

THE CAMBRIDGE EXPEDITION TO THE FALKLAND ISLANDS 1977

REPORT TO THE NATIONAL MARITIME MUSEUM:

In accordance with a request from the National Maritime Museum, the two members of the expedition, Gary Jones and Jeremy Orme, accepted an assignment to survey the existing artefacts concerned with maritime industrial archaeology, detailed in a letter dated 28 June 1977. This report has been produced as outlined in the letter:

- i) list and describe all wrecks, machinery etc. including details as to position,
- ii) include photographs of the above,
- iii) list the problems of removal to a point where they could be collected for transport to the UK.,
- iv) list local contacts who would be useful in the execution of iii) above.

CONTENTS

	<u>Page(s)</u> .
Preface. Acknowledgements.	3
Introduction.	4
Ships of Stanley Harbour.	5-9
Wrecks beyond Stanley Harbour.	10-18
Shipping lists.	19
Problems of removal	20-21
Local contacts.	22
Map 1 - Stanley Harbour.	23
Map 2 - Entrance to Stanley Harbour.	24
Map 3 - Falkland Islands (sites mentioned in the text).	25
Appendix of Photographs.	

PREFACE

The Expedition, under the auspices of Cambridge University was originally conceived in the Autumn of 1976 and took place in the English summer months of July, August and September to fit in with the university long vacation. Hence the visit took place in the late months of the Falkland Island winter. The expedition left Britain in mid-July and arrived in the islands on the last day of that month, having spent some time in Argentina beforehand. Our stay in the islands was for 7 weeks and we began our return journey on Sept. 15th.

It was in June 1977 that the National Maritime Museum proposed that in addition to our university project we should prepare a report for them on the wrecks and other material of maritime interest to be found in the Falklands. It was a commission we were very pleased to accept especially since we were in any event intending to travel as widely as possible in the islands.

Some explanation of the Method of our report is required. Essentially the Falklands can be divided into two areas - Stanley, the main settlement and harbour on the one hand, and the rest of the islands (known locally simply as the Camp) on the other. The distinction is a particularly vivid one. Stanley possesses over half of the total population, the only public services (apart from radio and air links), and the only surfaced roads; whereas the Camp consists of about thirty scattered settlements of between 2 and a hundred people in size, operating sheep farms many of them the size of English counties, where travel by landrover is preponderously slow and hazardous and the only regular contact with Stanley is by radio telephone. The single export of the island economy is a very valuable annual wool crop. The population are almost totally British born or of recent British descent. The whole islands are ruggedly beautiful - a treeless landscape very similar to parts of Wales or Scotland.

We spent four weeks in total in Stanley and three in the Camp. The report that was commissioned was basically a photographic one, but where we have been able to add historical and documentary detail we have done so. Undoubtedly time was short and the authors apologise for omissions and any mistakes. We hope that at least this report will provide a basic framework within which to view the surviving maritime heritage of the Falklands. If we are to conserve this unique heritage, action is urgently needed.

Acknowledgements:- Our thanks go to all the islanders we stayed with and met and especially John Smith, who apart from enormous practical advice on the way we set about our project furnished us with a great deal of historical detail about the maritime history of the Falklands and her ships. Also we would like to thank especially Les Halliday the Harbourmaster and Dr. Daphne Gifford, archivist to the Falkland Island Government who helped us to delve into the Shipping Lists.

INTRODUCTION

The 340 or so islands or islets other than the two main masses of East and West Falkland comprise the Falkland Island group, set deep in the South Atlantic some 300 miles from the tip of South America and Cape Horn, between the latitudes 51 and 53 degrees South and longitudes 57 degrees 40 and 61 degrees 25 West. The area is swept by strong westerlies.

Virtually all the needs of the inhabitants had to be brought in by sea, with additional shipping attracted by the large seal and whale colonies. Moreover the islands were ideally suited for resting crews, taking on water or carrying out repairs. Often these needs were a ship's downfall. Kelpstrewn rocks were plentiful and often uncharted. Consequently the Falkland Islands have become a graveyard of historical vessels.

In the first half of the nineteenth century a large number of ships passed close by the islands, but not until 1850, when Governor Rennie had an experienced pilot chart the required sailing directions for Stanley harbour, was there an increase in visiting vessels.

The ship repair trade quickly developed in the colony reaching a peak in the 1860s following the California gold rush and the Peruvian guano trade. The sale and purchase of wrecks and their cargoes had been an important business. Attempts to make wreck sales more respectable proved abortive, and ship owners, captains and crew, having to fight for the rights of their ships, found the port notorious.

High rates were charged for casual trade to take maximum advantage of the opportunities. Lacking materials, labour, slipway and dock, and being unable to cope with large numbers of damaged ships following severe storms, the trade began its decline. Punta Arenas in Chile was a more able rival. The colony was avoided if at all possible.

The islands in 1977 hold a veritable treasurehouse of maritime history. Estimates of the number of wrecks lying above or below the waterline in different states of disrepair vary greatly, but the figure is likely to be of the order of five hundred. Over one hundred and fifty can be named, and most of these can be located more or less accurately.

The following ship list is dichotomised between those vessels in Stanley harbour - of which the greatest detail is known - and the vast majority, generally in poorer condition lying beyond the immediate vicinity of Stanley, in the area known as the Camp.

ACTAEON

A Canadian 561 ton barque, she was built in 1838 at Miramichi, New Brunswick. In 1853, 154 days out from Liverpool, bound for San Francisco carrying a cargo of 800 tons of coal, she had turned back after a vain attempt to round Cape Horn. Her master Capt. Robertson decided to put in to Stanley and arrived on the 27th of January 1853. After an unfavourable survey, she was scuttled and served for many years as a jetty.

In her present situation she lies just to the shoreward side of the American half clipper Charles Cooper. The ship has been cut down to the tweendecks. The bows are still very much intact. 1" bronze drifts can be seen in the stern. Within the vessel there is a splendid amount of nautical junk, including capstans, two windlass barrels and mooring swivels possibly belonging to the S.S. Great Britain.

AFTERGLOW

The Afterglow was a drifter built in 1918 by J. Chambers at Lowestoft. Having arrived in the early 1920's and served as an armed patrol vessel for the Fur Seal Rookeries, she was taken over by the Falkland Island and Dependencies Sealing Co. in 1931. Her name was changed to Port Richard. During the 1939-45 war, she was taken over by the Navy and saw service as an armed patrol vessel, HMS Afterglow. Her hulk now lies to the east of Stanley almost directly opposite the entrance to the Narrows. She leans quite steeply to the seaward side, about 30 yds from the shore. One of her davits remains (as can be seen from the photo). Close by on the shoreward side in shallow water lie what appear to be her funnel and pieces of deck structure.

CAPRICORN

The Capricorn was built at Swansea in 1829 as a 360 ton barque. In 1881 she sailed from Swansea bound for the west coast of South America with coal. By February 1882 she was attempting to round the Horn, her cargo was discovered to be on fire and she was scuttled at Staaten Island. After being refloated, she came to Stanley for repairs, but was surveyed and condemned. Bought by Messrs. Dean, she stayed afloat for many years as a storage hulk and lighter. She was eventually scuttled in her present position just east of the FIGAS jetty. Her capstan lies on the shore close by. Protuding ribs are all that remain of the vessel itself.

CHARLES COOPER

The Charles Cooper was an 850 ton wooden vessel built at Black Rock, Connecticut in 1856 and was the last American North Atlantic packet ship to sail out of South St., New York. She sailed in the Leyton and Hurlbut's line of Antwerp packets. On Sept. 25th 1866, she put in to Stanley under Capt Dewson. She was 92 days out from Liverpool, carrying coal to Melbourne, Australia. She was 'leaky' and when repairs were found to be too costly, she was sold locally. In 1968 her hulk was sold to the South St. Seaport museum, with the financial backing of the New York Journal of Commerce. She has until very recent years still been used for storing clay pipes.

