidence may be placed in this certificate

Stanley (104) W. A. Harding
December 1895 Acting Lloyd's Agent
Fee £11.11.0

Stanley
July 29th 1897

A.R. Bailon Esq.

Dear Sir,

"Glenowan" Ship

As you invited me to go and inspect this ship wth yourself and others with a view to my giving an opinion upon her condition value etc:—

I consider the ship almost valueless as she now is having in view the cost of labour + materials to refit her.

The hull of the vessel below the bulwark appears good. Masts + Rigging have very little the matter with them. All decks and deck beams are destroyed together with Forecastle, Poop. Windlass also seriously damaged.

Floating of the ship should be easy: by plugging up rivet holes and fitting up a Windmill pump to clear her of water discharging part of cargo: then I am of opinion that the cargo when landed would repay for all labour for floating and discharging. The hull of the vessel would then make a good bulk when fitted with a rough water-tight deck. The expenses to refit for sending home would be too much.

Yours faithfully
(Signed) Geo. H. Freeman.

Inventory of Captain A. Douglas's Private Effects.

Contents of Two Trunks :-

4 Shirts, 3 Sleeping Suits, 4 Pm Pants, 2 Belts, 1 Jacket (Summer)
4 Pm Socks, 2 Singlets, 3 Mufflers, 4 Caps, Coat & Brush Bag,
1 Towel, 1 Hat (soft), 4 Ties (Black), 3 Pm Gloves, 1 Cotton Band,
6 Collars, 1 Pair Cuffs, 1 Book (Creeping Sore to Homeopathy &
Heath), Blue Serge Suit, Grey Suit, 2 Overcoats (Blue Melton
& Grey), 1 Mackintosh, 1 Pair Spectacles, 2 Pm Sippers Spectacles,
Small Looking Glass, 3 Handkerchiefs.

Contents of Tin Box :-

2 Pipes (in case), Pocket Ink Stand, Compasses, Knife, Box of Buttons,
Reading Glass, 1 Pm Shade Glasses, Small Comb (in case), Pm Reading
Glasses, Pm Sun Goggles, Pm Smoked Glass Spectacles, Bureau, Sunday
Stationery, 2 Memorandum Books, Disbursement Book, Cook
Memo. Book, 3 Pm Spring-Sole Boots, Writing Case, Packet
of Cards, 2 Photos, Thermometer, 2 Tooth Brushes.

Contents of Small Wooden Box :-

1 Set (4) Plain Gold Studs, 1 Set (4) Indian Coin Brass Studs,
1 Indian Coin Brass Collar Stud, 1 Pm Indian Coin Brass Sleeve
Studs, 1 Gold Collar Stud, 1 Pm Shell & Gold Sleeve Studs, 1 Set
(3) Shell & Gold Studs (Screw), 1 Key Stone Charms, Gold Ring.

Gold Watch, Chain & Appendants (Gold Shell & Royal Arch Charms)
Separate - Watch No. 20,002.

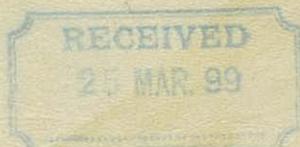
The Field and Staff's Office,
Stanley,
March 2nd 1896.

February 19th 6

Ship "Geopron" & Owners
 Captain Doughty

To hire of "Sisic" December 17 th to 24 th 8 day waiting on ship day & night and towing ship into Stanley Harbour			50		
" Hire of lighter "Tilton" for fire engine and storing goods, Dec 17 th to 27 th	11	20/-	11		
" Wages of labourers pumping water 49 men for 5 days & nights		20/-	245		
" Shipwrights labour					
Foreman	4	20/-	4		
Shipwrights	3½	16/8	2	18	4
" Mackemills labour, knocking out rivets for scuttling ship					
2 Smiths 1 day & 1 night each	6	16/8	5		
2 Assistants 1 day & 1 night each	6	10/6	3	3	
			321	1	4
			£		

23rd March 1899.



F r e d . E . C o b b , E s q .

Falkland Islands Company.

L o n d o n . E . C .

61 Gracechurch Street.

Dear Sir,

I am in due receipt of your favour dated the 20th inst. and regret very much, that the S.S. Sakkarah had not sufficient room to take all the wool, Mr. Baillon had ready for shipment. I sincerely hope that this will not occur again with our next steamer, Ammon, which left Valparaiso on the 17th. inst.

The chief object of the present is to inform you, that we just received a message from Montevideo, whereby our representatives, whom we entrusted to inspect the Glengowan, inform us that they do not think this vessel to be suitable for our purposes. I regret this very much and now await written particulars, which may reach us by the middle of next month.

I am, dear Sir,

yours truly.

Corporation of the
Falkland Islands Co.
London

186

2nd. February 1899.



Fred. E. Cobb, Esq.
Falkland Islands Coy.
London.

Dear Sir,

I am in due receipt of your favour dated the 30th last, and have to thank you for your so promptly replying to my questions about the Glengowan. I carefully noted all your remarks about this vessel, as well as, that we shall have the refusal of same for the sum of Pounds 500, until we get the desired report from Port Stanley and provided, before the next mail gets out, she has not been sold already to Mr. Curtze. I hope however that this latter will not have taken place in the meantime, the more so, as we are now going earnestly into the matter, thus causing us trouble and considerable expenses.

Your informations about the deck arrangements are almost sufficient for us, but still we are very much desirous to get a plan of the deck arrangements, as also midshipssection and longitudinal plan and I would be very much obliged to you, if you would kindly undertake it to procure same from the builders for a small amount, which of course I shall refund to you at once.

I remain, dear sir,

yours faithfully.

No. 369.
G. W. Deppe.
The Secretary
Falkland Islands Co.