Form No. 19.

Signal Letters (if any) HTMD

Transcript of Register for Transmission to Chief Registrar of Shipping.

Official Number of Ship.	Name of Ship.	No., Date, and Port of Registry.
	SAMOA	

No., Date, and Port of previous Registry (if any)

Whether British or Foreign Built.	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled.	Where Built.	When Built.	Name and Address of Builders.
Foreign	Sailing	Tvedestrand	1893	Not known

		Feet.	Tenths.
Number of Decks ... ... One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	151	1
Number of Masts ... ... Three	Main breadth to outside of plank	34	7
Rigged ... ... Barque	Depth in hold from tonnage deck to ceiling at midships ...	17	
Stern ... ... Elliptical	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	—	—
Build ... ... Carvel	Length of engine room, if any	—	—
Galleries ... ... —			
Head ... ... Overhanging bow.			
Framework ... ... Fir			

PARTICULARS OF ENGINES (if any).

No. of Engines.	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	Diameter of Cylinders.	Length of Stroke.	No. of Horses' power (combined).

PARTICULARS OF TONNAGE.

Gross Tonnage.	No. of Tons.
Under Tonnage Deck	601·74
Closed-in spaces above the Tonnage Deck, if any	
Space or spaces between Decks	
Poop	94·90
Forecastle	12·42
Round House	23·72
Other closed-in spaces, if any, as follows:—	1·97
Gross Tonnage	734·75
Deductions, as per Contra	48·06
Registered Tonnage	686·69

Deductions Allowed.		No. of Tons.
On account of space required for propelling power		—
On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the Crew ...		
These spaces are the following, viz.:—	cubic metres	
Crew Space	30·04	
Navigation Space	1·97	
Boatswains Stores	3·04	
Sail Room	8·12	
Masters accommodation	4·89	
	136·01	48·06
Total Deductions ...		48·06

Name of Master David Rees

Certificate of { Service No. / Competency No. 011432

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each ... } viz., Sixty four Shares

Falkland Island Company
F. E. Cobb. Managing Director
61 Gracechurch Street
London E.C.

Dated _____ Registrar _____

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.

N.B.—To be addressed in an envelope to the Chief Registrar of Shipping, Custom House, London.

(No. 361.) EYRE and SPOTTISWOODE, Her Majesty's Printers.

Additional Abstract Log.

Friday 27th Oct: NW wind fine weather. After consultation between the captain & his officers the conclusion was formed that nothing could be done for the safety of the ship & cargo without assistance. The Captain went ashore & sent a messenger to the nearest authority.

Saturday 28th Oct: NW wind fine weather. In the afternoon in answer to the message of the Captain the magistrate from Fox Bay came aboard; he declined to give the Captain any assistance. He only demanded the manifest, Store List & sealed up the hatches & the bonded stores. He said he could do no more, but advised the Captain to go himself or to send one of his officers to Port Stanley to consult his consul.

Sunday 29th Oct. Westerly wind fine weather.

Monday 30th Oct " " " " In the afternoon the customs officer came on board. The ship was pumped dry, but all the time rice was coming up the pumps.

Tuesday 31st Oct: NW wind fine weather.

Wednesday 1st Nov: Variable winds fine weather. In the forenoon the chief mate & Ole Diins went ashore to reach Port Stanley as soon as possible to see the consul. In the afternoon the ship floated (an anchor had previously been put out) but ~~we could do no more~~ nothing more could be done than to pay out more chain. The following Soundings were taken in the afternoon about low water.

*

Aft 7 ft. Forward 4½ ft. About 10 cables lengths from the ships reason the mouth of the channel — In feet 8 - 8 - 7½ - 8½ - 11 - 12 - 11 - 10 - 9 - 9 - 10 - 8 - 7½ - 11 - 11½ - 10 - 10½ - 10 - 11 - 10 - 9½ - 7½ - 6 - 6 - 6 - 5½ - 6 - 5½ - 7½ - 8 - 12 - 12 - 14 - 18 - 22 - 24 - 20 - 17 - 13 - 17 - 13 - 17 - 18 - 13 - 20 - 15 - 18 - 22 - 19 - 20 - 23. During the day a Kedge was put out.

Thursday 2nd Nov. Variable winds fine weather. In the afternoon the ship floated partly, & on hearing in on the kedge the ship swung slightly & again became fast.

Friday 3rd Nov. SW wind fine weather. Shifted the kedge further out & hove on it as much as possible but without any success. In the afternoon the ship was pumped clear.

Saturday 4th Nov. Westerly wind fine weather. At low water the ship is in 4½ feet of water.

Sunday 5th Nov. NNW wind fine weather. During the night the ship altered her position, now heading S, the channel bearing about SSW. After a consultation with the crew the Captain decided to try & float the ship by setting sail. Accordingly all sail was set & anchors hove in - at high water the ship floated & went ahead for a short distance but the wind was falling light & the kelp interfered with the steering of the ship. She again struck the ground & remained fast about noon. The anchors were put down sails made fast - in the evening the ship was pumped clear.

Monday 6th Nov. At 12 midnight on sounding the ship 23 inches of water were found. The windmill was started & worked continually till 4 a.m when the ship was empty. At 8 a.m 18 inches of water - windmill set working again, rice came up from the pumps. At 11 a.m the ship was empty - but she was continually leaking.

Friday 7th Nov. WSW strong gale with heavy squalls - the ship took a heavy list to the port side - set the pumps to work & later found 5½ inches of water.

Wednesday 8th Nov. Heavy gale from SW with squalls. In the afternoon found 20 inches of water in the ship. At high water the ship was sticking the ground heavily.

9th - 14th Nov. No remarks.

Wednesday 15th Nov. SW wind fine weather. At 6 p.m sounded the ship, found 11 inches of water, - the ship had lightened up again. By soundings the ship was found to be resting on rocks amidships.

16th - 17th Nov. No remarks.

Saturday 18th Nov. NNW gale with squalls. At high water the ship was bumping heavily.

19th - 20th Nov. No remarks.

21st - 29th Nov. No remarks.

Thursday 30th Nov. Northerly wind fine weather. In the morning a letter was sent to the magistrate at Fox Bay, In the afternoon the chief mate & Duno came aboard as well as an agent & Captain from Port Stanley

Additional Log Book Extract.

Friday 1st Dec: Northerly wind, fine weather. A survey was held by Mr Gordon the Agent & the Captain of the cutter 'Chance'. Afterwards Captain Berntzen left the ship with them for Port Stanley.

Saturday 2nd Dec } Northerly wind fine weather. no remarks.
Sunday 3rd Dec } " " " " "

Monday 4th Dec' Northerly wind fine weather. Took down Royal & Top Gallant Yards.

~~Tues~~ 5th 6th 7th Dec' S.W wind fine weather. no remarks.

Friday 8th Dec' Southerly wind. Strong gale & clear.

Saturday 9th Dec' " " " " At high water the ship floated partly, shifted her head from S.W by S to S.W 1/2 W struck heavily on the ground. We were afraid of fire because amongst the cargo was a quantity of gunpowder, matches, petroleum, & paper. Between 3 & 4 p.m a consultation was held with the crew with the result that the hatches were opened & the gunpowder thrown overboard as it was blowing too hard to land it. When that was done the 2nd mate was sent ashore with four hands for Mr Stickney to come on board to seal up the hatches.

Sunday 10th Dec' W.S.W wind fine weather. About ~~three~~ 3 p.m the customs officer from Fox Bay came aboard & resealed the hatches. In the evening at low water Mr Stickney was ~~on shore~~ out & looked up some of the cases of gunpowder.

Monday 11th Dec' Westerly wind fine weather; the ship now listing heavily to starboard.

Tuesday 12th Dec' S.W wind in the forenoon shifting to N.W in the afternoon fine weather.

Wednesday 13th Dec' SW wind fine weather. The ship was found to be making more water than before.

14th 15th Dec' No remarks.

Saturday 16th Dec' W NW ~~strong~~ fresh gale & clear weather. At high water in the afternoon the ship swung & headed SW by S.

Sunday 17th Dec'. No remarks.

Monday 18th Dec'. Strong gale from W SW, clear weather. At high water the ship swung again to SW; & took a list to the port side.

19th 20th 21st 22nd Dec' No remarks.

Saturday 23rd Dec' Westerly wind fine weather. In the afternoon the Captain returned from Port Stanley.

Samoa den 24th December 1899

Bentzon

Fr Vollerhead
L. H. Tojsen
T. Lyttle
O. Andersen
O. Beech

Journalextract

Kapt. A. Bernitzen.

Copy

The Norwegian Barque "Samoa" left Hamburg on the 19 th of July 1899 bound for Punta Arenas C. A. with general cargo. Was towed out of Hamburg with Pilot on board.

20 th July dropped the Pilot at 8.30 a.m, and left the towboat at 10.15 a.m. Set all sails, and made everything ready for sea. It was blowing a fresh N.N.E wind, all sails set. The voyage continued under ordinary circumstances, with nothing to remark.

The 24 th July we passed Dover. The 28 th 2.a.m we obtained the last bearing of the Lizard in N.N.W 16 miles off D.R. The wind was N.E, clear weather all sails set.

The voyage proceeded with nothing worth remarking.

The 13 th Aug we obtained a bearing of Santa Cruz N. by W 12 miles off. D.R.

The voyage with nothing to remark.

The 6 th Sept passed the Line. The 18 th September the wind was N.W and a heavy sea, and the ship was rolling heavily, but nothing to remark. The 4 th October

he wind was freshening to a storm, with Hail
nalls with a heavy sea. The ship was labouring
d shipping. Very heavy seas, and something was
maged on deck. The 5th Octo blowing harder yet
th heavy sea. Pumped the ship as best as
sible (pumped 2ce also). Lying by the wind
der lower topsail.

The 6th Octo. 12 noon, obtained
bearing of Cape St Diego in S.E by S, 6 miles
- D.R. The 10th Octo. obtained a bearing of
le mountain in N by W 1/4 W and the
th Point of New Island W N W 1/2 W.
e voyage proceeded all well. The 14th Octo.
wind increased to a hurricane with
alls. All sails fast except the main lower
sail. Whilst making the main topsail fast,
Sailor named Conrad Finck, fell from the
d on the deck and was severely injured.
th Octo the storm still continued and the ship
oaring heavily, and heavy seas breaking over
ships position, 58° 38' S L and 68° 4' W of
nwich.

15 Octo 8. a.m, hacked the ship round
ibly high sea snow and squalls. We could
keep the ship rolling empty. In the afternoon

it was still blowing a hurricane, heavy seas breaking over. The cabin door was stove in, and the cabin and quarter-deck flooded. Several things went loose on the quarter-deck; some provisions and other things spoiled.

Made fast main lower topsail, and the ship had no sails on. 16th oct6 a m when pumping ship, oil and rice came up, and am afraid that the cargo is damaged.

17th oct6. General storms it with snow. Conrad Funck and Axel Peterson laid up. Second mate and sailmaker sore hands and unable to work.

18th oct6. Same wind and weather, still pumping rice, oil and beer. Kept off and steered N. W. To ease the ship. The wind S. S. W. with snow squalls. Found the cargo shifted in many places. In the evening the weather moderated. The crew were working in the hold and quarter-deck to stow the cargo right.

The 20th oct6. still pumping rice, 3 men sick and 2nd mate unable to work. 22d oct6 S S. W storm, weather clearing, the lower topsails on. Was shorthand and did

at put any more sail on, frightend unable
o get them fast again.

23th Oct6. a m, strong
westerly wind, but not so strong as before.
pened after hatches to see if the cargo was
right, and found it loose, and stowed the cargo.
best as possible, using spare sails for it.
When that was
ne captain called the crew aft, and gave them (secured) measures for the safety of the ship
hips advice, (still pumping ries) explained
ondition of ship. Have a long time pumped oil,
ice and other things, and am frightened of the
ump getting choked, 4 of the crew are unable
work, so cannot manage the ship properly.
The captain explained to the crew, that it
ould be better to take the first and best
arbour in the Falkland Island. The crew
sented all being of the same mind. The ship
as under the same sail and course till the
llowing morning, and then steered for land.
24th Oct6 4.30 am steered N.E by E for Queen
harlotte bay. At noon had a bearing of North
sland in S.W 2 miles off. Further storm
om S.W with Hail squalls. Proceeded under
psails, inner jib and Staysail, steered along

the coast. Was the best Opinion. Got Anchor and Cable ready. At 7.30 p m dropped port anchor at the mouth of the harbour of Port Richards in twelve Fathoms water, and paid out 40 Fathom chain. Unable to go farther in on account of darkness, cleared decks, hoisted anchor light, and 2 men on watch. Fresh westerly winds with squalls.

25th oct6. 2 am. Wind increased and found ship drifting. Dropped starboard anchor and paid out 30 fathom Chain. The ship came to a standstill. At daybreak found we had made a mistake of the point of Port Richards. The ship is on a bad condition, and some of the crew unable to work and am afraid to weigh anchor and set sail again. Hoisted a flag for the Pilot.