(contd)

She is positioned opposite the Anglican Cathedral and according to an American study is in about 12' of water at high tide. The whole structure is sunk in 5' of mud, and measures 165' in length and 35' in width. A pier once ran out to the Cooper and Actaeon, but has now been partially removed.

On the exterior, notable features include a timber hatch in the bows and a very beautifully decorated transom stern. The carving on the stern contains three heraldic shields. The weather has eroded an inscription carved onto a decorative scroll beneath the centre shield. The centre shield itself is diagonally crossed and contains four fleur-de-lys. The left hand shield is badly eroded. The oval right hand shield is divided horizontally and contains the stars and stripes. A clear drawing of this stern can be seen in J. Smith's 'Condemned at Stanley'. The author has completed a survey of the vessel for the Americans. The interior of the hulk is still very fine. An alloy roof covering has afforded considerable protection. The South St. Seaport Museum hope eventually to remove the Charles Cooper to New York.

CHICITTICHOU

Little appears to be known about this ship apart from the fact that she lies beneath the Public Jetty.

FLEETWING

The Fleetwing was a 242 ton brig built by Messrs. Jones at Portmadoc in North Wales in 1874. She was 107' long, 25' in breadth. It is known she acquired a new keel in 1898, together with new decking. On Oct. 31st 1911, she arrived in Stanley carrying coal under Mr. J.D. Passale. The shipping list says she had a crew of eight. She was partially dismantled and today lies in front of the FIC offices in Stanley, just visible beside a large quantity of rusting oil drums.

GEORGE

A 200 ton lighter, built in 1944 now lies beside the Fleetwing.

GEORGE HOLT

The George Holt was built at Dartmouth in 1892 by Phillips and Co., and was the last of the Mersey pilot cutters. She was eventually acquired by the FIC, her name changed to the Lafonia and arrived in Stanley on 14th Dec. 1904. Her remains now lie sunk in the harbour where according to a diver not a great deal remains.

GOLDEN CHANCE

This vessel is a steam drifter, launched at Lowestoft in 1914 by Messrs. John Chambers Ltd., and is very similar to the Afterglow. She arrived in the islands in 1949. She was a 90 ton vessel with a length of 84' and a beam of 19'. The S. Atlantic Sealing Co., for whom she had been acquired by the Colonial Development Corporation, was not successful and closed down in 1952. John Smith says of her engine that it was a 'compound surface condensing direct acting inverted cylinder engine' and gives cylinder diameters of 10 $\frac{1}{4}$ " and 24", the stroke being 16". It was built by Messrs. Crabtree and Co. of Great Yarmouth and the boiler by Messrs. Roby Bros. of Stockton on Tees.

GWENDOLINE

Lord Caernarvon's private yacht lies below water in a patch of kelp near the fuel tanker off Ross Rd. East and is apparently reasonably preserved.

JHEIUM

A typical East Indiaman, the Jhelum was launched at Liverpool from the yards of Messrs Steele in 1849. She is a 428 ton barque, 123' long by 23' beam. On her last voyage she set out from Callao on 13th July 1870, bound for Dunkirk. Overloaded with a cargo of guano, she met with difficulty in rounding the Horn. On the 36th day of her voyage she put into Stanley in a sinking condition. She was condemned. She carried a crew of 14 and her Master was Capt. Beagleholm. The owners were Widdicombe and Bell.

The Jhelum is perhaps the most exciting of all the Falkland Islands wrecks and hulks and is of considerable historical interest to Britain. She has been described as "the most intact British-built merchant vessel for her age in the world".

The interior in the aft of the ship has survived very well beneath a corrugated iron roof which is now in need of repair. Less remains of the forward section as can be seen from the photos, although the basic frame of the ship is still very complete. Original decklights and an ornate square skylight with moulded panels and carved corner posts survive in the poop, where the remains of the living quarters are found.

In the bows, chainplates and dead-eyes remain beside the rails. One cathead survives. The windlass has fallen, together with several of the beams and now lies in the mud of the hold still well preserved. The pawl bitt and pawls perch in their original position. The bolting of the main and tween-decks is very clear where the cross-beams have fallen away (see photos). Large holes have been cut in the port and starboard sides of the vessel to allow wool to be stored in the hulk in the past. A good deal of mahogany and teak was used in her construction. She is copper fastened and treenailed below the waterline.

The ship lies at a keel of about 10 degrees from the vertical. The bows of the vessel are however now considerably twisted. The apparent cause of this is the continual lifting effect of high tides. It would appear that attention is now urgently required to preserve this wreck.

LADY ELIZABETH

The Lady Elizabeth is an iron sailing ship, and was built at Sunderland in 1876 by R. Thompson Jnr., an 1208 ton vessel measuring 223' by a beam of 35'. She struck the Uranie Rock at the mouth of Berkeley Sound and arrived in Stanley on March 13th 1913 in distress. She flew the Norwegian flag at that time and was taking lumber from Vancouver to Delagoa Bay, with a crew of 11. Repairs proved too costly. She was sold to the FIC and was a floating warehouse for many years. In the 1930's she was beached at Whalebone Cove to the east of Stanley, where she now rests.

The Lady Elizabeth is the most intact of all the hulks. The lower masts and rigging still stand. On the main deck are the bits and winches. There are bunks in the deckhouse. Parts of the fine spiral stairs to the poop still exist. In the fore-castle the windlass can be seen.

MARGARET

The Margaret was a 615 ton British barque, which had spent two months trying to round Cape Horn before putting into Stanley on August 11th 1850. She was badly overloaded with coal and cannonballs. She was condemned but remained afloat for some time.

She was finally scuttled, cut down to the tween decks and filled with rubble. Today she is found beneath the Government jetty (beneath the air service booking office). Not a great deal can be seen of her.

PLYM

This boat was built at Plymouth in 1903 by Willoughy Bros., and measures 50' in length and 10' in breadth. Her two cylinder engines gave her a speed of 8 knots. In 1929 she was converted for use as a lighter and was finally beached east of the entrance to the narrows at the end of the 1930's.

SAMSON

The Samson was built at Hull by Earls and Co. in 1888, 94' long with a beam of 17'. She possessed a three cylinder triple expansion engine with cylinder diameters of 12 $\frac{1}{2}$ ", 18 $\frac{1}{2}$ " and 32", with a stroke of 12" (J. Smith).

She arrived in Stanley in July 1900, after complaints that the port lacked a powerful tug. She arrived via Montevideo carrying a crew of 11. She was a 31 ton vessel.

SNOW SQUALL

This American clipper was built at Cape Elizabeth, Maine in 1857 by Alfred Butler for Charles R. Green of New York. In 1864 she was driven ashore in the Straits of Le Maire with a crew of 14 under Capt. J. Dillingham, carrying a general cargo. After being refloated she arrived in Stanley on the 2nd of March 1864.

She now lies beneath part of the FIC jetty. Her bows, though rather shaky, are still intact above water. An American team have ascertained that large parts of the stern are in fact buried beneath the jetty in the mud and kelp.

WILLIAM SHAND

This 432 ton British barque was built at Greenock, Scotland in 1839. She was on a trip from Liverpool to Valparaiso with coal under Capt. Waller (and a crew of 19) when she first put into Stanley for repairs on 1 Feb. 1859. These lasted until the 17th. A month later she was back after unsuccessfully attempting to round the Horn. She was condemned. She now lies beside the Snow Squall under the FIC jetty, where she has been cut down.

