

Police Office, Saturday, April 23<sup>rd</sup> 1881

An Inquiry held by desire of His Excellency The Governor into the circumstances of wreck of the Schooner Black Hawk at Back Harbour Staten Island on the night of the 10<sup>th</sup> of February last and the loss of life attending the same

Present Arthur Bailey, Police Magistrate  
Capt. R. C. Packe, J. P.  
Capt. Seaman, Nautical Assessor

Capt. John Campbell sworn

I had command of the Schooner Black Hawk while on a sealing cruise to Staten Island with a crew of 13 all told. I went into Port St John on the 7<sup>th</sup> of December last and remained there until the 20<sup>th</sup> I then shifted to the south side of the Island and anchored in Back Harbour on the following day. I had no other sailing directions except Findlay which put Staten Island ~~at~~ down <sup>being</sup> as properly served. Before going to Back Harbour I did not <sup>know</sup> whether it was a safe port or not. I stopped there 16 days. I left a boat <sup>with a months provisions</sup> and 5 men for the purpose of getting seal I returned to the Falklands as the vessel was wanted by the 1<sup>st</sup> of January. I was 10 days behind my time. On my arrival I informed The F. Island Co.'s manager that I had left 5 men on Staten Island with a months provisions. I returned to Back Harbour on the 10<sup>th</sup> of February for the purpose of picking up the men up having been away one month and four days. At the mouth of the harbour I met the boat with four men in her the other man having left in a schooner belonging to Sandy Point. I took them on board and anchored that night letting both anchors go, after coming to the boats crew went on shore for their effects as I intend to leave the next morning



for the Falklands. The men got one boat-load of their things on board the schooner, when it came on to blow too hard for them to go on shore again. The wind increased to a gale blowing into the Harbour & paid out 75 fathoms on one chain and 60 on the other. The wind died away to a calm and came from the north but with less force. Before the schooner swung round to her anchors the wind went round to the south and once blew a hurricane this occurred several times, on one of these sudden changes I heard a snap of one of the cables, the vessel then commenced to drag she dragged into the Keel within 20 yds of the shore and brought up the wind having lulled for about 5 minutes, then another strong southerly blow came in and drove her ashore, she went broad side on to the beach and heeled off shore, the sea washed across her decks and took the post-boat away I saved the chronometer and about 1 cwt of salt meat nothing else, the men in the fore-castle saved their clothes the men who had been living <sup>had their in the cabin</sup> on shore, lost all their provisions were saved except the beef, we hung on to the vessel till about 12 o'clock that night, then lowered the starboard boat down and went on shore and stopped in a tent that the boat crew had been living in, the vessel at this time was full of water with her back broken. The next morning I sent a man on the hill to see if there was a vessel in St. Johns Harbour, at the same time set the crew to work to save all they could out of the vessel. About 5 o'clock the same evening the man returned and reported a vessel at anchor in Port St. John, the next day I went over with two of my men, and found an American schooner the Adeli Chase lying there. I went on board and tried to arrange with the Captain to take us to the Falklands, he declined to take us & we went sealing with him about Staten Island and along the coast of Patagonia to Monte Video. I would



But agree to it. I once my two men stopped on board that night the next day (Sunday the 13<sup>th</sup>) a heavy rain set in with a thick fog the weather was too bad for us to go back again, the next day the weather cleared up and I came to terms with the Captain to take me to North Arm in the Valkland for 250 sheep and all the seal skins that my crew had. He let us have a boat with three of his crew to go round Cape St John to back Harbour to get the seal skins. we did not take any provisions with us in the boat as there were provisions belonging to the men in the Tent. I ordered to go back to St Johns that same night, leaving instructions with the mate to strip the vessel. I left the two men <sup>who had returned with me</sup> with the rest of the crew and took three others in the boat.

In consequence of Mr's crew not being able to <sup>on the point</sup> ~~arrange in consequence of~~ <sup>my</sup> ~~misapprehension~~ the court adjourned until Monday.

Tuesday, morning. The court again opened and the evidence of Cap Campbell's ~~testimony~~ was read over to him.