(Still pumping rice. 10, a m. Wind increased to a hurricane with Hail squalls, and ship commenced drifting again, and had breakers aft, so were unable to pay out more chain. If the went on the breakers it would have been difficult for the crew to save their lives. So all the crew concluded, it was best to let go the cables, and set sail for

a little bay, that the 2nd mate could see from the topsail yard. Set the jibs and reefed foresail, and let go the chain all together, and the ship went ahead and got clear of the rocks. Then steered right for the bay. It looked like a small sound, as soon as she passed the sound, the ship struck the bottom, twice very hard, and was then standing past.

The tide rose and the ship floated, and swung from one side to the other, and coming into shallow water again, remained past. The wind increased, and it was impossible to get ashore.

The foresail and jibs were damaged on account of not men to manage them. The ship is not under command, it was a.m, when the ship got past. In the evening pumped the ship, and set an anchor watch.

26th Oct6. Fine weather with W wind. In the morning launched the boat, and put the captain ashore to inquire if any assistance could obtained, but only found 5 shepherds within 20 miles so

V 11

could not get any help.

There was no telegraph, and the mail did not leave, before 14 days. The 1st mate went out in the boat, to ascertain how much water was round the ship and found 12 1/2 feet at high water, and 6 feet at low water.

It seems unlikely that the ship can be got afloat again.

In the evening they pumped the ship again.

„Samoa" Spring Bay 27/10 99

A Berntzen

underwritten

L Terjesen 2nd mate
A Pettersen Sailor
F Sjoholm Sailmaker

1 Almond Oil 20 Cs.

Cattle

Cheese Plate

3 Bags 30 Bales 10 Bales 20 Bales

5 Barbed Wire 4198 Rolls 9 Basket 6 Bales 1 Cse

11 Beer 500 Cs. 30 Cs. 80 Cs. 50 Cs. 600

15 Biscuits 20 Crates 12 Crates 165

19 Bitters 6 Cs. 100

19 Brandy 40 Cs. 10 Pkgs in 2 Cs 10

21 Bromo 20 Bales 200

23 Broom Handles 20 Bundles

25 Buckets 165 Bndls. 165

29 Candles 1200 Boxes 550 Boxes 350 Boxes 900

39 Castor Oil 33

39 Cement 150 Bbls. 20 Bags 43 5 Bags 60

35 39 Cigarette Paper 20 Bales 41 Cinnamon 20 Bags Cloves 33 10 Bags Cassia Buds 25

45 Cheese 629 Cs. 47 Codfish 10 Cs 90

15 Cs

49 Corrugated Iron 869 Bdls. 100 Bdls. 10 Bdls 1350

53 Cramps 65 Cs. 1 Case 1 Cse

55 Crockery 12 Cases 57 Dutch Oven 50 Cases

Fertilizers 50 Bgs.

61 Furniture 38 Bales 4 Cs. Pianos 95 140

65 Gin 20 Cs. 20 Cs. 15 Cs. 25

Hardware

69 Hewers 10 Cs 69 Holloware 4 Cs. 71 Hollowglass 1 Cse

73 Hubs

75 Iron 25 Cs

77 Ironware 54 Cs. 1 Cse

79 Linseed Oil 80 Drums 10 Cs. 6 Cs

83 Machinery 98 pieces

83 Marble 3 Cs.

Matches 444 20 Cases 96 Cases 40 Cases ! 2000

91 Mineral Water 10 Cs. 110 Cs. 10 Cs. 90

93 Nails 205 Cs. 45 Cs. 30 Bags 20 Cs. 265

101 Oils Sundry 1 Case 50 Cs 2 Bbls 4 Cs. 40

99 30 2 Gals Paints 30

97 Oil Paint 325 Drums 10 Cs. 60

103 Olives 10 Cs.

105 Paper 60 Bales 405 Bls. 81 Cases 400

109 Pepper 111 Petroleum 10 Cs 20 Cs 10 Cs 15

113 115 Plums 50

117 Powder 60 Drums 20 2 in Cases Ammo

119 Rice 500 Bags 650

123 Rope 240 Coils 50 Coils 200

129 Salt 2000 Bags 50 Bags 260

131 Sardines 174 Cs. 130 Cs. 71 Cs. 20 Cs. 300

135 Shot 205 Bags 50 Bags 50

139 Smoothing Irons 30 Bdls.

141 Soap 350 Cs. 10 Cs. 50 Cs. 30 Cs 390

Spices

8785

Stout 8785

145 Sugar 50 Crates 120 Cs. 15 Crates 60

Table Oils 25

149 Tyres 50 Bundles

151 Tops 8 Cs. 25

153 Turpentine 50 Drums 10 Cs. 2 Cs. 30

155 Ultramarine 25 Cs. (Index under Blue)

157 Vermicelli 60 Bales

159 Vinegar 150 - 1 gall. Demis. 200 - 5 gall. Demis

161 Window Glass 135 Cs. 400

165 Wire 100 Cs. 225 Cs. 375 Cs 60 Cs. 30 Cs. 600

95 140 Wire 4198 7000

171 Woodware 1 Cs 1 Cse

173 Zinc 1 Bdl.

10900

Flat bars ✓ Almond Oil ✓

Soap ✓ Biscuit Soda ✓

Spices ✓ Buckets ✓

Table Oils ✓ Candles ✓

Tyres ✓ Castor Oil ✓

Ultramarine ✓ Cigarette paper ✓

Vermicelli ✓ Codfish ✓

Window Glass Cramps ✓ Back Nuts ✓

Sherry etc ✓ Drums ✓ + Vinegar ✓

Sweets ✓ Schnapps ✓

? Holloware ✓

Hubs ✓ Iron ✓

Matches ✓

Ammonia ✓

Olives ✓ - Paper ✓

Pepper ✓ - Rice ✓

Rope ✓ Salt ✓

Sardines ✓ Shot ✓

List of Cargo landed from the Schooner "Hornet"

August 2nd 1900

I	171	168	Cases Candles		I	1218	78	74	cases Beer		F1243	"	5
1158	✓	3	"	not on list		1229	✓	1	"		Bags shot	"	10
1157	✓	1	"			1235	✓	3	"	I Coils Rope			
1257	17	15	"			1277	1	2	"		1275	3	1
1268	✓	11	"			1255	✓	1	Bag	not on list	1272	✓	1
1153	✓	8	"			1156		25	Cases		1273		2
1156	24	21	"			1256	10	13	"		1274	✓	1
1159	✓	1	Bale			1259	12	11	"	In C.K.S.C	64	✓	1
1269	10	11	Cases			1267	18	19	"	I	1281	✓	20 Bags
1237	12	11	"			1262	✓	5	"	Cement	66		67
1206	✓	5	"	oil		1261	✓	9	"	Nails	99		102
1208	✓	7	"			1260	14	13	"	Roofing Irons 6 feet	37		40 Bdls
1205	✓	1	"			1269		11	"	" " 8 "	✓		18
1198	✓	9	Drums	Paints		1239	✓	1	"	Sardines	✓		21 C
1224	✓	6	"	Cases	not on list	1238	✓	1	"	In C.K.S.C.J.	✓	(6)	4
1223	✓	1	"			1164	✓	1	"	Pianos	✓		2
1226	✓	5	"			1313	✓	1	"				
1291	✓	1	"			1303	✓	1	"				
1292	✓	1	"			1307	✓	1	"				
1190/1192	✓	10	"	Glass	S	226	✓	1	"				
1264	✓	(4)	"	Cases	M.C.K.S.C	48	✓	13	"				
1266	✓	6	"			42	✓	1	"				
1240	✓	15	"			39	✓	3	"				
1210	✓	3	"			44	✓	5	"				
1241	✓	13	"			49	✓	4	"				
1305	✓	1	"			60	✓	2	"				
1326	✓	1	"			57	✓	6	"				
1263	1	2	"										

21 Empty Reels

Dutiable Goods.

M C H & Co.	✓ 56	1	c/s	Veramouth	(part of 30 c/s) Fratelli Garcia & Co., Cancelli
T	✓ 1156	1	"	" do	(" " 100 c/s)
"	✓ 1240	1	"	Port Wine.	(" " 125 c/s) W T A. Silbey's Castle 1 Spanish Port- Their price at home f.o.b. 10/6 per Case
		3 Packages			

General Cargo.

Prices Belmont Sparque Candles 15 oz. packs of 8

T	✓ 1247.	1	c/s	candles.	✓	(part of 100 c/s)
"	✓ 1319.	1	"	sugar.	X	(60) Very good cube sugar in squares 50 lb. Bags Net
"	✓ 1291	1	"	castor oil	X	(30) In small blls. 30 gls.
"	✓ 1292	1	"	almond "	X	(20) " " " 20 gls
"	✓ 1287	1	"	Ink. Black	X	(25) In small 1° bottles
"	✓ 1183	1	"	Vermicelli	X	(60) Rather dark in Boxes of 7 lbs
"	✓ 1167	1	"	Olive Oil	X	(50) In 5 oz. Blls.
"	✓ 1290	1	"	Sardines	X	(75) Sardines à la Domatoe in ½ lb Tins, very good
"	✓ 1169	1	Bale	Paper		(405) Too thin for use here
"	✓ 1214	1	Demijohn	white vinegar	X	(100) Very little sold here
"	✓ 1317	1	c/s	Petroleum.	✓	(1000) A good oil
"	✓ 1195	1	Drum	Paint		(200) White Zinc ½ " drums
"	✓ 1314	1	c/s	Soap. ~~Beach & Co.~~ London no name		(10) very dark brown in ordinary bars
M C H & Co.	✓ 5	1	"	candles	✓	(150) Same as above but 10 in a packet
"	✓ 29	1	Demi	Vinegar White	X	(50)
S	✓ 174	1	c/s	Soap		(30) same as above 1 Case boxes of 64 Bars 1 Beach & Co. London
		16 Packages.				

27.	Bags	Salt	60. 70.	=	130
150	Bags	Rice	33. 28. 30.	=	91
40.	Cases	Soap	1. 8. 26.	=	35
200	"	Sardines	1. 6. 15. 14. 12. 14. 5. 2. 50.	=	120
100	"	Matches (large)	2. 2.	=	4
180	"	do (small)	10. 8.	=	18
[illegible]	"	Sugar large	60.	=	60
60	"	do small	58.	=	58
14	"	Pickles	6. 1.	=	7
6	"	Crockery	1. 1.	=	2
5	"	Jars	1. 2.	=	4
166	"	Nails	58. 25.	=	83
30	"	Petroleum	40.	=	40
6	"	Paint Oil	1. 2.	=	3
6	"	Fish	3.	=	3
16	"	Preserved Fruit	1. 2. 5.	=	8
5	"	Biscuits	1.	=	1
15	Bundles	Buckets	9.	=	9
60	Bales	Furniture	1. 11.	=	12
50	Bags	Cloves & Seeds	1. 26. 22.	=	49
3	Drums	Paint	6.	=	6
36	Cases	Beer	3. 9.	=	12
2	"	Vermouth	1.	=	1
5	"	Cognac	2.	=	2
5	Case	Ironware	1.	=	1
80					59
1307					41

Shipped aboard

10 Bags Bread
10 large tins Fish Balls
5 small " "
5 Bott Raspberry Vinegar
15 Bolts Canvas

Cargo transhipped per Hornet Ex Samoa

18.6.10.