WRECKS OF THE FALKLAND ISLANDS OUTSIDE STANLEY HARBOUR.
(listed alphabetically)

- ADELINE:** Wrecked 4 October 1863, East Island (E.F.). Prussian barque loaded with sugar under Captain Kuhlse.
- ADMIRAL FITZROY:** Lost off Horn.
- ALEXANDER:** Wrecked 5 September 1860, Mengeary Point, Port William (E.F.) Liverpool built barque of 269 tons under Captain Bartlett (also owner) accompanied by his wife - all saved.
- ALLEN GARDINER:** Wrecked 1898 on the North Coast. Vessel registered in Stanley. Captain P. Campbell and 7 crew.
- ALTO:** Wrecked 12 July 1870 on Jason West Cay. US whaling barque. Photograph in possession of John Smith.
- ANNE BROOKES:** Wrecked 18 April 1874 in Fox Bay (W.F.). Gloucester built in 1862 for W. Brookes. In 1873 the schooner's name was changed to Anne Brooks. Used for local coasting work under Captain J.P. Smithers. According to the Ships List, the Ann Brooks arrived in Stanley on 19 March 1874, 77 days out from London, with a general cargo, six crew, one passenger and a gross tonnage of 88 tons. Apparently sheathed with felt and yellow metal with copper fastenings. Munz metal bolts found by May Maddocks are now in the possession of John Smith. Timbers scattered at the high tide mark along the beaches around Annie Brooks Bay, north of Fox Bay East settlement (see Appendix AB). Bell in woolshed at Teal Inlet settlement (see Appendix AB).
- ANTOINETTE:** Wrecked 23 November 1857 on Sea Lion Island (E.F.). 535 ton American ship. Crew saved in two boats.
- ARGYLLSHIRE:** Wrecked 17 June 1893 on Flat Jason. British barque under Captain William Chambers.
- ARMANTINE:** Wrecked on 6 August 1851 at Cape Frehel (E.F.). French 360 ton barque with general cargo including wines and silks, under Captain Estebe. Eighty - seven days out from Havre on voyage to Lima - all hands saved.
- ATALANTA:** Wrecked on Sea Lion Islands.
- AVONA:** Wrecked 9 October 1882 on Cape Frehel (E.F.). Swansea 696 ton iron barque built 1869. Cargo of coal under Captain Stephen Davies on voyage from Sunderland to Valparaiso.
- BADEN POWELL:** Wrecked 23 November 1907 on Elephant Jason. 94 ton sealing schooner of Lunenburg, Nova Scotia.
- BELLEVILLE:** Wrecked 1936 in Flores Harbour (E.F.).
- BERTHA:** Wrecked 1892 in Mare Harbour (E.F.). Cedar wood lying on Bertha's beach used in construction of Ian Strange's house in Stanley.
- BLANCHE:** Wrecked 20 January 1856 near Staten Island. 344 ton British barque. Master placed her on a rocky shore off Kidney Island voluntarily (she sprang a leak) where she went to pieces'.

- C. A. BELYEA: Wrecked 16 September 1884 on Volunteer Point (E.F.).
British barque under Captain Hamilton.
- CARLTON: Wrecked 9 August 1855 at Cape Carysford (E.F.). 760 ton British
ship.
- CASSARD: Wrecked 20 June 1906 on Driftwood Point, Bleaker Island. 1790
ton French steel barque, built 1899. Cargo of wheat under Captain
Le Moins on voyage from Sydney to Cardiff. Seen by steamtug Samson
on her way to assist Fortuna. In a public auction of the wreck on
29 June the hulk was bought for £355 and the cargo for £20 by the
Falklands Islands Company. The ship's bell hangs in the woolshed
at Chartres settlement (see Appendix CAS).
- CASTALIA: Wrecked 1893 on Weddell Island.
- CHANCE: Wrecked September 1851, 125 miles south of the Beauchene Islands.
British ship under Captain Elder. Crew in boats for three weeks.
- CHANCE: Wrecked 12 January 1855 at Grand Jason. 30 ton schooner.
- CHRISTINE: Wrecked 1879 on Wolf Rocks (E.F.).
- CITY OF AMOY: Wrecked 8 September 1872 at Mengeary Point. British ship
Wrecked in broad daylight as cargo of mate shifted.
- CITY OF PHILADELPHIA: Wrecked 14 May 1896 on Billy Rock. American wood
ship of 1384 tons with a general cargo and crew of 26 on a voyage
from New York to San Francisco. On 13 May 1896 a 3-masted fully-
rigged ship was seen at the entrance to Port William, flying a
signal requesting a pilot. In rough seas with night approaching
the pilot ship Victoria was unable to get close to the unknown
vessel. Early the next morning the assistant lighthouse keeper,
Arthur Hardy, reported the ship in distress on the Billy Rock. Two
vessels, the FIC steam and sail launch Sissie and the Result, found
it impossible to attempt a rescue. When the Sissie returned a short
time later with a lifeboat, the wreck had disappeared.
A week later the Falkland Islands Government employed divers to
retrieve articles, with which to recognise the ship. The body of a
woman was found in the rigging. It was not until 28 July 1896 that
the identity was confirmed as the City of Philadelphia.
As a result of the publicity of the incident, the FIC purchased
a 95 ton steam tug - Samson - to cope with the problem of rescue
in heavy seas.
- CLARENCE S. BEMENT: Wrecked 25 December 1903 off Fox Bay (W.F.). 1727
ton iron ship registered in S.F. On a voyage from Maine to San
Francisco under Captain G.G. Grant with a cargo of coal on fire.
The burnt out shell remained at anchor for several months and then
drifted. The Master and 22 crew were brought into Stanley by the
schooner, Hornet, on January 5 1904.
- COLONSAY: Wrecked 16 August 1860 on Speedwell Island. British 598 ton
wood ship of Glasgow. Voyage Callao to U.K. under Captain McAllister
All hands, including the captain's wife, were saved.

- COQUIMBANA:** Wrecked 31 May 1867 in Falkland Sound. British 484 ton wood barque of Swansea. Cargo of copper and barley on voyage from Valparaiso to Bristol under Captain Thos. Boden.
- COURIER:** Wrecked 1 April 1854 on Bull Point (E.F.). 400 ton American barque. Totally lost. Sold by Captain Bernsee at public auction without the licences.
- CRAIGIE LEA:** Wrecked 1879 on Bull Point.
- DAVID LAW:** Wrecked September 1880 on Elephant Cay (E.F.). Glasgow barque with cargo of coal bound for San Francisco.
- DENNIS BRUNDRITT:** Wrecked 7 May 1892 on Centre Island in Salvador Waters. Wood barque of 464 tons built at Runcorn. Had been condemned in May 1879. Figurehead in Stanley Museum (see Appendix M).
- ESTRELLA:** Wrecked Seal Cove in 1902. Local schooner.
- FAIR ROSAMUND:** Wrecked 15 April 1904 at Prong Point, Lively Island. Local schooner which brought in the wrecked crew of the Vesta on 5 December 1889.
- FENNIA:** ex Champigny. Condemned 1927. Steel four masted barque of 3200 tons built at Nantes as Champigny in 1902. Under French flag until 1921, when taken over by a Finnish organisation for cadet training and renamed. Damaged off Cape Horn in 1927. Captain anchored outside Port William while negotiations were conducted with the FIC for a tow into port. The captain rightly feared the ship would be condemned. The Fennia remained in Stanley and the vast cargo of coal briquettes eventually became the property of the FIC. Accomodated German prisoners during World War II. Purchased from the FIC for San Francisco Maritime Museum in 1967. Towed away by Dutch tug Ocean on 25 November 1967, but the sponsor ran out of money and the vessel now lies in the less preservative conditions of a Uruguayan river port, north of Montevideo. The longitudinal beams of the jetty adjacent to the Charles Cooper in Stanley harbour are steel spars from the Fennia. A model of the Fennia and name plate of the Champigny mounted on teak from the poop ladder are amongst the exhibits in Stanley Museum (see Appendix M).
- FOAM:** Wrecked on Carcass Reef (W.F.) on 4 May 1890. Captain Hauser and five crew, carrying sheep from Santa Cruz to Carcass Island.
- FORTUNATE:** Wrecked 13 May 1876 in Uranie Bay, Berkeley Sound. Genoan wooden barque of 656 tons. Voyage Montevideo to Callao in ballast. Captain Lingi Vaiao lost overboard, Antonio Rapetto in charge.
- FRANCES:** Wrecked 15 February 1842 on New Island. American whaling brig of London, Conn. All saved.
- GARLAND:** Condemned 1900. Liverpool built, 3 masted, 578 ton iron barque. Flying the Chilean flag, she put into Stanley due to damage caused to bottom plates by broken jars of acid. Beached in Darwin Narrows, but drifted unmanned in and out of the Narrows before settling in her present position. Covered with grass and accessible at low water, overland from Goose Green and Darwin settlements - closer by small boat. (See Appendix GAR).