I then ordered back for St John Harbour got off Cape St John I got into a tight rip the current carried us to the Eastward, got us shore again <sup>with</sup> the boat and went back again to back Harbour not being able to get round. The next day, the 14<sup>th</sup> it blew very hard all day did not attempt to go round the Cape on the following day I sent two of my men across to St John Harbour, to tell the Capt. of schooner that it was not fit weather to go round the Cape in a boat, and ask to come round in his vessel and pick us up, on the 16<sup>th</sup> they returned with a message from the Cap'telling me he would come round in the schooner, ~~he said to~~ <sup>on the 18<sup>th</sup> and</sup> that he would take more of my men if



I believe he will come on the following day. I went to  
 outside, & went off to him in our own boat, his own  
 boat pulled out first. We all went off to the schooner  
 in the two boats, no one was left on shore. Myself and 5  
 men went on board the schooner for the purpose of proceeding  
 to the 7<sup>th</sup> all hands, the 5 men returned to the shore in the  
 black & white boat, they took with them ~~the~~ about 50 lbs of  
~~flour~~ <sup>flour</sup> and a jar of molasses, I am not sure that they  
 took anything else. We then set sail for the 7<sup>th</sup> all hands  
 went direct to North Point. Arrived there on the 20<sup>th</sup> about  
 on horseback to Darrow in the next day. I met Mr Cobb  
 the ~~new~~ company manager. I made my report to him,  
 concerning the loss of the schooner, he told me he sent the  
 report into Stanley the next day. I asked him if the company  
 or Providence could send a vessel to Staten Island at  
 once, he told me they were both engaged, that he was  
 going to send out Stanley <sup>or</sup> ~~something~~ to  
 a vessel ~~that~~ <sup>on</sup> the week end to for a vessel to go  
 to Staten week the black & white and bring back the crew  
 I arrived in ~~Staten~~ Stanley on the 27<sup>th</sup> in the "H. S. L. Arnold"  
 on the following Tuesday <sup>1st of March</sup> I noticed my protest  
 at the God Office. I saw no one was likely to send a vessel  
 to fetch the crew. I asked Mr Cobb if was offered the relief for  
 a pound a day. I asked Mr Cobb if he would take that  
 he told me he would, we put a months provisions on  
 board and sailed for Black & white about Staten Island  
 on the 14<sup>th</sup> anchored in Port William the same day, got  
 under way the next day, it blew very hard from the N.W.  
 on the 17<sup>th</sup> about 10th. we were off Buckens Island when  
 our clip cut for Staten. Buckley the owners representative  
 insisted on my returning to Stanley on account of the  
 vessel being unfit to proceed, I went on with a  
 northwester wind. On the next day fresh breeze had to take  
 us out to sea he is running she was leaking so fast



was the pump would not keep her free. On the 19<sup>th</sup>  
 the wind was still North and fair for us but the weather  
 was very thick could see no distance. I thought it  
 unsafe to run for Staten on account of the vessel being  
 unfit to bear off a lee shore. At 10 in the evening the  
 wind shifted to the Southward, we stood to the Westward  
 next day the wind came from the Northward again, we  
 were in Lat. 54° 35' Long. 62° 58' by observation. dead  
 reckoning: got into heavy ice, the Pump got choked  
 we bailed out  
 with a 7 gallon and a bucket. we gave the vessel to and  
 employed the men to repair the main's foremast as they  
 were perfectly useless. The next day it blew a heavy  
 gale of wind with a tremendous sea we put a drag  
 on the Starboard cable to keep the vessel from lying in  
 the trough of the sea, on the 22<sup>nd</sup> pump still choked  
 had to keep bailing. The next day we concluded to give up  
 the trip. Buckley signing a paper forfeiting all claims  
 for the schooner's hire, two of the crew also signed it  
 both were competent to form an opinion as to the fitness  
 of seaworthiness of the schooner. we then bore up for  
 the Falkland Islands, and got into Rodney Cove to  
 repair our sails & sailed again on the 31<sup>st</sup> and arrived in  
 Stanley on the 6<sup>th</sup> of April.

by the Court

That acting on the sealing voyage the men were divided  
 on shares. 2/3 for the crew and 1/3 for the owners. The  
 agreement is in the log Office. It was signed for the owners  
 it was broken by the consent of the crew, on the 4<sup>th</sup> of January  
 as the schooner had to be in the Falklands by the beginning  
 of January. A verbal agreement was then entered into  
 by myself the mate and 5 of the crew, the mate returned  
 to the Falklands with me leaving the 5 men behind  
 with a months provision and 3 rifles with 700 cartridges  
 also 2 shot guns & 400 cartridges, there were plenty of



Shags, Penguins & <sup>a few</sup> Steamers. The men were perfectly satisfied to stop, they had 24 skins when I returned.

I then returned with me to on my return to Stanley on the 8<sup>th</sup> of January. ~~As~~ before they were out all return to Staten with me 3 left. They were settled up with before I went back according to the original agreement.

Mr Cobb instructed me to bring the crew and what skins they had back to Stanley at once.

After lying in back harbour 6 days I thought it a fair place to return to.

I did not know that the Felis was in such an unseaworthy state when I chartered her. On her last voyage was sailing she brought back a cargo of wood from Sandy Point not long before she was chartered here.