MARK	NUMBER.			CONTENTS	
T	✓ 1222	✓	1	C/s	Mineral water. ✓
"	✓ 1221	✓	2	"	Appolinaris " ✓
"	✓ 1306	✓	1	"	Toys ✓
FO	✓ 2	✓	1	Drum	Cement ✓
T	✓ 1251	✓	3	"	" ✓
F	✓ 1242	✓	124	Bdls	Ironware not charged to anyone
T	✓ 1250	(91)	90	Bags	Salt: ✓
"	✓ 1317.	✓	100	C/s	Petroleum ✓
"	✓ 1248	×	4	Bxs	Candles (2) ✓
NO MARK.	✓	✓	1	Bag	Spikes ✓
MCH Co	✓ 5	×	3	Bxs	Candles (2) ✓
Ea	✓ 12	not landed	1	Cask	Nails (Fertilizer) ✓
MCH Co	× 1143		1	"	Hware (query. no such no)
T	✓ 1230	✓	3	"	Nails (Flat Irons) ×
"	✓ 1243		9	Barr.	Cramps ✓
"	✓ 1289.	(✓)	64	Bxs	Sardines ✓
"	× 1247.	×	1	"	Candles ×
MCH Co	✓ 75	(✓)	1	C/s	Sardines ✓
T	✓ 1179		1	"	Nails
"	✓ 1174		1	"	"
"	✓ 1173		2	"	"
A	✓ 266	(1)	2	"	Pickles

MARK	NUMBER		CONTENTS
T	1282	50	Bags Rice
MCH Co		1	Bag cont'g Loose tins Sardines
T	1212	19	Crates Biscuits
MCH Co	40	11	" "
T	1150	2	Cases Ironware. pots & pans
"	1169	6	Bales Paper.
"	1205	6	C/s Oil paint.
MCH Co	44	1	" Dried Cod.
T	1172	1	Bx Nails
"	1303	1	C/s Glassware. Vases
"	1303 B	1	" "
"	1226	4	" Olives
"	1325	1	Bale Furniture
"	1321	1	" "
"	1161	4	" "
"	1159	12	" "
"	1160	7	" "
"	1160	1	Loose Bdle. "
"	1297.	10	Bdls Roofing Iron.
"	1225	3	C/s Lea & Perrins Sauce
EO	45	1	Drum Fertilizer
T	1285 A & B	2	Pianos
		13	Bags Shot

Duty Goods Ex "Samoa" per "Hornet"

MARK	NO.	DESCRIPTION.	
A S	21	1 Cs	Beer.
T	1015	37 "	Stout Porter.
MCH Co	46	2 "	do.
T	1056	38 "	Vermouth } 46 Cs
MCH Co	56	9 "	do.
T	257	2 "	Port wine
"	263	4 "	Sherry "
"	267	4 "	Angelica "
MCH Co	51	2 "	Anisé del mono

General Cargo Ex "Samoa" per "Hornet"

Mark	No.			Description	
T	1251	✓ (67)	62	Drums	Cement
FO	2	✓	4	"	"
T	1222	✓	1	C/s	Mineral Water.
.	1172		23	"	Nails
.	1177		9	"	"
"	1171		7	"	"
.	1173		23	"	"
"	1174		5	"	"
.	1179		12	"	"
"	1175	✓	5	"	"
"	1170	✓ (102)	2	"	"
"	1178		2	"	"
"	1176		6	"	"
MCH-Co	24		1	"	"
"	23		1	"	"
"	20		1	"	"
"	22		2 (99)	"	"
T	1164	✓	✓ 1	"	Matches
.	1205	✓	✓ 1	"	1 Paint.
MCH-Co	13	✓	✓ 18	Bdls	Iron roofing
T	1297	✓ (40)	37	"	"
"	1237	✓	✓ 9	C/s	Soap. ✓ Dec 3rd Check
MCH-Co	7	✓	4	"	" ✓
T	1307	✓	✓ 1	"	Toys. ✓
MCH-Co	73	✓	1	"	Sardines ✓

Cargo ex Samoa (2) per "Hanalei"

MARK	NO			DESCRIPTION		
T	1315 ✓	(4)	6	c/s	Sardines	✓
"	1290. ✓	✓	7	"	"	✓
"	1289. ✓	✓	17	"	"	✓
"	1316 ✓	✓	4	"	"	✓
"	1281 ✓	✓	20	Bdls	Broom handles	✓
"	1235 ✓	✓	3	c/s	Conserves (Plums)	✓
MCH Co.	58 ✓		1	"	" (-n-)	✓
T	1158 ✓	✓	3	"	Sweets	✓
"	1157. ✓	✓	1	"	"	✓
"	1226 1226 ✓	✓	5	"	Spanish Olives	✓
MCH Co	57. ✓	✓	6	"	Pickles	✓
T	1248. ✓	*	79	"	Candles.	✓
"	1255 ✓	✓	1	Bag	Seed	✓
"	1247 ✓	*	12	c/s	Candles.	✓
"	1249 ✓		44	"	"	✓
MCH Co	1 ✓		1	"	"	✓
"	2 ✓	(12)	1	"	"	✓
"	3 ✓		18	"	"	✓
"	4 ✓		2	"	"	✓
"	5 ✓		7	"	"	✓
"	6 ✓		7	"	"	✓
T	1286 B ✓	✓	1	"	Pianos	✓
"	" A ✓	✓	1	"	"	✓
"	1193 ✓	✓	4	Bags	shot	✓
"	1194 ✓	✓	3	"	"	✓
"	1196 ✓	✓	3	"	"	✓
MCH Co	44 ✓	✓	5	c/s	Cod Fish.	✓

Cargo Ex Samoa. (3) per "Hornet"

MARK	NO		DESCRIPTION	
T	1305 ✓	✓ 1	case	Toys. ✓
"	1190 ✓	✓ 5	"	Window glass ✓
"	1191 ✓	✓ 3	"	" " ✓
"	1192 ✓	✓ 2	"	" " ✓
"	1224 ✓	✓ 6	"	Pickles ✓
S	226 ✓	✓ 1	"	Oils Resinate: ✓
MCH Co	42. ✓	✓ 1	"	Turpentine ✓
T	1210 ✓	✓ 3	"	" " ✓
"	1153 ✓	✓ 8	Cles	Crockerware. ✓
"	1229 ✓	✓ 1	C/s	Hewers ✓
"	1326 ✓	✓ 1	"	Basketware. (Bassinettes) ✓
MCH Co	39. ✓	✓ 3	"	Sweets ✓
T	1291 ✓	✓ 1	"	Castor Oil ✓
"	1159. ✓	✓ 1	Bale	Furniture ✓
MCH Co	64. ✓	✓ 1	Coil	Rope. ✓
T	1275 ✓ (1)	3	"	" ✓
"	1274 ✓	✓ 1	"	" ✓
"	1273 ✓ (2)	1	"	" ✓
"	1206 ✓	✓ 5	D/s	Linseed Oil ✓
"	1208 ✓	✓ 7	"	Turpentine ✓
"	1198 ✓	✓ 9	Drums	Oil Paint ✓
"	1313 ✓	✓ 1	C/s	Glassware. (Hollowware) ✓
"	1303A ✓	1	"	" "
"	1237 ✓ (2)	3	"	Soap. Dec 1st Charter
T	1243 ✓	✓ 5	Kegs	Cramps ✓
T	1292 ✓	✓ 1	C/s	Almond Oil ✓
"	1223 ✓	✓ 1	"	Olives ✓
X Rolls.	[illegible]	✓ 21	Empty	Demijohns part No. 71/120

Dutiable Goods ex "Samoa" per "Hornet"

MARK	NO				DESCRIPTION		
T	1217	✓	(2)	1	c/s	Schnapps.	✓
"	1156	✓	(21)	24	"	Vermouth.	✓
MCH-Co	56	✓		12	"	"	✓
T	1267.	✓	(19)	18	"	Angelica Wine.	✓
"	1264	✓	✓	4	"	Malvasia "	✓
"	1266.	✓	✓	6	"	Angelica "	✓
"	1262	✓	✓	5	"	Jerez "	✓
"	1218	✓	(74)	73 78	"	Stout Porter	✓
MCH Co.	46	✓		2	"	" "	✓
"	48	✓	✓	13	"	Brandy.	✓
T	1269.	✓	(11)	10	"	Wine	✓
"	1258	✓	✓	11	"	Malaga "	✓
"	1256	✓	(13)	10	"	Port "	✓
"	1257.	✓	(15)	17	"	" "	✓
"	(? Candles) 1247.	X		1	"	Angelica "	✓
"	1263	✓	(2)	1	"	Jerez "	✓
"	1260	✓	(13)	14	"	Moscatel "	✓
"	1261	✓	✓	9	"	" "	✓
"	1259.	✓	(11)	12	"	Malaga "	✓
"	1265	✓		1	"	Malvasia "	✓
"	1240	✓	✓	15	"	Gilbeys Port: British	✓
"	1241	✓	✓	13	"	" Sherry. " "	✓
MCH-Co	49.	✓	✓	4	"	" Port " "	✓
"	50	✓	(2)	1	"	" Sherry. "	✓
T	1218	✓		5	"	Stout Porter.	✓
	1229 1238	X ✓		1,	Case	✓1272 1 Coil Rope	

Augst 14th 00:

"Samoa" Spring P^{t}

Cargo shipped per "Fortuna" ex "Samoa"

✓ 165	Bags	Rice	T^{s}	1282.	25/= per bag of 2 cwt
✓ 89	Drums	Cement	"	1251.	20/= per cask
✓ 7	"	"	T^{o} 2		
✓ 190	Bags	Salt	T^{s}	1250	40/= per ton
✓ 69	Cases	Nails	T^{s}	various nos.	15/= per box of 100 lbs

Nett prices

Roofing Iron £16 per ton

Barbed Wire 5/= per coil

Wreck Goods Ex Hornet May 11 1900

Cases Oil	40		
Bags Salt	130		
" Rice	92	-1	91
Cases Soap	36	-1	35 ✓
" Sardines	120		
" Matches	21	+1	22 ✓
" Suger	110 ✓	+8	118
" Pickles	7		
" Crockery	2		
" Toys	4 3		
Bags Nails	83		
Cases Paint oil	3		
" Fish	3		
Pestered Fruit	8		
Case Biscuits	1		
Bundles Buckets	9		
Bales Furnitures	12		
Bags Clove Seeds	49		
Tens Paints	6		
Cases Beer	12		
Cases Vermouth	1		
" Brandy	2		
" Ironware	1		752
Bags Bread	10		
Large Tens Fishballs	10		
Small	5		
Bolts Canvas	15		
Bott. Ras. Vinegar	5		

Windows Glass T 1184 – 1192
Putters T 1213
Remainder of Bales of Furniture (wanted specially)
Remainder of Crates of Biscuits
Wine, Brandy and Candles.
Ironware T 1150, 1151, 1152 + 1327.
Assd bags of shot T 1193 – 1196
Case of Ultramarine T. 1197
" " Linseed Oil T. 1209
Mineral Water T 1211, 1220, 1221
20 Cases Gin T 1284 also T 1216, 1217 (Important)
Cases of Olives T. 1223
Barrel of Cramps T. 1283. Bale of Besoms T. 1280
2 Pianos. Cases Woodware T. 1301, T 1312
Case of Hollow Glass T. 1313
4 Cases Hollowware T 1303 a/c.
Bale of Cigarette paper. Barrel Fertilizer
If there is any more Sugar it can be sent.*
Should like to know, if you can ascertain, what are the Drums of Oil Paint, the Conserves, and the 98 pieces T 1228/1229. Can also send some Rosin Iron so that we can see the quality

Report on sample cases of Cargo ex "Samoa"

			Part of	
M.C.H. & Co.	1	Case Vermouth	30%	Bears name of Fratelli Gancia & Co. Canelli each 1 doz. qts.
I.	1	" "	100%	" " " " " " " " 1 " "
"	1	" Port Wine	15%	W. & A. Gilbey's Castle 1 Spanish Port. Their price at home is 10/6 p.c. F.O.B.
"	1	" Candles	10%	Price Belmont Stearine Candles 15 oz. pcks. of 8.
"	1	" Sugar	60%	Very good Cube Sugar in squares, 50 lb each Net.
"	1	" Castor Oil	30%	In small bottles weighing 3 ozs., each case 100 bls.
"	1	" Almond Oil	20%	" " " " 2 " " " 100 "
"	1	" Jam	25%	In bottles similar to Stephens' penny bottles.
"	1	" Vermicelli	60%	Rather dark, in 7 lb. boxes., 5 Boxes to case
"	1	" Olive Oil	50%	In bottles weighing 5 ozs., each case 96 bls.
"	1	" Sardines	75%	Sardines à la Tomatoe, in ¼ lb tins. Good.
"	1	Bale Paper	105	Too thin for use here - Light brown colour.
"	1	Demijohn Vinegar	100	White Vinegar, very little used here. 1 gall. jars
"	1	Case Petroleum	1000%	A good oil, giving soft light.
"	1	Drum Paint	200	White Zinc in 28 lb. drums.
"	1	Case Soap	10%	Bears no makers name - In ordinary bars - Dark colour. 64 Bars each case & weighs 1 cwt.
M.C.H. & Co.	1	Case Candles	150%	Same as above, but containing 10 in a packet.
"	1	Demijohn Vinegar	50	Same as above, but in 2 gallon jars.
(5)	1	Case Soap	30%	Bears name of L. Beach & Co, London. Contain 64 Bars in a case & weighs 1 cwt.

Stanley, April 7th, 1900.