continued overleaf.

- GARLAND:** (continued) Length 171 feet, breadth 27.7 feet, depth 17.8 feet
Built in Liverpool in 1865. List of owners and transactions of shares is in hands of Liverpool Maritime Museum.
Demi-woman figurehead discovered in the mud in October 1966 and held in Stanley Museum (see Appendix M).
- GENESTA:** Wrecked May 1888 on Port Egmont Cay (W.F.). FIC schooner.
- GEORGE BUTZ:** Wrecked 26 November 1854 on north-east point of Grand Jason.
US 266 ton brig. Crew taken to Montevideo in US schooner Tekoa.
- GEORGIANA GRENFELL:** Foundered 1871 about 60 miles south of the islands.
Crew taken off by the barque Hercules.
- G. F. HAENDAL:** Total loss by fire 15 November 1880 in Port William.
Bremen built, 987 ton wood barque. Bound for Honolulu under Captain Schroek with cargo of coal and general goods.
- GLAUCUS:** Wrecked 17 October 1854 at Governor Island, near New Island.
240 ton British brig.
- GLENBERRIE:** Burnt October 1861 off New Island. British barque. Crew rescued by brig Tigre of Montevideo.
- GLENGOWAN:** Transferred to New Island Whaling Station 1895.
- GRANITE:** Wrecked 1850 on West Point Island. American 150 ton brig on voyage from Boston to California, under Captain Upton.
- GREAT BRITAIN:** Condemned 1886 - after putting into Stanley on 25 May for repairs to spars. 2840 tons, Bristol built, Liverpool registered ship under Captain John Callander, on voyage Cardiff - Panama. Sold as hulk to the FIC for storing wool, grain and coal. Refuelled British cruisers in the Battle of the Falkland Islands. In 1930 Governor Henniker Heaton proposed plans for her restoration and preservation. An appeal was made to citizens of Bristol but the £10,000 was not raised and the project abandoned. The vessel was beached in Sparrow Cove on April 12 1937. Following a visit by Karl Kortum in 1966, interest was stirred in US and then in Britain. The ship was refloated on April 7 1970, arriving back in Bristol on June 22 1970.
Her capstan - double gear, deep chested, made by Messrs. Clarke Chapman - is in John Smith's garden. Part of a mast is displayed in front of the Upland Goose Hotel (see Appendix CC). Decking of the jetty adjacent to the Charles Cooper in Stanley Harbour is reputed to be from the G.B.
- GUVERNOREN:** Wrecked at Cape Carysford 1921. Norwegian whale factory ship.
- HADASSAH:** Wrecked 1896 near Circum Island off Weddell Island. Local schooner.
- HATTIE:** Wrecked 1911 on Bleaker Island. Local schooner.

- HELEN A. MILLER:** Ran ashore August 1859 on south point of entrance to San Carlos Water (known as Wreck Point). US 510 ton wood ship carrying general cargo and four passengers. 24 crew under Captain John Sweeney on voyage from Boston to San Francisco. Suggested that it grounded 'very conveniently'. Ribs can be seen. (Noted in Ships' List as Ellen A. Miller).
- HELENE BLUM:** Wrecked 1 April 1908 on Seal Rock, Cape Pembroke. French steel ship of 2154 tons under Captain Francois Herve.
- HERALD:** Wrecked 12 August 1855 on Bird Island. 360 ton British barque carrying a general cargo. Totally lost - cargo sold for £490.
- HORATIO:** Wrecked August 1860 on Bull Point (E.F.). Hamburg wood barque. Small figurehead in the possession of John Smith.
- HORNET:** Wrecked 1905 south-west of Home Creek, Salvador Water. FIC coasting schooner.
- INDIANA:** Wrecked 1949 on Sea Lion Islands. Local schooner.
- ISABELLA:** Wrecked 1813. Struck reef on voyage from New South Wales to London. Earliest record of survivors - fifty, including Lord Henry Brown Hayes (recently granted a pardon and returning home from exile in Botany Bay). Found by American brig Nanina.
- JOHN R. KELLY:** Wrecked 25 June 1899 on Kelly Rocks, Port William but survived some months. US wood ship built 1883. 2364 registered tons of Bath, Maine, carrying a general cargo on voyage from Hamburg to Valparaiso, under Captain O.E. Chapman with 30 crew. Cargo included grindstones - two incorporated in the frontispiece of the Millinery Department of Globe Store. Section of decking beached opposite the slaughter house and sold by auction to Eddie Bennett - used in construction of Belmont House, Stanley. Capstan in Govt. dockyard. John Smith has her wheel. Wood still washes up.
- J.P. SMITH:** Condemned 1886. English 772 tons, registered Liverpool. Cargo of manganese ore from Coquimbo under Captain Givens and 15 crew. Sold to FIC. Broken up in 1930.
- KILMODEN:** Wrecked 1881 south of the Falkland Islands.
- KIRKHILL:** Wrecked 19 September 1905 in broad daylight on Wolf Rock, Cape Pembroke. British iron barque of 1432 tons. Cargo of coke, under Captain J. Howell on voyage from South Shields to San Francisco.
- LADY DUFFERIN:** Wrecked February 1882 on West Cay, Jason Islands. British ship.
- LA SANTIAGO:** Wrecked 31 May 1866 on George Island. Argentine 266 ton ship. On voyage from Iquique to Marseilles under Captain Pedro Basagoiti with cargo of nitre.
- LEON CRESPO:** Burnt January 1882 in Port William. Falmouth 696 ton barque on voyage Swansea to Tocopilla under Captain Levi George with coal.
- LEONORA:** Wrecked 1887 on Gibraltar Reef.