Hr Falkland Island & Co til A. Berntsen — Debet

			Mannis		
San	5 Tønder Meel	Flour	a 25/-	125. -	✓
"	48 – 6 ℔ Dåse Austr: Mutton	"	2/10	100. 80	✓
"	60 – 10 " " Boullie Kjød & Suppe	"	4/40	264. -	✓ +
"	35 – 3 " " = = =	"	1/65	57. 75	✓ +
"	28 – 13 " " Margarin	"	1/50	182. -	✓
"	83 – – " Vikking Melk	"	1/45	37. 35	✓
"	6 Tønder salt Kjød	Beef in salt casks	" 51/50	309. -	✓
"	1½ Sæk Ris 200 ℔	"	9/16	48. -	✓
"	1½ " Erter 300 "	Peas "	1/14	42. -	✓
"	1 " Kaffe 120 "	Coffee "	1/50	60. -	✓
"	1½ Anker Sukkat	"	6/-	9. -	✓
"	1 Tønde Sukker 200 ℔	"	2/16	32. -	✓
"	1 Sæk Bønner 100 "	Beans "	1/16	16. -	✓
"	1 Dåse Fårede Pateks	Potatoes 25 ℔	9/50	9. 50	✓
"	4 " Marmelade	"	2/70	10. 80	✓
"	1 Skinke 22 ℔	Ham	" 1/80	17. 60	✓
"	½ Tønde Rugmeel	Rye Flour	" 18/-	9. -	✓
"	900 ℔ Skibs Brød rug	Bread Pound	" 17/-	153. -	✓
"	100 " " Hvide	Cabin Bread	" 18/-	18. -	✓
"	10 ℔ Fårede Æbler	Dried Apples	" 1/40	4. -	✓
"	20 " Svisker	Prunes	" 1/25	5. -	✓
"	10 – 8 ℔ Dåse Fiskeboller	Fish Balls	" 2/40	24. -	✓ +
"	5 – 4 ℔ " "	"	" 1/20	6. -	✓ +
"	2 ℔ Mustard		" 2/-	4. -	✓
"	4 Dåse Fårede Gaastrager	Dried Vegetables	" 2/50	10. -	✓
"	6 flasker Sauce	Reynolds Vinegar	" 1/80	10. 80	✓
			Rmk	1364. 60	✓
15 % Rabat af 321.75 =			Rmk 48.26	✓	
40 " " " 30. "			" 12. -	✓	
				60. 26	✓
			Rmk	1304. 34	✓
			£	75. 7. 7	

Rand
A. Berntsen

Am	5	Bales	Seedings	Nr 1	a £	2 3/4	11	5 . ✓
"	8	"	"	Nr 2	a	2 3/4	17	4 . ✓
"	1	"	"	Nr 3	a	2 1/4	2	1 " ✓
"	1	"	"	Nr 4	a	2 1/4	2	" " ✓
"	24	lb	Seelgrass		a	1/6	1	16 " ✓
"	100	"	Tar		a	30/-	1	10 . ✓
"	50	"	Venus	Red in oil	"	26/-	"	13 ✓
"	175	"	"	Blyhvids White Lead in oil	"	26/-	45/6 1	15 6 ✓
"	200	"	"	Yco. Ober in oil	"	22/-	2	4 . ✓
"	25	"	"	Vermalang Red Paint	"	24/-	"	6 . ✓
"	10	"	"	Umbra Umber	"	50/-	"	5 " ✓
"	5	"	"	Kromgult Crome yellow	"	100/-	"	5 . ✓
"	100	"	"	Minnie Vermillion	"	22/-	1	2 " ✓
"	4	Gall.	Terpentin		"	2/40	"	9 7 ✓
"	5	"	Boyt Olie	Boiled Oil	"	3/25	"	16 3 ✓
"	30	"	Roa	Raw "	"	2/50	3	15 " ✓
"	3/4	Tonn	Tjore	Bel. Tar	"	30/-	1	2 6 ✓
"	300	lb	Glas Sangverk		" ✓	32/50	97/6 4	16 6 ✓
"	2	Bales	Skibsmandsgarn	Coils Spunyarn	"	17/25	1	14 6 ✓
"	240	lb	Hampetang		" ✓	42/50	102/- 4	5 " ✓
"	300	"	Manilla		"	50/-	7	10 " ✓
"	7	Bloody	Metal	14 x 48	Yco. Sheeting			
"	2	"	"	28 x 48	89 lb a	"	9/60	2 13 5 ✓
"	21	lb	Tobak	Tobacco		"	1/3	1 6 3 ✓
				Rekvisita	=	£	70	15 6 ✓
				Provants	=	"	75	4 4 ✓
						£	145	19 10 ✓

Stanley den 17de January 1900.

Capt. A Bentzen

Paid
A Bentzen

By draft @ 30 days.

Tally of Cargo ex "Samoa"

	Manifest	Turned out		Manifest	Turned out
1 Almond Oil	20 Cs.	22 Cs.	25 Hewers	10 Cs	10 Cs.
2 Bags	60 Bags	59 Bags	26 Holloware	4 Cs.	4 Cs.
3 Basketware	7 Cs.	3 Cs.	27 Hollow Glass	1 Cs	1 Cs
4 Beer	660 Cs.	594 Cs. (60 short)	28 Hubs	98 Pcs.	33 Pcs.
5 Biscuits	32 Cs.	31 Cs.	29 Ink	25 Cs.	21 Cs.
6 Bitters	6 Cs.	6 Cs.	30 Ironware	55 Cs.	54 Cs.
7 Brandy	242 Cs.	240 Cs. (220)	31 Linseed Oil	96 Pckgs.	95 Pckgs.
8 Brooms	20 Bdls.	33 Bdls.	32 Marble for tops of tables	3 Cs.	3 Cs.
9 Broom Handles	20 "	20 "	33 Matches	580 Tins	544 Tins
10 Buckets	165 "	162 Bdls.	34 Mineral Water	130 Cs.	147 Cs.
11 Candles	1900 Cs.	1897½ Cs.	35 Nails	300 Pckgs.	293 Pckgs
14 Cigarette Paper	20 Bales	18 Bdls	36 Oil Paint	335 "	310 (24) "
12 Castor Oil	30 Cs.	21 Cs.	38 Paints	30 "	26 "
13 Cement	170 Brls.	167 Brls.	39 Paint Oil	96 "	92 "
15 Cinnamon, Cloves &c.	55 Bags	55 Bags	37 Olives	10 Cs.	10 Cs.
17 Conserves	77 Cs.	74 Cs.	40 Paper (some in ship)		
16 Codfish	10 Cs.	9 Cs.	41 Petroleum	1000 Cs.	948 Cs.
18 Corrugated Iron	979 Bdls.	946 Bdls.	42 Pickles	10 Cs.	9 Cs.
19 Cramps	65 Brls.	53 Brls.	43 Plums	30 Cs.	31 Cs.
20 Crockery	13 Cs.	12 Cs.	44 Powder (in Spring Point)		
21 Demijohns	50	21	45 Rice	500 Bags	500 Bags
22 Fertilizer	50 Brls.	49 Brls.	46 Rope	290 Coils	290 Coils
23 Furniture	42 Pckgs.	43 Pckgs.	47 Salt (some in ship)	(2050)	
24 Gin	55 Cs.	39 Cs.	48 Sardines	395 Cs.	356 Cs.
	4448	4489 (4529)		3998	3762

	Manifest	Turned out
Shot	205 Bags	203 Bags
Smoothing Irons	30 Brls.	30 Brls.
Soap	440 Cs.	428 Cs.
Sugar	120 Cs.	119 Cs.
Sweets	65 Cs.	65 Cs.
Tires	50 Bundls.	11 Bdls.
Toys	8 Cs.	8 Cs.
Turpentine	62 Pkgs.	62 Pkgs.
Ultramarine	25 Cs.	19 Cs.
Vermicelli	60 Bales	59 Bales
Vinegar	350 Brls.	317 Brls.
Window Glass	135 Cs.	132 Cs.
Wine	790 Cs.	730 Cs.
Woodware	2 Cs.	2 Cs.
Zinc	1 Brl.	1 Brl.

7343 2186
4748 4529
3998 3726
11089 10439
26
10503

Manifest 17,861
Wire 4198
Paper 546
Pack 2050
6794
11089
17883

Received of Mr. A. A. Sedgwick a cheque for £4. 10. 0 and 5/- Cash in payment of duty on the undermentioned goods from the cargo of the "Samoa", Spring Point

✓	70 doz	Beer, pints	£1. 15. 0	Issued by Const Riches
✓	2 "	Cognac qrts	2. 0. 0	" " "
✓	30 "	Beer pints	15. 0	" Const Melin
			£4. 10. 0	

J. Hurst
Dep: Collector
Fox Bay
22 June 1900

4. 0. 0
15 0

P. S. The beer issued by the Dep: Collector in May, was entered by Mr. Harding and the duty was to be paid by him in Stanley. Const Riches retains the money until his next visit to the "Samoa"

J. H.

Dr.

Account of Receipts & Expenditure Barque "Samoa" Spring Pt. Jan 1900 to Aug. 00.

Cr.

1900				£	s	d	£	s	d
June	19	J Danielsen	✓6 cs Beer	15	.	.			
		"	✓2 " cognac	4	.	.			
			✓1 " Candles		10	.	19	10	.
		G McKay.	✓2 cs Paraffin	1	4	.			
		"	✓½ cwt Sugar		7	.			
		"	✓1 Bag rice	1	10	.			
			✓1 Bx Soap	1	.	.			
			✓2 Buckets		4	.	4	5	.
		G Rattley.	✓1 Bag rice	1	10	.			
		"	✓1 cs candles		10	.			
		"	✓1 Pkt Matches		3	.			
		"	✓1 cs Brandy	3	.	.	5	3	.
		C. J Tate.	cash advanced.	4	9	6	4	9	6
							£ 33	7	6

				£	s	d	£	s	d
June	19.	By	cash to customs. Instalment	4	15	.			
Aug	14	"	" "		15	.			
July	28	"	" "	1	15	.	7	5	.
		"	" ado. Charbonnier	3	1	.			
		"	" " Rattley.	12	3	.			
		"	" " Axel Pettersen	5	.	6			
		"	" " Oscar Anderson	1	12	6			
		"	" " Olé Dūās	9	4	6	31	1	6
		"	" Stamps		2	"			
		"	" Gratuity to Boy 3 mails		5	"			
July	15	"	" Food for Boy. Messenger		2	.			
"	30	"	" " "		3	.			
Aug	6	"	" " "		2	6			
"	15	"	" " "		2	6			
		"	" Horse hire McKay.	3	.	.	3	17	.
			Cash expended.				42	3	6
			" received.				33	7	6
						£	8	16	.

Received Cash 8 16 .

H H Sedgwick.

Bornitzer

Journaludtrag.

Den 19de Juli 1899 afgik Bark "Samoa" fra Hamburg med en ladning Stykkegods bestemt for Punta Arenas C.A. Reisen (fortsattes) begyndte under Lodsens kommando og med Bugserbaad for Elben.

Den 20de kl 8½ am morgenen skiltes Lodsen og kl 10¼ Dampskibet. Seilene tilsattes og alt gjordes klart for at holde Søen, vinden var da NNO friskende disen Luft alle Seil var tilsatte og Reisen fortsattes under almindelige anstendigheder uden noget bemerkningsværdig.

Den 24de passeredes Dover og den 28de kl 2 am morgenen havdes sidste Øst af Lissard i NNW 16' af. e.g. Vinden var da N Olig klar Luft tabet Bris alle Seil satte.

Reisen fortsattes videre uden noget bemerkningsværdig. — Den 13de Aug Ø St Croig i NTW 12' af e.g.

Reisen fortsattes videre uden intet bemerkningsværdig. Den 6te September passeredes Ekvator ———. Den 18de Sept havde vi NWlig vind med höi Søgang og Fartöiet slingrede svært dog var intet særskildt at bemerke.

Den 4de October friskede Vinden op (fra morgenen) til general Storm fra West

med Hagelbyger svært Hav. Fartöiet arbeidede voldsomt og vog flere styrtsöer overbord ved nogle mindre Dække gjenstande blev ramponeret og fore St Stagseil skjörnede. — Den 6te var det fremdeles sterk Storm svært Hav holdt dem best mulig (spiimper Olie) Laa til for begge Under Mersseil. — 6te om Middagen ℓ Cap St Diego i WNW 6' af e.g. 7de St Island i SO¾O og Cap St Diego i SO½O. Den 9de Cap St Diego i SOTS 6' af e.g. Den 10te Bell Mountain i NTW¼W og Sydspynten af New Island i WNW½W. — Reisen fortsatter under vekslende Vind og Veir.

Den 14de om eftermiddagen tiltog Vinden til Orkanagtig Storm med Byger, alle Seil gjordes fast med undtagelse af Under St Mersseil. — Under fasgjöringen af St Mersseil (øvre) falt Conrad Funch med fra Mersraaen og forslog sig meget. — Stormen vedvarede Fartöiet arbeider voldsomt paa flere styrtsöer over (Vi var da efter Bestikket paa 68°38' S.B. og 68°7' Lgd W/Gr.) den 15de Kl 8 om Morgenen begyndte at arbeide Skibet Pumpt det lykkedes Kl 9½. — Forskjellig afreist Tømmer og Hagelbyger Fartöiet kunde bedst holdes slingrefrit. Om eftermiddagen vedvarende Orkanagtig Storm svært Hav meget overvand Kahytsdören blev indslaaet hvorved vand trengte ind i Kahytten og videre i Halvdækket

I Halvdækket var forskjellige gjenstande gaaet löst hvis aarsag endel Proviant og andet blev beskadiget St Under Mesteil blev gjordt fast og Fartöiet ligger for Takkel og Tauig.

Den 16de om Morgenen Obs at Olie og Ris kom op i Pumpen og skade paa Lasten befrygtes. — 17de — generel Storm med Sne Conrad Tunch og Aksel Pettersen maa holde kaien, 2den St og Seilmageren har Värkehænder saa de er lidet arbeidsdygtige 18de samme Vind og Veir pumper fremdeles Ris og Olie og vistnok ogsaa Ell. holdt af til N W for at faa Fartöiet mere mageligt. (vinden er nu S S W med Snebyger) finder at Lasten har forskyvet sig flere steder og noget gaaet löst, om Eftermiddagen var Veiret noget mere moderat; arbeidede i Halvdækket og Rummet for at faa Last og Inventar stöttet. — 20de Pumper Ris i en meget forårsagende grad: 3 Mand er syge og 2den St. lidet Arbeidsdygtig formedels saare hænder. — 22de S S W Storm opklarende laa til for Under Mesteilen — formedelst utilstrekkelig Mandskab turde vi ikke sætte seil da vi frygtede for at ~~at~~ vi ikke kunde faa dem fast om det skulde friske.

Den 23de am morgenen (Westlig Vind
sterke Byger dog moderatere end tidligere)
aabnedes Lugen for at eftersee Lasten
som skjöntes at være lös og da dette
forefandtes stuvedes bedst mulig fast
hvortil vi maatte anvende nogle af
Reserveseilene. — Da dette var udfört
bedst muligt afholdtes Skibsraad.
(pumper fremdeles Riis) hvorved Capt
forehold. Mandskabet omstendighederne.
— "Da vi i lengere Tid har pumpet
Riis og Olie og tilsyneladende andre saaten
kan det befrygtes at pumperne bliver
uklare. 4 af Mandskabet som för nevnt
er fremdeles uarbeidsdygtige saa vi ikke
kan haandtere Skibet med passende
seil." — "Jeg foreslaar derfor at söge
den förste den bedste Havn paa Falklands=
öerne for at faa lasten omstuet og
Mandskabet restaureret." — Hen i var
alle mand enige men paa grund af
afstanden fra Land bestemtes det
saaledes, at vi skulde blive liggende
for de seil vi havde paa til i morgen
tidlig i dagbrækningen og saa bære af
for Land i Jesu Navn.

Den 24de Kl 4½ am morgenen holdtes af til: N O T O for Qv Charlotte Bay. Kl 12 am Middagen O Nath Island i S W 2 a 3 e. g. Frendeles Stavn af S W med Hagelbyger gik for Mersseil Klyvere og Stagseil. Styrede langs Landet efter bedste skjön og gjorde klart Ankere og Kjættinger for at gaa i havn. Kl 7½ am aftenen bragte vi til Ankers ved mündingen af Port Richards i 12 Favne vand med B B Anker og anbr. 40 Favne Kjetting. (Vi turde nemlig ikke gaa længere ind paa grund af mörkets fremkomst) Klarede af paa Dæk, hengte üd Ankerlanterne. Vinden er nü Vlig Küling med byger. Vagten sattes med 2 mand paa Dæk.

Den 25de omtrent kl 2 am morgenen tiltog Vinden og det skjönnes at Fartöiet drev vi lod falde Styrbords Anker og gav üd 30 Favne Kjetting. Det blev da liggende. — Da det blev lyst fandt vi at vi havde taget feil af Pynten ved P Richards. — Fartöiet ligger paa et üdsat sted; men paa grund af Vindens styrke og mandskabets daarlige helbred tör vi ikke forsöge at gaa seil endnü. (Vi pumper frendeles Riis) Satte Flag efter Lodt. —

Ved 10 tiden fik vi nogle Orkanagtige Haglbyger hvorved Tartöiet begyndte at drive. — Vi havde grundbrækninger ret agterud saa der var lidet rum til at stikke Kjætting og for at ikke drive paa Roksel hvorved der vanskeligt havde været livberging besluttedes i samraad med Mandskabet for at redde as selv, at stikke fra as Ankerne og om muligt seile skibet i Læ af nogle Holmer i en bugt som 2de Styrmanden kunde se fra Mersexaaen. — Ved hjelp af Forseilene og en rebet Toh lykkedes det, efterat Kjætingerne var stukket ud, at faa skibet til at falde og skyde overstevn, saa vi kom klar af det befrygtede Rocks og holdes nu ret for bugten eller som det viste sig et smalt sund; men straks dette var passeret tömede Tartöiet grunden, et par gange huggede det meget sterkt og blev straks staaende fast. —

Vandet voxede imidlertid noget saa skibet delvis flotnede og svingede frem og tilbage; men kom i grundere Vand og blev staaende fast. Fokken og Forseilene blev endel beskadiget da de ikke kunde blive ordentlig satte.

Tartöiet er saaledes nu aldeles overladt skjæbnen.

* Klarnen her tilbyget saa det er vanskelig at faa fordindelse med Land.

Det var omtrent Kl 11 Fm at skibet blev staaende fast. —— Om Aftenen pumpedes Lens og satte Vagt.

Den 26de October, Winden vestlig godt veir. Om morgenen satte vi Prammen ud og Capt blev sat Iland for at undersöge om nogen assistanse kunde erholdes. —— Det viste sig imidlertid, at der fandtes blodt 5 Faarehyrder i 20 miles afstand, og saaledes ingen assistanse erholdelig, ligesom Telegraf ikke findes og Postforbindelse om circa 14 dage til.

Styrmanden var ude for at undersöge Vandstanden rundt skibet (paa omtrent höivandstiden) — Det viste sig at Fartöiet staar paa omtr 12½ fod ved Höivande og omtr 6 fod ved Lavvande —— Nogen udsigt til at faa skibet löst synes derfor ganske umulig. —

Om aftenen Pumpedes Lens.

„Samoa" Spring bay, den 27/10 99.

Til Vedkommende

Lt Tayeien 2de Styr
A. Pettersson Matros
F. Gäfholm Seilmager

A Bernitzen

Tillæg til Journaluddrag

Fredag 27de October. Vinden NWlig, godt veir. — Efter vort skjön kan intet foretages for Redning af Skib og Last uden assistance. — Capt var iland og sendte expres til nermeste Øvrighedsperson.

Lördag 28de samme vind og veir. — Om formiddagen kom den eftersendte Øvrighedsperson som var Magistraten i Fox Bay, han hverken kunde eller vilde gjöre noget for redning af Skib og Last, han fordrede blodt Manifest og Varefortegnelse og forseglede alle Luger og de forskjællige Proviant-artikler og erklærede derefter at han intet mere kunde gjöre, men anbefalede Capteinen at enten selv reise eller sende en expres til Port Stanley for at comferere med Consulen. —

Söndag 29de. Vinden Wlig, godt veir.

Mandag 30te Wlig vind, godt veir. — Om eftermiddagen kom en Toldbetjent ombord. — Pumpede lens. — Riis kommer fremdeles op i Pumpen.

Tirsdag 31te NWlig vind, godt veir.

Onsdag 1ste November. Variable vind, godt veir. Om formiddagen reiste Styrmanden og Ole Dinus for at snarest mulig komme til Port Stanley og comferere med Consulen. — Om aftenen flotmede Skibet (vi havde tidligere sat ud Vrеankeret og stukket det i bunden)

men vi kunde intet videre gjöre end stikke lidt Kjatting. — Följende Loddeskud blev tagen om eftenn paa ankr Lavvandstiden. — Agter 7 fad Forud 4½ fad. — Videre ud i löbet til ankr 10 Kabellengders afstand fra skibet, 8 – 8 – 7,5 – 8,5 – 11 – 12 – 11 – 10 – 9 – 9 – 10 – 8 – 7,5 – 11 – 11,5 – 10 – 10,5 – 10 – 11 – 10 – 9,5 – 7,5 – 6 – 6 – 6 – 5,5 – 6 – 6,5 – 7,5 – 8 – 12 – 12 – 14 – 18 – 22 – 24 – 20 – 17 – 13 – 17 – 13 – 17 – 18 – 13 – 20 – 15 – 18 – 22 – 19 – 20 – 23 fod. — I löbet af dagen havde vi sat ud et Kjatsanker.

Toroday 2den Variable vind, godt veir. — Om aftenen flotnede skibet igjen og ved at hive ind paa Tauet svingede skibet rundt men blev straks igjen staaende fast.

Fredag 3die SWlig vind, godt veir. — Skiftede Kjætsankeret lengere ud og hivede ind saa meget som muligt men til ingen nytte. — Om aftenen pumpedes læns.

Lördag 4de WSlig vind, godt veir. — Fartöiet staar paa ankr 4½ fad vand ved Lavvande.

Söndag 5te Vinden NNW godt veir. — I löbet af natten havde Fartöiet forandret Stilling. — Det ligger nu Syd an og löbet gaar i ankr SSW rettning.

Efterat have samraadet med Mandskabet besluttedes at forsöge at seile skibet flodt. —

Alle seil tilsattes og Ankerne hivedes ind. — Ved höivande flotnede skibet, det gik en stund fremover men vinden löiede og en mengde Sögres laa forbaugen

Tirsdag 14de SWlig vind, godt veir Kl 5½ eftm
13 tons. pr. time.

Onsdag 15de do vind og veir. Kl 6 eftm 11 tons
Skibet er altsaa nu ombr båt. — Ved at undersøge
bunden paa lavvande viser det sig at skibet staar
paa stenbund midtskibs.

Torsdag 16de Variable vind godt veir:
Fredag 17de " " "
Lørdag 18de NNWlig vind med byger. —
Paa höivande hugged skibet.

Søndag 19de do vind godt veir.
Mandag 20de Wlig vind godt veir. Intet
bemerkningsverdig
Tirsdag 21de " — do
Fra 21de til 30te er intet bemerkningsverdig.
Torsdag 30te Nordlig vind godt veir. —
Om morgenen sendtes brev til Magistraten i Port Bay
Om eftm kom Styrmanden og Ole Dinn samt en Agent
og en Løkaptein fra P Stanley

Samaa Sprung paa Port Roseneby
the 1ste 1899

Til Efterretning
Oskar Gundersen
F. Gåholm
A. Pettersson
Lt Tarjesen

Master

Tillæg til Journaludtrag.

Fredag 1ste December Nordlig vind godt veir.
Besigtigelse blev afholdt af ovenævnte Agent og Söcaptein, hvorefter Capt ifölge med samme reiste til Port Stanley.
Lördag 2den og Söndag 3die Nordlig vind godt veir intet at bemerke.
Mandag 4de samme vind og veir. Riggede med Bram og Röilraaerne.
5te 6te 7de Südlig vind godt veir intet bemærkningsværdig. — Fredag 8de Sydlig vind storm godt veir.
Lördag 9de " " " " " "
Paa hövrande flotnede skibet delvis, skiftede Baugen fra SWS til SW½W, huggede sterkt i bunden saa vi frygtede for da Krudt Fyrstikker Petroleum og Papir er sammen i Lasten. —— mellem Kl 3 og 4 eftm besluttedes i samraad med Mandskabet at aabne Lugerne og kaste Krudtet overbord da det bleste formeget til at kunde före det iland. —
Da dette var udfört sendtes 2den Styrm med 4mand iland for at faa Hr Stickney ombord for at forsegle Lugerne hvilket var udfört omtrent Kl 6½ eftm.

Underskrevet
F. Sjöholm. A. Pettersen.
Ole Duus. O. Anderson.

saa skibet vanskelig kunde styres, det tog igjen grunden og blev staaende fast omtr middagstider.

Ankeret blev stukket i bunden og seilene gjordt fast. — Om aftenen pumpedes lens.

Mandag 6te. Kl 12 midnat fandtes 23 tommer vand i pumpen. Vindmöllen blev sat igang, den arbeidede til Kl 4 da var skibet lens. — Kl 8 morgen 18 tom vand. Vindmöllen blev sat igang. — Riis pumpedes op, Kl 11 tom lens skib. Skibet er altsaa nu bleven lak. — WSW vind, godt veir.

Tirsdag den 7de Storm af WSW med byger. — Skibet ligger meget over til B. B side. — Om aftenen pumpedes lens, da skibet var lens var der 5½ tom vand.

Onsdag 8de Storm af Wlig med byger. — Om natten 20 tom vand. — Paa höivande idag har skibet hugget i bunden.

Torsdag 9de SW med Hagl byger. — Kl 2 eftm 15 tom vand, Kl 5 lens skib. 4 tom vand.

Fredag 10de samme vind og veir. Kl 2½ eftm 18 tom p. lens.

Lördag 11te S vind og veir. Kl 3 eftm 19 tom p. lens.

Söndag 12te Sydlig vind med byger. Kl 4 eftm 13 tom p. lens.

Mandag 13de Wlig vind, godt veir, Kl 5 eftm 15 tom. p. lens.