- LEOPOLD: Wrecked 12 April 1858 on Grand Jason. 1200 ton Antwerp ship under Captain Consezeman on voyage Swansea to Callao. Only one man saved.
- LEVENSIDE: Wrecked 26 January 1852 on Billy Rock and foundered in Port William. 273 ton British barque with a load of guano from New Island under Captain Campbell. Governor on board. Dr. Gifford is preparing an article on this ship.
- LITTLE EDITH: Wrecked 1871 on Prong Point, Lively Island. London built, 596 ton barque on voyage from Hamburg to Callao.
- LOTUS: Total wreck in Tamar Pass (W.F.). Local schooner 115 tons.
- LUCAS: Wrecked on shore between Fox Bay and Port Stephens settlements, close to Albemarle. Whaler.
- LUIGRAF or Luigray: Wrecked 4 September 1885 on Ruggles Island (E.F.). Genoan barque with cargo of marble statues, one of which, an angel, stands in the garden of Waverley House (opposite Globe Store), Stanley.
- MALVINA: Wrecked 9 May 1910, Reef Channel, Saunders Island. 80 ton FIC schooner built Connah's Quay, Liverpool by Messrs Ferguson and Son in 1906. Cargo of wool.
- MAREN: Ran ashore 3 October 1894 on Motley Island (E.F.). Danish wooden barque loaded with copra from Ponape to St. Michaels. Drifted out to sea again in leaky condition on 10 October 1894.
- MARY GREY: Wrecked 14 January 1845 on Pebble Island. US ship of 210 tons. Loaded with sugar under Captain Peter Burnett on voyage Santos to Valparaiso.
- MENAI STRAITS: Burnt 13 November 1884 in Salvador Waters (E.F.). Swansea coal barque on voyage to Antafagasta from Fleetwood.
- MOSS TROOPER: Burnt 20 October 1874, 25 miles south of the islands. Wood barque of 510 tons, built Workington 1864. Voyage Liverpool to Valparaiso under Captain Peter Corlyon.
- NEPTUNE: Total wreck 11 April 1873 on Kelp Islands (E.F.). All hands lost.
- NEW BEDSEY: Wrecked 1832. French ship.
- ORAVIA: Wrecked November 12 1912 on Billy Rock. 3336 ton Pacific Steam Navigation ship carrying mail. Captain Poole and 150 crew saved, as well as a great deal of her cargo before she slid off and eventually sank. Postcard of the wreck in Stanley museum.
- ORTONA: Loss by fire on 25 April 1855 in Port William. New York barque loaded with timber. Captain Carlton.
- PALOMA: Wrecked 1948 on Triste and Motley Islands. Local schooner.

- PERSEVERANCE: Wrecked 1905, Tyssen Patch.
- PERTSHIRE: Wrecked 28 April 1885 on Blind Islands. British barque, left Portland, Oregon with Yarra Yarra - loaded with salmon.
- PERU: Wrecked 19 April 1868 in Albemarle Waters. Italian barque under Captain Pio.
- PIERRE LOVIT: Wrecked 1833? in Falkland Sound. French ship.
- P. N. BLANCHARD: Sank on fire 1900/01 in Port Sussex. US wooden ship built Yarmouth 1876. Voyage Baltimore to San Francisco with coal.
- PRINCESS: Sank 19 June 1871 in Port Sussex (E.F.). British barque, 464 tons. Leaky and loaded with pig iron.
- RAPIDA: Wrecked 1909.
- READY ex Letitia ex Allan Gardiner: Wrecked 1880/1 in Fox Bay. Built Dartmouth 1854 for South American Mission, bought by Dean 1878. 87 tons. One post visible in South Arm, Fox Bay at low tide.
- RESULT: Wrecked 1886 in Port Harriet entrance (E.F.).
- RICHARD HENRY: Wrecked 1843 on South Shetlands. US barque. Crew rescued by the infamous Captain Smyley.
- RICHARD WILLIAMS: Wrecked November 1911 off Pebble Island Settlement. Mission schooner. Barometer salvaged and exhibited in Stanley Museum.
- RIVER DERWENT: Wrecked New Island 1867. Bell dated 1865 can be seen in Stanley Museum (see Appendix M).
- ROBERT FULTON: Wrecked 11 August 1849 off Prong Point, Lively Island. 600 ton American ship under Captain George Chase on voyage from New York to San Francisco. Galley stove found on site used by survivors, with vessels name and crest on its door.
- ROTOMAHANA: On fire 19 August 1884 on Elephant Cay (E.F.). Iron ship of 1580 tons from Liverpool with cargo of coal and salt. Captain Shimmin.
- RUSSELL: On 4 September 1859 struck the Billy Rock and foundered in Berkeley Sound. 960 ton American clipper with two passengers and 19 crew, under Captain Nichees.
- SABINO: Transferred 1891 to New Island Whaling Station.
- ST. MARY: Wrecked 10 August 1890 between Burnt and Elephant Islands (E.F.). Downeaster on maiden voyage. Built Phippsburg, Maine, and launched 20 March 1890. 240.6 feet long, gross tonnage 1942. Left New York for San Francisco. South of Cape Horn she collided with an unknown vessel - the mainyard came down and the mizzen shrouds were swept away. In stormy weather and needing repair she returned towards Stanley and struck an offshore reef. The crew abandoned ship but, it is thought, Captain Carver committed suicide.
Total loss - broke up in a gale. Largest intact portion measures 135 ft. x 35 ft. from bilge to main pin rail. Part of cargo remains - rusted iron pipe, carpet tacks and toys. Wreckage scattered over a mile. Nevertheless she is the second most extant of her kind.

- ST. MARY:** (continued) Main beam with tonnage and official number, three lowermasts banded with iron, fittings from the rigging including deadeyes and cranes for yards litter the shore.
Passenger list in possession of John Smith.
- SANGREAL:** Total loss on 4 September 1874 in Ruggles Bay (E.F.). Three masted schooner of 164 tons, built Dartmouth 1870. Voyage Rio Grande to Constitucion under Captain Sam Kent.
- SEA RANGER:** Wrecked February 1860 in Ruggles Bay. American 600 ton clipper on voyage from Liverpool to California under Captain Burnham.
- SHALLOP:** Unidentifiable wreck at Shallop Point in mouth of Rocky Inlet (W.F.).
- SIDNEY DACRES:** Total loss 28 September 1886 on Billy Rock. British ship under Captain Callander (ex captain of the Great Britain?). Had waited six months for masts from UK.
- SIXTUS ex Swanmore:** Wrecked 27 July 1905 on Sixtus Rock, Volunteer Rocks (E.F.). Danish iron barque of 1707 tons with cargo of coke from Barry to Valparaiso under Captain Vilhelm Eriksen.
- SOLWAY:** Condemned 17 August 1852. English 594 ton barque.
- STAR OF BRUNSWICK:** Wrecked 31 May 1882 on Bull Point (E.F.). British ship. Five lives lost.
- STAR OF SCOTIA:** Wrecked 27 June 1887 on Bull Point, close to Star of Brunswick. British barque under Captain M. Cotter.
- THETIS:** Disappeared, presumed wrecked in July/August 1901 on the north coast. FIC steel barquentine, launched from shipyards of McMillan and Sons, Dumbarton on 22 June 1893. Sailed out of Stanley for Salvador settlement on 27 July 1901 under Captain Thomas, carrying 170 tons deadweight and, on deck, a large iron sheepdip was lashed to the mast. As the ship passed through the Narrows at the entrance to Stanley harbour, the flag halyard suddenly broke and the flag fell to the deck.
A local vessel, Fair Rosamund, passed Thetis the following day and reported she appeared to be making heavy going. She never arrived at her destination. On the 3 August there were the worst gales in living memory. The Richard Williams went in search of the Thetis but found nothing. The shores of islands to the north-west were littered with small pieces of wreckage intermingled with wool. On 5 August sealers on Elephant Jason discovered large amounts of wreckage - 120 miles off course. 65 years later part of a ships wheel and wheel box bearing the letters THE was discovered on a remote beach in the north-east extremity of East Falkland. It is now exhibited in Stanley Museum.
- TWO BROTHERS:** Wrecked 1902 near Speedwell Island. Schooner.
- URANIE:** Wrecked on the Uranie Rock at the entrance to Berkeley Sound. Had almost completed a circumnavigation of the world when suffering damage in Le Maire Strait. Vessel refloated and beached farther up the sound. A local diver located the ship as about 50 yards from shore and 15-20 feet below sea level and 'just recognisable as a ship'.

- VAMPYR: Wrecked 4 December 1870 in Low Bay (E.F.). 216 ton Prussian three-masted schooner on voyage from London to Guayaquil.
- VENTURE: Condemned 1843 after putting in for repairs on voyage from Valparaiso to Swansea. British barque of 350 tons under Captain Patrick.
- VICAR OF BRAY: Condemned 1870. 364 ton British barque carrying coal from Swansea to Valparaiso under Captain T.B. Callenan. Bought by Mr. Dean who refitted her and traded her between the Falklands and the UK for many years. She forms the head of the jetty at Goose Green. Cannibalised by the people of the settlement e.g. mahogany for furniture. Very poor condition, stern badly damaged and counter missing. Sold to San Francisco for \$1 on condition that they remove her and replace the jetty. Only surviving gold rush ship of 1849. (see Appendix VB)
- VISCOUNT: Wrecked 10 March 1892 on Sea Lion Islands. Liverpool built in 1873. 1271 tons.
- WALDRON: Abandoned on fire 11 December 1850 between Carcass Island and New Island. American 600 ton ship from Boston to California carrying coal.
- YARRA YARRA: Total loss with all hands, April 29 1885 on Beaver Cliffs (W.F.). British barque of 1246 tons on voyage from Portland, Oregon, to UK.

The SHIPPING LISTS

Two leather bound volumes of shipping lists for Stanley (and later also for New Island) exist for the years 1842-78 and . These records are in the possession of the Harbour Master. Some examples of entries are transcribed below to illustrate the kind of detail they provide.

The information recorded column by column:-

date of entry : vessel's name : country : tonnage : port of registry : name of master : of what country : no. of crew : how many of crew are of country of ship : where bound (after 1898 becomes 'where entered', after 1913 'where from') : comment (goods v ballast) : where from : date of sailing.

(Other information may exist in a margin; where a ship has been wrecked details may be given).

Some examples of entries:-

- May 7th 1892, Dennis Brundett, Brit, 464, London, R. McGill, Brit, 14,6, -, goods, London, Total wreck on Centre Is, Salvador Waters 20 July 1892.
- Feb 10th 1895, Catarina SS, Brit, 241, Royal Yacht Squadron Portsmouth, -, -, 28, -, cruising Montevideo, -, Monte, 6 passengers including Lord Caernarvon (Pr. of Wales).
- Mar 6th 1900, Garland, Chile, 578, Antofagusta, A. Meyer, Germany, 16, all foreign, 2 Chileans, Stanley, cargo damaged, Hamburg, condemned.
- July 21st 1900, Samson (tug), Brit., 31, Hull D. Rees, Brit, 11, 11, Stanley, steam tug in ballast, UK and Montevideo.
- Sept 25th 1900, Lusitania, Brit, 2518, Liverpool, Kinnser, Brit, 103, 103, Stanley, mails and cargo, Punta Arenas, 26 Sept.
- May 17th 1910, Orissa, Brit, 3304, Liverpool, Taylor, Brit, 251, 236, Stanley, - brought news of the death of King Edward VII.
- April 23rd 1911, SS Sebara, German, 2982, Hamburg, Larstens, German, 43,43, Tenerife, to tow Wavertree to Punta Arenas.
- May 16th 1911, Yawl Pandora, Brit, 9tons, not registered, Master Arapakis, crew 2, from Bunbury, West Australia, on a voyage around the world, put in at New Island in distress, - foremast carried away, left for Tristan Da Cunha.
- May 13th 1913, Lady Elizabeth, Norsk, 1155, Norway, K. Petersen, 11,-, Vancouver, in distress, sold to the FIC and is being dismantled.
- Nov 30th 1891, Egeria, Canadian, 896, St. John's, New Brunswick, -, 13, -, -, ballast, -, -,

(some Antarctic ventures

- Dec 31st 1901, Antartic, Norway, 175, Stockholm, Larsen, foreign, 29, 29, Stanley, Scientific Expedition to the South Pole.
- Mar 29th 1902, Antarctic, (returned on journey home).
- Jan 5th 1903, SY Scotia, Brit, 357, Glasgow, Robertson, Brit, 25, 25, P. Stanley, Scientific Expedition, Trom, 26 Jan, for Polar regions.
- Dec 2nd 1902, SY Scotia, (returned with crew of 26 bound for Buenos Aires, departed 9 Dec).
- July 12th 1904, Discovery, Brit, 470, Portsmouth, R. Scott, Brit, 47,47, Stanley, to take coal, Punta Arenas.
- Nov 16th 1912, Ronald Amundsen, Norway, 2670, Sandsfjord, Dannevig, Norway, 116, 116, Stanley.)

iii) List the problems of removal to a point where they could be collected for transport to the U.K.

Travel to wrecks:

Most of the intact hulks are close to Stanley, which is the centre for external transport. These wrecks can be visited on foot, landrover or small boat. Rowing dingies are easily available, though rather cumbersome. It may be preferable to acquire the services of one of the Gemini craft belonging to the Royal Marine detachment at Moody Brook, at the western extremity of Stanley harbour.

Outside Stanley, in the area known as the Camp, travel is much more difficult. Overland journeys are slow, handicapped by the soft nature of the top peaty layer. Because of the short supply, landrovers are difficult to purchase in the Falklands, although a local advertisement preceding arrival in the islands may find a willing vehicle owner - perhaps even a driver (local experience is invaluable). The alternatives of ship or seaplane will depend on circumstances at the period in question.

There are two large motor vessels - the Forrest and the Monsunen. The former is F.I. Government owned, but chartered to the Royal Marines. Their permission and the cooperation of the captain, Jack Sollis, would be necessary for their assistance. The Monsunen belongs to the local company Darwin Shipping. It does not carry passengers and has a tight schedule to pick up the woolclip from the thirty settlements, and is therefore unlikely to be of any help in a maritime salvage operation.

Two seaplanes are stationed at Stanley, although for much of the time only one is operational. Services are not scheduled and bookings must be made well in advance through the Falkland Island Government Air Service (FIGAS) Office. Landing points depend on depth and length of water available as well as speed and direction of the wind. In the past pilots have been known to land at Kelp Lagoon, site of the St. Mary. Darwin/Goose Green (Garland and Vicar of Bray) is a popular landing point.

Communications:

All settlements are linked by an effective radio-telephone service, though this is public, which can pose some problems. The majority of East Falkland settlements are linked by telephone lines in a more private network. Experiments have recently been conducted with VHF sets but their reliability is uncertain at present.

Labour:

Relatively cheap, though in very short supply. Many are transient, changing jobs regularly or working in several fields at the same time. Camp labour is heavily committed in the period October to April for peat cutting and gathering and shearing of sheep.

Materials and Power:

All timber has to be imported, as must corrugated sheeting and most equipment. Stanley has a Government power station providing for the immediate vicinity. Settlements have their own small generators, but these may not be able to cope with extra needs.

Diving:

The water is cold and clear, except for the vast quantities of seaweed. The tidal range is of the order of eight feet. There are a small number of amateur divers with basic equipment.