Søndag 10de WSW vind godt veir. — Ombrent kl 3 eftm kom Toldbetjenten fra Fox Bay og omforsagede Lügerne. — Paa Løvrande om aftenen var Hr Stickney üde og hükkede af endel af Krudtbøxerne.
Mandag 11te Vlig vind godt veir. Fartöiet ligger nu meget over til St. B.
Tirsdag 12te SW vind fra morgenen som gik rundt til WNW paa aftenen, godt veir.
Onsdag 13de samme vind og veir. — Fartöiet lækker nu mere end forhen.
14de 15de intet bemerkningsverdig
Lördag 16de WNW Kuling godt veir. — Paa höivande i eftm svingede fartöiet den ligger nu an SW 1 S.
Söndag 17de intet bemærkningsverdig.
Mandag 18de WSW vind Kuling godt veir. — Paa höivande svingede fartöiet igjen til SW. Fartöiet kantrede igjen over til B. B.
19de 20de 21de 22de intet bemærkningsværdig.
Lördag 23de Vlig vind godt veir. — Om eftm kom Kaptn ombord fra Port Stanley.

"Samoa" den 24de December 1899

A Bennetzen

Til Vedkjendelighed
Lpt Tayesen
T. Lykke
O. Andersson
C. Dinus

Stanley the 11th December 99.

Swedish & Norwegian
Consul.

Dear Sir!

Just a line to inform you that having reported the position of my vessel the "Samoa" same being called "home, — I now intend returning to my vessel by first available opportunity. Having done all that I possibly can do here for all interested.

Will you kindly let me know as soon as posible and receiving instructions by cable or otherwise pra home. I will await same on board my vessel the "Samoa" with my crew. There in the meatime I will use my best endeavours for all interested.

I remain Dear Sir
yours very Respectfully
Berntzen
Master "Samoa"

P.S. From the 30th of November I record all expenses for account of the cargo. P.S.

Norwegian Barque "Samoa", 686, tons
Capt Knutzen. Loaded from Hamburg to Puntarenas
Costa Rica with general cargo, left 19 July. –
when ~~#~~ passed Cape Horn, about Oct 10th – 14th
experienced very bad weather, & crew sick, could
not carry sails – cargo shifted, vessel drifted.
Went to W. of Falklands crew too sick to make
port decided to attempt to ~~anchor~~ at Stanley
port – passed to N of New Island & Bradell Island
and came out about 5 P.M. endeavoured to
fetch Port Richards, but it came too dark &
anchor was dropped in Queen Charlotte Bay
between Mount Pt and Acton Island – thought
they were in Port Richards, anchor dragged in
12 fathoms water. ~~Let go~~ Hove short let go
second anchor. Rode astern could not get
more chain & Vessel dragged, slipped both
anchors ~~with~~ set foretopsail & foresail & headed
towards the land – she bumped three times but got
through – fetched up on ~~sand~~ beach of sand & stones
Deep between 15 & 16 ft – At high water there
is 12 to 14 ft. Vessel not making any water

Prehistoric signs of straining where slightly logged. One person fell from upper Tregard, but not seriously injured

„Samoa" Spring point, den 28/10 92.

Hr. Norsk & Svensk Consul

P. Stanley.

Den norske bark „Samoa" er
strandet. (Spring point Bay. Char. Queen
bay.) Efter min mening kan skibet
ikke reddes men muligens lasten.
Send mig snarest muligt deres
mening om, hvad Lauritz Brevig jeg
skal gjøre. — Jeg forhåster til,
at De kedre end jeg skjønner, hvad
forholdsregler Lauritz Brevig at jeg skal
foretage.

Imødeseende Deres ordre hurtigst
mulige salg forblive jeg.

Deres meget ydmyge tjener
og kollega

A. Bernhoft.

P.S. Journaludtrag medfølger
d. 3.

The Norwegian Bk
Samoa is stranded
Spring Pt. Queen
Charlotte Bay
In my opinion the ship
is a total loss, the cargo
may be saved
Send me as soon
as possible a man
to advise . . .
You know better
than I do what
should be done

„Samoa" Spring Bay 31/10 99.

Fr. Karsh & Svensk Consul
Port Stanley

A letter with extract from the journal was sent on 28th but to make more sure I send the mate and 2 men to confer with you as to what should be done

Brev med Journaludskrift er sendt, Dem den 28de denne; men for sikkerheds skyld sender jeg imagen Styrmanden med 2 mand for at raadslaa med Dem om, hvad jeg skal foretage.

Med megen Høiagtelse
ærbødigst
A Berntzen
Fører af bark „Samoa" af
Sveaborg

Ved hvert Besøg styrmanden og 1 mand som sender.

P. S.

Port Stanley, March 1st 1901

I hereby certify that the vessel
damages mentioned in
the Rudderpost, mentioned in
the Survey report of Barque "Lanrick" held
on the Barque "Lanrick", held
by the undermentioned officers
of H.M.S. "Sappho"
P. L. Watson Lieutenant R.N.
Walter Saunders Lieutenant R.N.
holding Masters Certificate
Robert Gibb Carpenter R.N.
have been renewed and repaired
under my supervision

Martin Johnson

Surveyor for "Record"

Master Shipwright.

CHARLES WILLIAMS,

Established 1863.

General Merchant,

PORT STANLEY, FALKLAND ISLANDS.

AND

PUNTA ARENAS, CHILE.

PORT STANLEY,

Falkland Islands.

Apl 29 "1907.

Messrs The Falkland Islands Coy

Stanley

Dear Sirs.

The following is a list of goods shipped by me per Samoa to London:

1-13.	13 Hhds	Anchs.	Marked H & Y.
1-5.	5 cases	Guns	"
6-10.	5 "	Pump Fittings	"
11-12.	2 bls	Lubricants	"
13.	1 bl	Contents unknown.	"
14-28.	15 Large	Pumps.	"
29.	1 Bbl	Acetic Acid.	"
30.	1 case	Horse Bits.	"
✓ 410.	case	Asch Grease.	Not marked
✓ 80.	Bbls	Sperm.	" "
✓ 25.	Force	Pumps & handles.	"

Total No 558 packages.

(21)

Yours pro Chas Williams

Louis Williams

June 19— 00

"Samoa" Spring Pt.

W A Harding Esq.

Dear Sir

We have just finished loading the "Hornet" & as Phillips wishes to get away as soon as possible I am writing in a hurry. I received £19-1-1 as stated in your letter & enclose receipts

Phillips has 14 miles of barb wire on board but I had received no letter from Mr S & had Phillips not wanted it I should not have sent it. On Sunday I landed a coil & measured it it measured 197½ yds which allowing for kinks would mean 200. The cramps also belong to the wire & are merely staples. I have sent 9 Barr: I have been shorthanded & have not been able to tally all of the cargo as I had to work breaking it out: I think you will find Customs Officer's tally correct. But it would be as well to tally out carefully in Stanley.

I have noted the remarks in your letter. As to the men. two are going in in the schooner. Charbonnier is tired of cooking says it is killing him & so I am letting him go. I am rather satisfied he is going as though he is a thorough

good worker. he is a man I cannot trust when the hatches are opened. so it is as well. This leaves me with the same men I started with Please send me a cook if you can engage one I have endeavored to send you the cargo wanted. You will see conserves are turning out to be sauce & other stuff. probably all stores but cannot get any more till next load I have sold about £20 worth of Beer price & but have no time to send a/c as Phillips is waiting to get away. Have sold 2 c/s of Brandy at £2 a c/s on the understanding that if it were more they had to pay it. Several asked price of Vermouth. Am landing c/s Beer for Mr. Buckworth. Dunnose Head. Have paid duty on all cases sold: Enclosed please find list of stores from Mr. Pickney to time of leaving. Am not going to sell cases of liquor to men without a written order from their boss I had to send remainder of salt in hatch as it would damage cargo. Iron underneath is turning black.

98 pcs 4 $\frac{12\,28}{12\,29}$ are parts of wagons. I can see the springs. but cannot get at them
That leakage you saw on the deck I think was done at sea when the half deck got full of water.

Mrs P is stopping aboard for a little while - I have taken the liberty of keeping one of the Arm chairs for her use. I have kept a cane one with arms - hooks on the back to alter position Please charge me with it - if it belongs to set with remainder also. but I think it is separate ship has not moved - is making no water to speak of. There are one or two things to send out. please do not let me run short of coals - as there is no more peat or wood to burn Please send a bag of potatoes. at present I am using my own produce.

I have an old horse ashore that has been lent me - I shall have to take the officer back myself I shall try and get a guide at Leicester Creek for him - come back as I do not believe horse would carry me - I do not want to leave ship for long.

I assisted Capt. Rowlands as much as we could with McKay's wool.

I have no more to mention that I can think of. at present. so will conclude &c.

Yours Obediently
Henry H Sedgwick

Please send next time
Cook if possible. more coal.
potatoes. Baking Powder. Mustard.


SPRING Point
JETTY
WOOL SHED
COOK HOUSE
SETTLEMENT
FOX Is
DRY AT
LOW WATER
SALVED
GUNPOWDER
Outer Is
DOUBLE Is
TUSSAC I
TUSSAC Point

Stanley the 9th Dec: 1899

Swedish & Norwegian
Consul.

My ship "Samoa"
has now been ashore at
Spring Point since the 25th
and until my arrival there
of October last. I have
been unable to get any
assistance or advice from
anyone. I now ask
you as my consul to
tell me whether you
can render me any
assistance. If you can
not I shall be compelled
to abandon the Ship.

I am Sir.
Your most obedient
Bunting
Master "Samoa"

Sir

I have in act
have ~~not~~ to your letter of today's date with reference
to the standing of the "Samoa"

I feel sure that on reconsidering the matter you
will admit that it is incorrect to state that you have
been unable to get any advice ~~from~~ as since your
arrival in Stanley on Tuesday the 5th inst you have paid
me a visit every day and I have afforded you all the
advice in my power.

As regards the question of assistance you have now
been in Stanley long enough to realize that there are
no vessels ~~such as a tug boat~~ and even if there were it is
very doubtful whether the owners would do anything
afford any effective assistance on account of the ~~kelp where the "Samoa"~~ large quantity of kelp
on and about the reefs where the "Samoa" is stranded

Then again ~~on account of the~~ the Owners of the local
Schooners ~~will not~~ cannot now spare these to do any
work beyond the collection of wool which at this time of the
year is all important to them.

~~In accordance with your request you made~~
~~verbally to me this morning I will put into working the~~
~~above which I have given you~~

~~I consider that you should bear in mind about~~
~~all that~~. When I received your letter informing
me of the standing of the Vessel I sent my deputy to Spring
Point to you with the Master of one of the local Schooners
to survey the Vessel and report to me. ~~When that~~
~~report was received~~ On their return a consultation
was held with the Surveyor of the Bureau Veritas and
these gentlemen ~~examined~~ furnished a report, a
copy of which I enclose, ~~recommending that~~ stating that
the ~~joint~~ opinion that on account of the position, the
expense of saving the ship and cargo would be enormous
and recommending that tenders for salvage should be

invited + that if none were obtained the ship and cargo should be sold.

How can we estimate the value of the tenders received in Stanley. I might have advised you to accept it, but seeing that the notice calling for tenders has not been sent to the West Falkland, I have advised you to delay selling the vessel + cargo until this has been done in order to be absolutely sure that no tenders can be obtained. This delay of 3 weeks will enable a telegram to be sent to the owners or underwriters of the vessel giving them an opportunity of stating their wishes in the matter.

This is the case. Although this delay is disappointing to you and involves the expence of paying wages to the crew for a further 3 weeks I consider that it is the proper course to be taken, being that there is very little danger of the cargo deteriorating during that time and there is no risk of the vessel breaking up.

You must bear in mind that the fact of the vessel being stranded does not relieve the owners and yourself of the liability of taking all possible care of the cargo and that you cannot sell the vessel is not decided for you the recommendation of the Surveyors does not confer upon you authority to sell the vessel. That authority depends upon the existence of an honest purpose to do the best for the benefit of all concerned, and if there interests would be better served by an immediate sale, you would be justified in selling at once. From what you have yourself said however the Vessel is not at all likely to break up yet and there is consequently no justification for selling until the owners and underwriters have had time to send telegraphic instructions.

I think therefore that you should not release the Crew for another 3 weeks. As regards the expense of their wages, seeing that they are remaining therein the interest of the cargo, I should imagine that the expense would be allowed to the owners in the same way as other vessels putting into a port in distress.

(a drink which is a matter for owners and underwriters. I can only offer it as an expression of opinion)

Enclosed please find Receipts for 19-10
omitted last time

S. "Samoa."

Spring Pt. 25/7.00

W A Harding. Esq.

Dear Sir

Your favor of the 4th" to hand on 15th" inst:
"Hornet" had very bad weather while she was loading. on two occassions making it impossible to uncover hatches & on another having to anchor & wait for an opportunity which occurred later on the afternoon. We were able to send in a good many things this time that were wanted before As regards Brandy we could get 13 cs. but the others were all

to the bottom of the vessel & find it perfectly dry. In my opinion no water has ever backed her floor. Cargo is a foot above skin lying on dunnage. as reported last January by the Capt.n

Please send me some pump leather. a few lbs. for a standby. the present leather is good but it would not do to be short if it wore out.