Accommodation and cost of living:

There is one hotel, the Upland Goose, which, at £10 for full board is expensive, while the meals need to be supplemented. Byron House is a guest house providing full board for £6, with more homely filling meals taken at Emma's Restaurant, though there is a good walk between the two. Fresh vegetables are available in small quantities at reasonable prices. Meat, mainly mutton and lamb but supplemented with beef and the local Upland Goose, is cheap. The remainder of goods are shipped from Britain, and therefore carry sizeable FIC freight charges on top of UK prices. Most foodstuffs are available but luxury items and clothing are not sold in great variety. Photographic equipment is generally cheaper than in Britain but films are slightly more expensive.

The Falkland Island Company act as travel agent, bank, major retailer etc. with a near monopoly over all economic activity. Their offices in London will provide current information on services offered.

Permission:

The importance of this aspect cannot be overemphasized, if only for courtesy reasons. The Protection of Wrecks Ordinance was passed on 7 July 1977 with the object of securing 'the protection of wrecks in territorial waters and sites of such wrecks from interference by unauthorised persons and for connected purposes'. A copy of this document is included in the Appendix, but a simple explanation may be in order. Following the abortive attempt by the San Francisco Museum to retrieve the Fennia in 1970 (see earlier text), there was an outcry for greater protection. The Islanders want to keep as much of their heritage as possible, although prepared to negotiate where preservation of large hulks are concerned.

The Government and the FIC own most of the land and jetties which must be crossed to reach the more important wrecks. The Receiver of Wrecks will have details as to current ownership and rights which last for a year.

Local Agent:

There is an obvious necessity for local contact before further action is taken, in order to keep abreast of recent changes, especially the intentions of other maritime groups.

On 11 January 1978 an expedition under the command of Norman Brouwer of the South Street Museum, New York, and including Peter Throckmorton, Hilton Matthews, and Michael Stammers of Liverpool Shipping Department of the County Museums, left to spend several weeks examining three American ships - Charles Cooper, St. Mary and the Vicar of Bray. It is intended to take a fibreglass cast of the carving on the transom of the Charles Cooper and to examine the possibilities of cutting two twenty foot lengths from the St. Mary, presenting one to the Stanley Museum and transporting the other to the Maine State Museum.

The British have always been slow to act - the salvage of the Great Britain occurred only after American enthusiasm - but now it seems that Liverpool may be considering a major project with the Jhelum, following the visit of Michael Stammers.

iv) Local contacts:

John Smith: Most knowledgeable and helpful in all matters of maritime history.

Governor J.R.W.Parker: Grants permission under the terms of the Protection of Wrecks Ordinance 1976.

Les Halliday: Receiver of Wrecks and holder of Ships' Lists.

Dr. D. Gifford: Archevist and author of article on the Levenside.

Jim Kerr: Flight administration.

Jim McAdam: Excellent Camp driver and amateur diver.

Harry Milne: Stanley Manager of the FIC.

Dave Ryan: Editor of 'Falkland Island Times' and proprietor of Byron House.

Jack Sollis: Master of the FIG vessel m.v.Forrest.

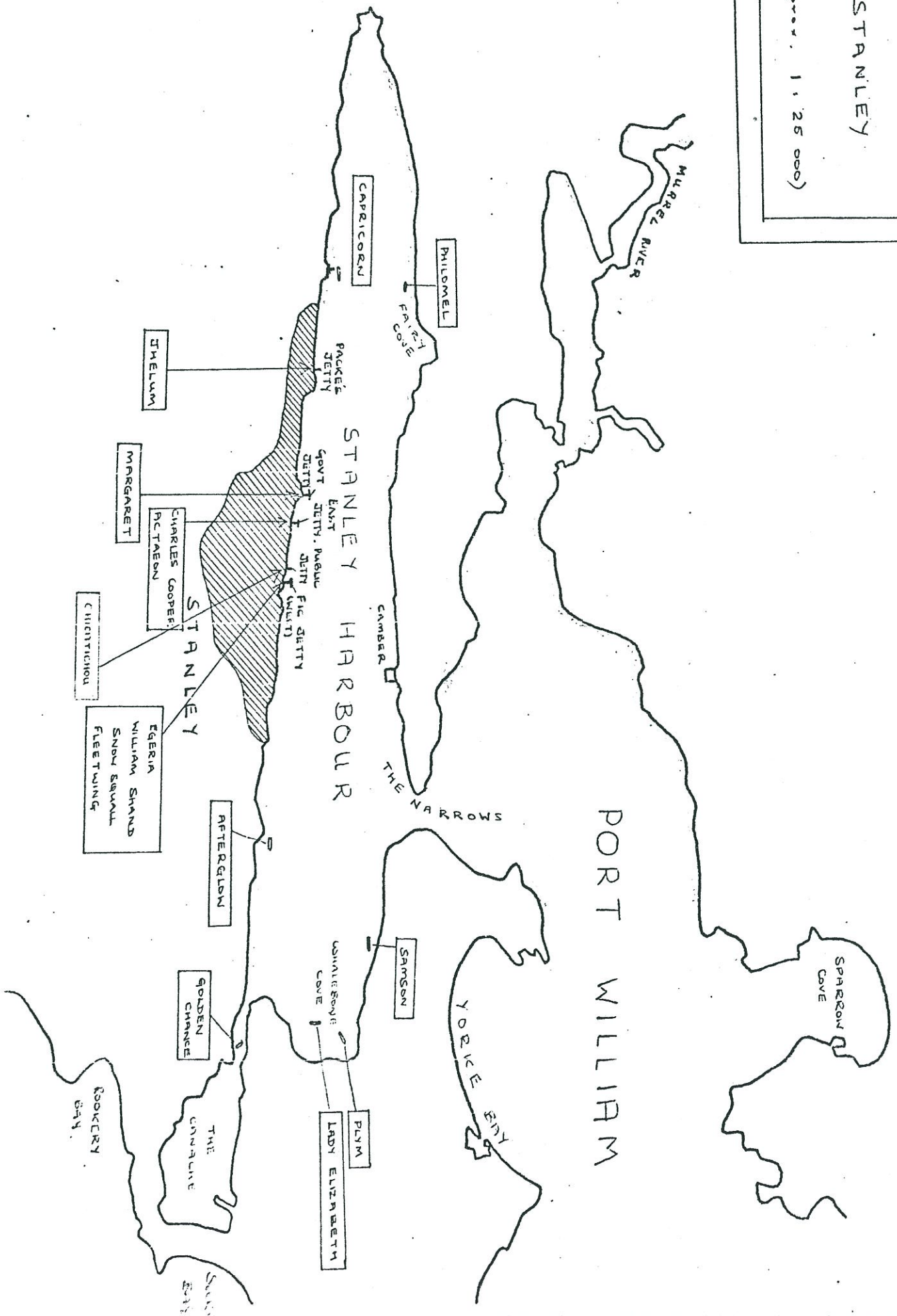
Joan Spruce: Curator of the Stanley Museum.

Major Willoughby: In charge of the Royal Marine detachment.

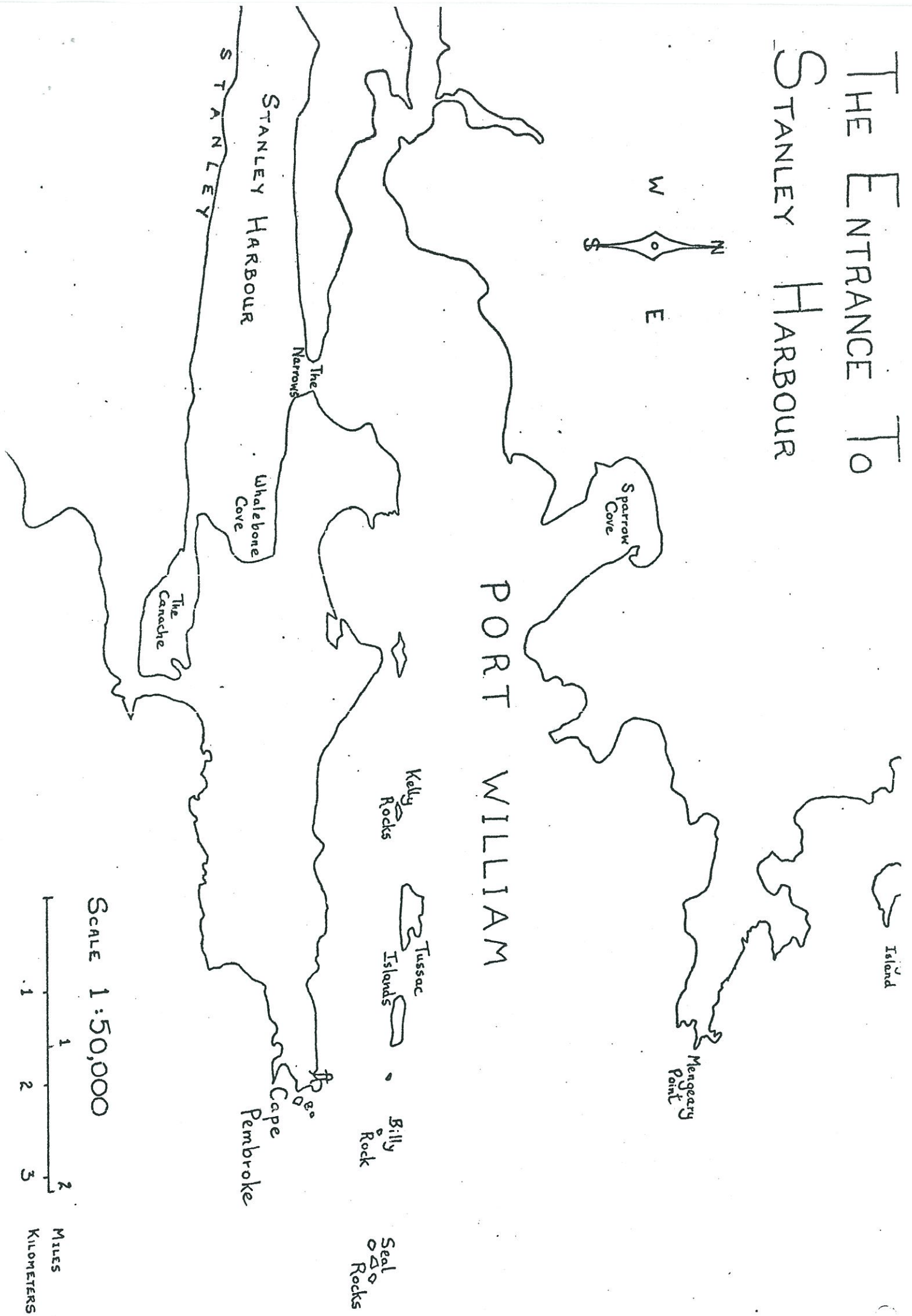
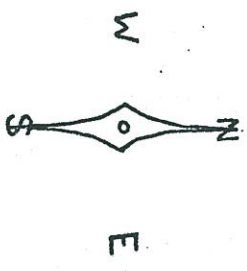
Map of the SHIPS

around STANLEY

Scale : approx. 1 : 25 000



THE ENTRANCE TO STANLEY HARBOUR



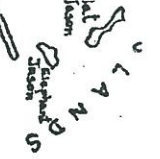
SCALE 1:50,000



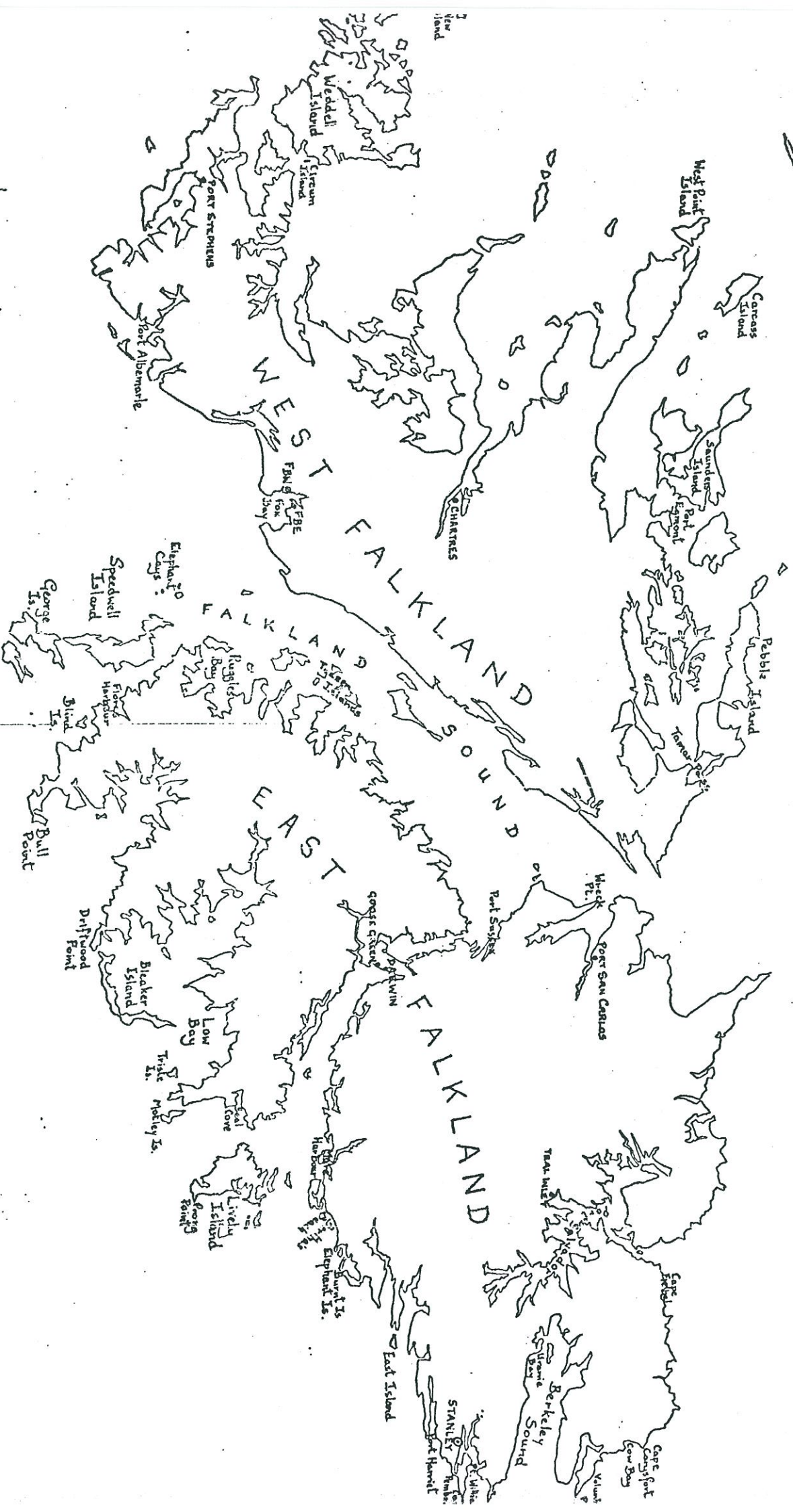
MILES
KILOMETERS

Grand Jason

Falk Islands



THE FALKLAND ISLANDS



Sea Lion Islands

1