I intend to bend sails after schooner leaves & get ready for the arrival of the Tug. which I hope to arrive shortly.

I remain

Yours obediently

Henry. St. Sedgwick.

jammed under the salt.

I see I have made a mistake in selling those 2 ℔s at £2 a case. but it was with the understanding that any extra amount was to be paid. as I did not know the price

The purchaser has been unfortunately drowned & so there the matter ends but the thought has often occurred to me that the public opinion may have it that he came to us & got liquor & was drowned while intoxicated. I was happy to find this was not the case as all the liquor he got was consumed two weeks before the sad event occurred. To the present date. the ship has made very little water. 9" in 3 days. She has not moved at all. I have been down

Provisions on Board "Pomoa"

5	Brls	Flour (2 cwt.)
48	Tins	Aust^{n} Mutton (6 lb)
60	"	10 lb ea c 35 $^{3}/_{4}$ lb Soup c Boullie
28	"	Margarine
83	"	Unsweetened Milk
12	Cwt	Salt Beef in 6 Barrels
3	"	Rice in 1½ Bags.
3	"	Round Yellow Peas in 1½ Bags.
120	lb	Coffee in 1 Bag
1½	Kegs	Sauer Kraut.
200	lb	White Sugar (Beetroot) Soft.
100	"	Brown Beans.
25	"	Preserved Potatoes.

28 lb Marmalade in 4 Tins

22 " Ham (1)

100 " Rye Flour.

about 900 " " Bread.

" 100 " Ships " (used for cabin but not cabin bread)

12 " Dried Apples.

20 " " Prunes (plenty in cargo)

10 large Tins Fishballs } forward to Stanley if wanted.

5 Small " }

2 lb Mustard

4 Small Tins dried Vegetables

6 Btles Raspberry Vinegar (forward to Stanley if wanted

Canvas

5 Bolts ea abt 42 yards No 1 Hemp

8 " " " " No 2 "

1 " " " " " 3

1 " " " " " 4

25 lb Sewing Twine

Markes. Extra
Paterson Bastow & Co
Glasgow

Tobacco.

11	lb	Hard. Tobacco.	@ 1/3	26 8/3.
10	"	Shag		

Paint. oil & Rope.

100	lb	Dry white Zince
50	"	White Zinc in oil
175	"	White Lead
200	"	Yellow Ochre
25	"	Black Paint
10	"	Umber.
5	"	Chrome Yellow
20	"	Dry Vermilion
4	Gall	Turpentine
5	"	Boiled oil
3/4	Barr	abt 30 gall raw oil
3/4	"	" " " " stockholm tar.
120	Fath	2 1/2 Kori rope
30	"	2 1/4 " "
80	"	3 1/2 " "
2	Coils	Spun yarn. 1 Tarred & other not
40	Fath	3 1/2 lanyard rope.

Rope cont^d.

75	Fathoms	2 1/2	Hemp rope.
20	"	4 1/2	Manilla "
100	"	2 1/2	"
25	"	2 1/2	Bolt rope.
30	"	2 1/4	" "

" "

7	Sheets	Yell Metal Sheathing 14" X 48" long.
2	"	" 28" X 48 " " 26 oz metal.

Stores wanted.

" "

Coals for Galley. (can burn wood for a time

Pepper 2 or 3 Bbls.

Paper ~ Envelopes.

Loose Tissues for copying letters

" "

Please pay Capt^n Benken 2/6 for 2 lb shag the men had from him HHS

Particulars of Insurance on some of the "Samoa's" cargo. from Ponorok Gebro

100	bdls @ 2 cases	Cognac.	m 5900.
19	cases	Cognac.	" 836
20	"	"	" 946
225	"	Wine	" 3110.
200	"	"	" 2245
60	"	"	" 860.
100	"	Vermouth Wine	" 1550.
30	"	"	" 480.
4	"	Pianos	" 2825.

35.6-0

19/836 (44
26
26

2/57(
30

lephone No. Avenue 443.
legraphic Address: FLEETWING, LONDON.

MEMORANDUM.

London, ... 1900.

From

THE FALKLAND ISLANDS COMPANY,

61, GRACECHURCH STREET, E.C.

To .....

.....

.....

Copy

"Samoa"

Barque.

686 tons Register
Built at Frederstand 1894.
Classed 13 years A I Norwegian Veritas @ 3/94.
Fitted 4/m 6/99.
Dimensions 151.1 x 34.4 x 14.

H.B.M. Norsk & Svensk Consul
P. Stanley

Behag betal Axel Pettersson
(Kr: 150.40) eller £ 8-17-1 hvilket
er mans afbetaling pra "Samoa"
og pay samme i Skibets regning

"Samoa" Spring point
den 6te January 1899

A Bernitzen

Axel Pettersson.

H.B.M. Norsk & Svensk Consul
P. Stanley

Behag betal Oscar Anderson
(Kr: 122,56 öre) eller £ 10-14-"
hvilket er mans afbetaling pra
"Samoa" og pay samme i skibets
regning.

"Samoa" Spring point
den 6te January 1900

A Bernitzen

Oscar Anderson

Dutiable goods for Stanley per "Hornet"
ex "Samoa"

MARK	NUMBER	CONTENTS
△S	21	1 Case Munchen Beer.
T	1218	37 " Stout Porter.
CH°C°	46	2 " " "
T	1156.	38 " Vermouth Wine.
C H C°	56.	9 " " "
T	1257.	2 " Port Wine.
	1263	4 " Sherry. "
"	1267.	4 " Angelica "
CH°C°	51	2 " Anise "
		99 Packages.

Sun Mar 25th 1900
S "Samoa" Spring Pt

W A Harding Esq

Dear Sir

I was very pleased to receive your letter. the contents of which have removed the uneasiness I felt at having to wait so long as May for a schooner I cannot account for my last letter to Mr Gorton not having reached. You will excuse my not having written direct to you but Melen was waiting & I could hardly reply to Mr G's letter & write another in the time

Captain Rowlands brought scow on Friday afternoon with 2 anchors. I had 25 fathoms of small chain aboard which enabled me to anchor her

In my last letter I gave list of articles wanted on board which by this, no doubt is to hand. Melen being at Fox Bay I sent a letter ashore for Hurst & hired a man to go & fetch him. Capt Rowlands arranged to wait to see if I hoisted flag this morning Melen having arrived late last night. I have got a selection of the cargo that I can come at. Port & Vermouth are the only wines on top & no brandy or gin I have sent samples of rice & salt. I am going to take them aboard "Fortuna" when the tide rises about noon.

I am glad to hear that the "Rosa Baker"

but I would not demand them. which would be the only way I could get them from Capt Rowlands. I am getting coal from "Theks" to burn with peat we get from the Russel Ds.

I shall only be too pleased to go with Captain Sans rounding & have noted the other remarks contained in your letter

The schooner will be loaded with the utmost expedition & we will work early & late while we are at it. I mentioned that I wanted two more sailormen. but I daresay I can engage two men here I have now 4 men & a cook which would be hardly enough to work cargo independantly of schooners crew or to do much towards heaving ship off.

I saved about 60 of Mr. Stickney's sheep a few days back. from drowning. He lost about 60 others we boated sheep from the reef for two hours up to our waist in water & wet through. a good many were valuable rams the rest wethers. since when Mr. F has been very obliging & has lent us anything I asked him. by the way. not very much. I have not. as Mr. Gorton. mentioned in his letter. obtained possession of the powder. The only time I mentioned powder. was on that little sketch. I marked where powder was lying on beach. The powder is in large drums & am not sure whether would be suitable for sporting purposes. there is none in 4 canisters. all not under cover. I should think would be damaged.

is bound here & that Rowlands on sounding goes farther than I suggested & can see no reason why schooner drawing 10 or 11 feet cannot come inside

Whatever my opinion was. I certainly was rather diffident about suggesting this. thinking I had said quite enough in proposing an anchorage where no schooner ever brought up before. I have asked Captn Rowlands to explain to you about the anchors. The ones I asked for & thought necessary were two 25 cwts but though this might be modified to one 25 or heavier & one of those I have. I can't see how the ship will ever hold on with anchors of the same weight as the "Thetis" or very little heavier considering we are more than twice her size. Ship's previous anchors were 1 ton & 22 cwt respectively If I could have one heavy anchor it would be all right. The Fortuna's anchors are 12 cwt: & possibly when ship comes off after lightening we might have to hang on with a chain scope of chain till we get a favorable opportunity to get through the passage which is about the width of the same at North Arm. You will be able to talk to Captain Rowlands about the anchors. he knows where one is that is heavy enough. and I also want the purchase blocks & fall to heave ship astern a little as she lightens. The largest blocks I have are two fish tackle blocks & are not heavy enough. If the "Rosa Baker" has her whaling blocks aboard & the falls they would do. I should think. Captn Rowlands has blocks aboard of Captn Mac's

Very many thanks for parcel of Standards which are very welcome. Mr Gordon has been most kind in supplying me liberally with papers.

Kindly apologize to Mr Gordon for my not thanking him for papers by letter. These I received from McKay last Friday rather delayed.

Should have asked me about parafin now you have samples you might inform me if I can sell any & at what price. or anything else like candles. though personally I would rather not sell anything. in event of cargo turning out short.

I wrote a short note aboard "Thetis" in case Melin not having arrived I should acknowledge your letter. but shall destroy it on taking this aboard Fortune There is nothing else I can say except that ship is making less water than ever. I keep a correct log of our doings since I have been here. Thompson the messenger I employed whose horse I hired. will have an order for amount claimed which I hope will not be considered excessive

I remain Dear Sir
Yours Obediently
H H Sedgwick

(List enclosed)

2 Enclosures

Barque "Samoa" Spring Pt.

April 9th 00.

W. A. Harding Esq.

Dear Sir.

Your letter of the 28th Mar to hand. I made arrangements with Mr. McCoy of Leicester Creek to forward my mail through from Fox Bay. The expense will not be much. if anything at all Since last writing by "Jorlana" I have run anchor chain ashore ob port bow & have lifted my heaviest anchor & put it away on Starboard bow. 66 fathoms shackle outside hawse pipe with chain hove tight This I could not do before. without scow. The Ship being afloat last new moon. I hove her astern about 20 yards or so. clear of any danger of going on reef. I have engaged Charbonnier as Cook in place of Forsyth. who only undertook cooking temporally until I obtained another. All their wages are the same £6. I am satisfied with them so far. Ship in new position makes about 6" a day. but the quantity of water is trifling. about the same as she made before she came here. I believe.
I detained Melin until I received your mail with exception of few days he spent at home & he is now going back to Ft Bay. coming again next week.
I am very sorry to hear of your indisposition - trust it was only temporary.

I trust that the impression my letters have unwittingly conveyed of dissatisfaction at the non arrival of schooners & anchors has been effaced. I could quite understand the reason. but naturally.

schooners come.

I have noted remarks in your letter & can assure you no robbery will take place while I am here. but as I said before. when unloading cargo I ought to have someone I can trust to go in hold to & fro. or to stop behind when I go to prevent rummaging. You cannot always trust the men left aboard. with a cargo like we have.

The pump I do not see the necessity for. as the liquor aboard will be duty free. or entered as damaged. but I think it as well to serve out tots to the men working cargo. as suggested.

Melen is waiting to go. so I must now conclude hoping you are well.

Allow me to remain
Yours Obediently
Henry H. Sedgwick

P.S. Attached is copy of letter to McKay. T Bay. re medical attendance at men's expense.
(Please send me small bottle copying ink) cannot copy with my ink.

I was anxious. After reporting ship in safe position that nothing could hurt her. I should have looked very foolish if she had started to leak & spoil cargo. Am very glad that Phillips is going to work her. Captain Rowlands thinks schooner can come inside - if so. I will undertake to load him in little over a day. - he can go. I want to moor ship stem & stern so that as we can lighten her & still hold her in same position. thus doubling our chance of her successfully going out. I am quite prepared to take the risk if some 300 or 400 tons of cargo are taken out. then in the event of a mishap attached to unforseen weather &c. the Coy would still be to windward. supposing Cargo valued worth £10 a ton Soap. candles. sugar. rice beer. wine would cover this.

Very many thanks for books & telegrams

Should you come out. Sir. I can give you my room with spring mattress. but of bed clothing I have only one sheet. & no spare blankets. Blankets & pillow forthcoming I could make you a comfortable for a time. The 16 cwt anchor looks rather light to me my 18 cwt anchor looks about 5 cwt heavier. I can see nothing against a wooden stock unless it is that the anchor is proportionately lighter. I hope you will succeed in giving me one heavy anchor of 25 cwt or more - then I do not care how short the scope of chain may be.

The only things I have from Mr. Stickney of are mutton (of a sheep) a few little stores) tea. curry. pepper. We burn grass peat - are short of watering barrels two or 3 hogsheads would do. I have only two small 36s & 2 breakers. the water is hard to get.

I do not see necessity for another cow. the one we have is a good one & will keep us busy. when

Sedgwick's Log dated Spring Point Jan 5th

Jan 2 Left Stanley Edgartown at Lundam

" 3 Jacksonville Island + around Hill Cove Sent a letter to Trust informing that F.I.C. had purchased Wreck

Jan 4. Under Way 7. a.m. arrived noon at West Pt.

" 5. " " 6 a.m. arrived Spring Point 3 p.m. Was informed Vessel had shifted one length astern + inshore. Vessel at this time in about 3 or 4 ft water forward + aft. Previously she was lying across small reef hanging in middle, and was with fresh S.W. wind bumping forward + aft. Now she is lying in best possible position for working + am going to secure her where she is or further inshore. Two anchors out forward with about scope of chain 30 fathoms on large anchor + 15 fathoms on 10 cwt anchor, a 3 cwt Kedge was out on Starboard quarter on the wire hawser. This wire has been slacked to allow Vessel to come astern. The bottom proved uniformly flat. On sounding main pumps found 2" of water which with list would mean perhaps 5". Mate has been pumping every 4 hrs averaging 12" in that time. Floor of hold 25" high + has nearly 12" dunnage on top + then beer in bottles. Vessel has been strained, stanchions started + waterways opened but settled back to right position. All seams caulked this voyage. Fore + main topgallant + Royal yards are on deck. A winch on house is said to be capable of lifting great weights with 3 hands, also another winch for heaving Cargo.

Vessel is heading W.S.W. having swung from S.S.W. in morning tide. She is protected from every wind + will not sustain damage for considerable time. She must be secured where she now is as with a spring tide + S.E. blow she might swing round into as bad a pos. as before. Must have another anchor (say 10 cwt) + a kedge if possible

Interviewed Crew & offered 4 of them £5 a month, but they asked £10, three consented to stop for £6 all found on condition that should others be engaged at higher wages, they should be on same footing.

Jan 6. Strong N.N.W. breeze, at high water ship was in 14ft 6" aft, rather less forward. Strong breeze during Vessel 1/2 point from W.S.W. to W. by S 1/2 S. Vessel has 2 spare Spars on deck & has 3 boats. Mellin opened hatches and I took glance at condition of Cargo which appeared good & dry.

I have come to conclusion that lighter & more valuable part of Cargo must go ashore & think a Carpenter shd be here to build a shed. Also that a flat bottomed scow shd be made in Stanley & put together here. I suggest this because it is impossible to make more than one trip each rising tide & that we should take a good load each time, utilising 2 Scows and boat. I have not been away sounding yet but am sure of difficulty of attempting to get vessel out by the look of the different reefs at low tide.

Jan 7 Wind blowing very hard from N.N.W. which if tide rises sufficiently should take her bodily in, in the direction I mark. Carpenter should bring Sawing and pitch oakum. There are 240 1" x 7" pitch pine planks 16 to 24 ft long + 20 pitch pine Scantlings 20 ft long on board but I don't know when they can be got at. There are also Spars to build a rough shed but I think Cargo needs a tight one; the iron we have here

Mellin came aboard & opened hatches. Exam'd Cargo & could find no trace of damp, everything perfectly dry and in good order. Stickney offers his Scow for £7 5 but she is not very good & has capsized before now. Shall not open hatches until arrival & so shall not need Customs Officer. When he does come he is willing to work if for £6 also Muir. Tate and Forsyth say they will work after the season

Stanley. 18th January 1900

The Swedish & Norwegian Consul, Stanley.

Sir,- Two days after the ship 'Samoa' stranded at Spring Point, the magistrate from Fox Bay came on board. I at once asked him if he could give me any advice or assistance to save the ship & cargo. He answered 'No' He demanded the manifest & store list & sealed up the hatches & bonded stores. He said that he would send a customs house officer on board to watch the ship as there was much dutiable cargo on board; & that I would have to pay the officer 10/- per day, but that if I gave him board & lodging it would only be 7/- per day. I replied that he could do as he pleased, as I should not refuse to let the officer have a place to sleep in as there was plenty of room, & I would also let him share our meals; but as for payment I would recognise no claim. The following conversation then took place:

The Magistrate " I will send you an officer on board & I would
'advise you to keep your eyes on this cargo or you
'might get in trouble.

Captain "What will you do with me. The vessel is fast the
'ground so there is not much to take & I believe
'you can't touch my skin"

Magistrate. " We can seize your vessel & bring it to Stanley
'for Government account"

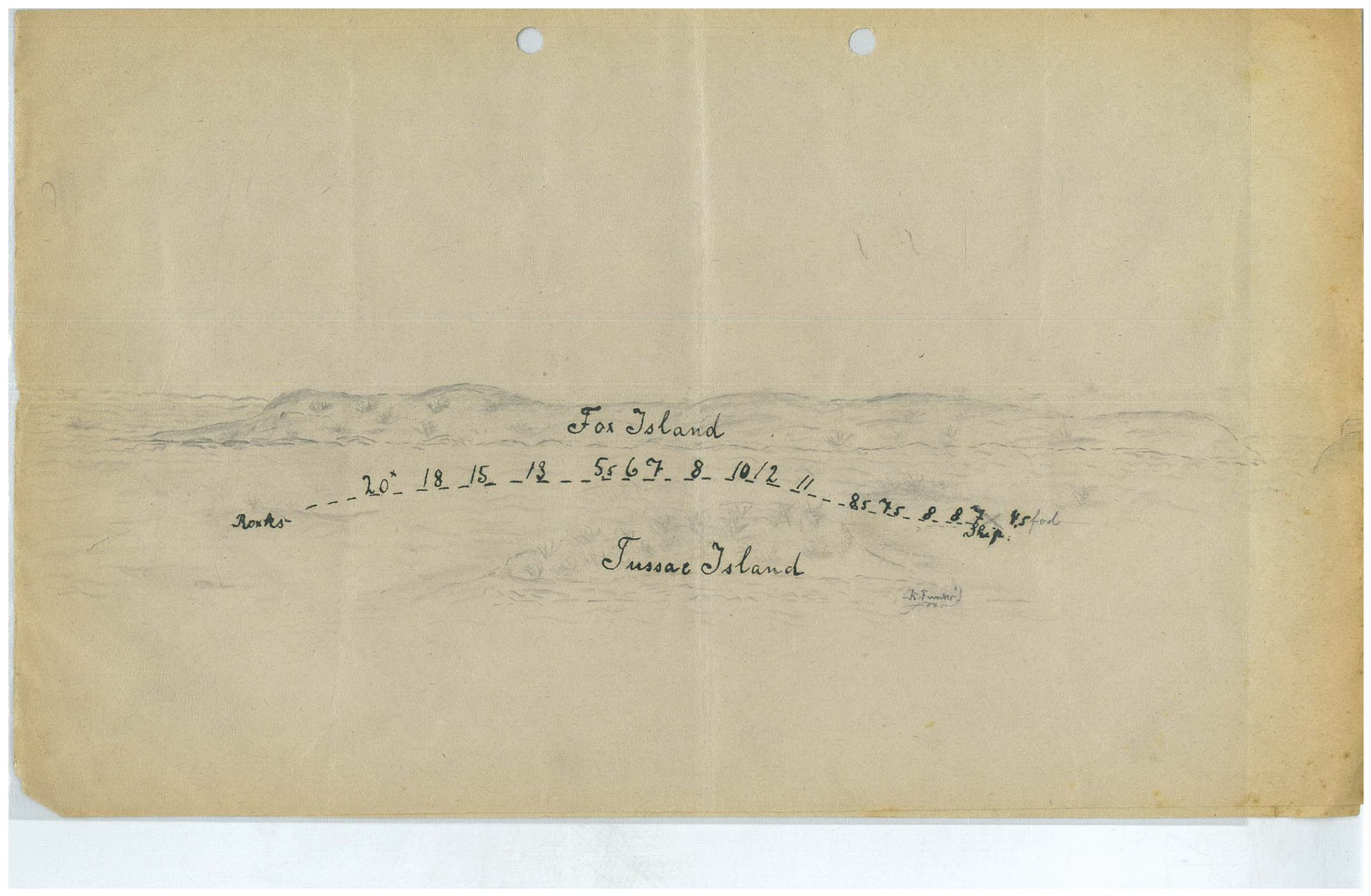
Captain, "Your honour, by doing so you would do me a great favour, & the sooner it is done the better, as I do not doubt, the underwriters of ship & cargo would pay the expenses & give you a gratuity into the bargain, if only you could do it quickly; because my opinion is that the ship is well sized when she is"

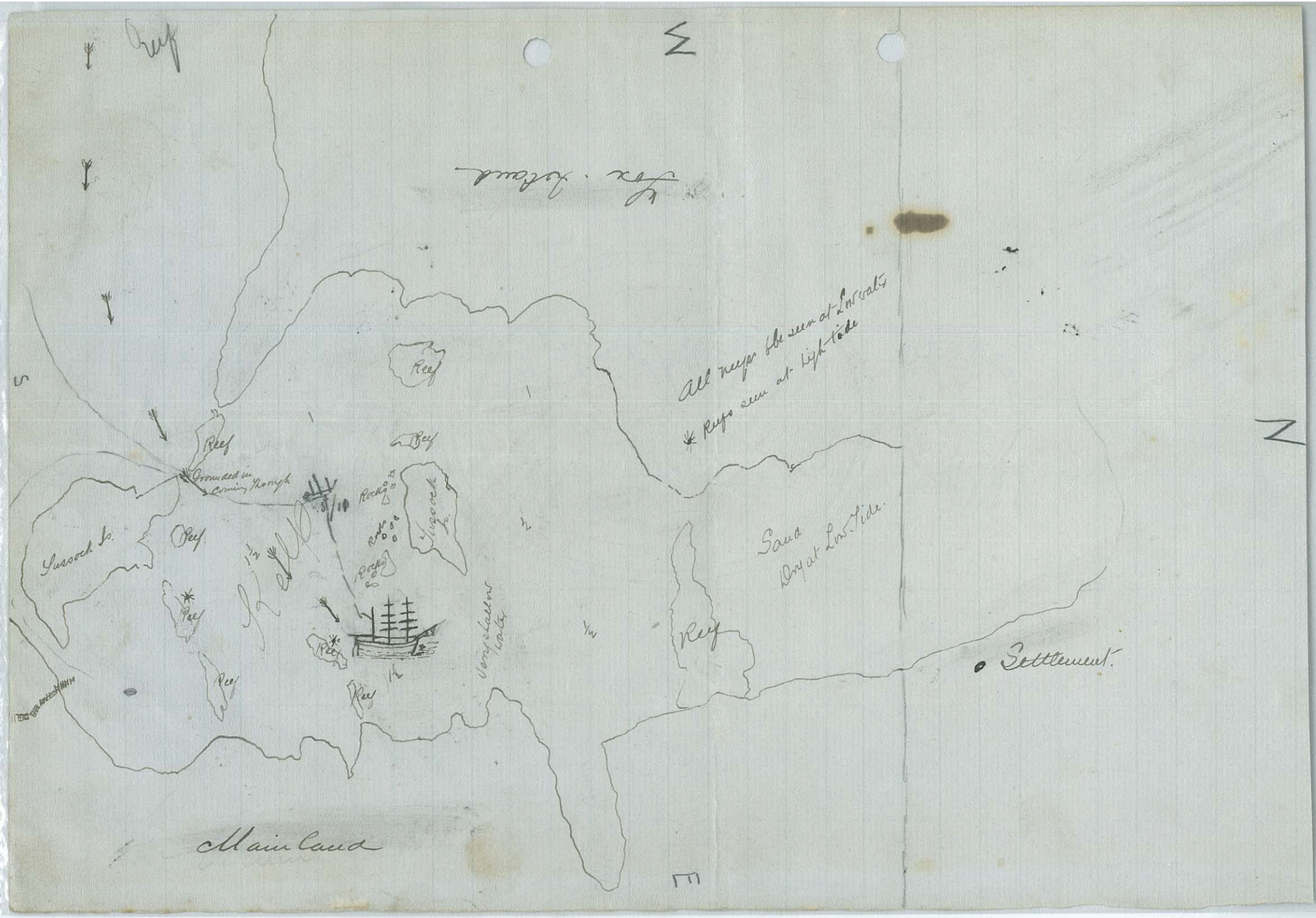
In reference to the bill of £11-11-0 which I have payed to you, I hope you as my consul will do your best to get that money repaid, & send the amount to my owner A. & F. Smith, Ivedestrand, as I under the present circumstances think there should have been no payment to be made at all.

Your obedient servant

Bernsen

Master of the bark, Samoa"


For Island
Rocks 20° 18 15 13 5 6 7 8 10/2 11 8 7 5 8 8 7 Skp. 45 fod
Tussac Island
H. Prince


Reef
Reef
Reef
Aground in coming through
Rocks
Rocks
Rocks
Sugarloaf I.
Sugarloaf I.
Reef
Reef
Reef
Reef
Reef
Reef
Reef
Very shallow water
All reefs above seen at Low water
Reefs seen at high tide
Sand Dry at Low Tide.
Settlement.
Main Land