There were none of the company's schooners at North Cove when I arrived there in the Arctic Chase with a portion of the Polack's crew. The Perseverance was at碇碇碇, the Jerry arrived there when I was on board the men of war, both fit to go to Staten

~~My own town~~

The schooner from Sandy Point went into back harbour also another from Mount Venus.

What quantities of provisions had the men <sup>in the tent</sup> when you left in the American Schooner.

<sup>by Capt. Semmes</sup> I do not know what provisions they had. I consider they have enough with economy for 30 days.

The boat adprowl for 1/2 on board by the boat. Did you leave the 5 men behind for the to wreck the vessel. Only? That is all for any other purpose.

I by Mr Cobb who appears on behalf of the owners of the Black Hawk applies for permission to put questions to his witnesses. There being some difference of opinion as to the legality of or since the Court adprowl for a dozen



The court reviewed the setting Dr Cobb being allowed to examine through the court.

Did you <sup>after the wreck informed by Cobb.</sup> on your arrival at Dawson, that the men left on Alake Island were supplied with provisions for a month? I did not. I told him they had provisions which might last a month.

At any time before you ~~before you~~ sailed in the Felis did you suggest to Dr Cobb that the <sup>the</sup> Felis was in any way unseaworthy. I did not. but I told Dr Cobb that her forecast was ~~rather~~ in a bad state.

What did Dr Cobb do on you telling this He told me to get any sail about the company's place that would suit her.

Did you <sup>get</sup> a suitable sail I told Buckley and another to go on shore and look for one. They brought off a ~~single~~ sail that was suitable for a foresail and no more sails.

Did you go on shore yourself to check the sail No if I had done so I should have taken more sails off.

How long after you charted the ~~set~~ R Felis was it before you sailed for Staten.

Two days. By the court. The cause of delay was the crew got drunk

~~Dr~~ Did you do your best to get them away I did my best. The men were drunk when I engaged them ~~and~~ also when I went away.

Do you remember Dr Cobb telling you each day how necessary it was to get away as soon as possible

Yes



telling Dr Cobb that  
Do you remember, Buckley refused to go on the  
Sunday before leaving Stanley.

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Yes.

Did you see consequence of that or say you would have  
to throw the trip up?

Q. Not that morning. I said something to that  
effect the same evening.

Do you remember what Dr Cobb said in answer to that  
Q. No I do not recollect.

What prevented <sup>you</sup> the vessel getting in to Staten Island  
The thick weather. only for that I ~~could~~ should have  
been there ~~that~~ <sup>on</sup> the 4<sup>th</sup> day after leaving Port Williams

was it thick weather for long.

During the day it was ~~for~~ thick, but cleared up one  
night. "I never sighted the Island.

In a clear day you can see Staten Island from  
80 to 90 miles.

Did you not say to Dr Cobb that the men left on the  
Island would have no difficulty in getting  
away in passing vessels in fine weather.

Q. Yes.

Did Capt Church refuse to take all the crew to the Falklands  
Yes he did. and for no other purpose.

Was it in consequence of that you left the men behind

Yes it was.

Did any of the crew or men left refuse to go on board  
the Adeli Chase on account of seaway.

The crew of the Adeli Chase had seaway if I  
had asked the men to leave you they would  
not have done so on that account.



They would not have gone & sailing.

was the boat ~~sea~~ left behind for to go outside the harbor  
passing by.

Yes to on a fine day, not in bad weather

Had the man who died been sailing any time  
in the Black Hawk before you went to Staten

Yes he had

What was the nature of his complaint  
he complained of his chest.

James M. Fox & William Williams sworn.

I was one of the crew of the schooner Felis on her  
voyage to Staten Island for wrecked men. The log of the  
Felis was then read to him which he signed declaring the  
same to be true.

William Williams who came to the court in a state  
of intoxication was ordered to be locked up.

The Court adjourned at 1/2 past 5 till 10. Tomorrow  
x Court ~~shall~~ <sup>opened</sup> according to ab. 10. 15. with

Capl. Carr

William Williams Arman who was summoned as  
a witness yesterday was brought up for being drunk  
and incapable as a witness.

He said 5/ - he was then sworn and he  
The Log of the "Felis" ~~was~~ <sup>has</sup> read to him, which he  
signed declaring to be true.

Captain Campbell put in his certificate as  
competency as Master



By the Court.

Had you any written instructions from Mr. Cots?  
Yes? They are left on the Island, having been  
picked up amongst other papers after I left.  
What were those instructions?

I was to call to proceed to Staten Island once  
bring the men who had been left, also on my way  
to call at Bowen Island and ascertain if  
there was any shipwrecked men there as the place  
had been reported to be so. I did not call  
as it was very dark once a fair wind, I  
proceeded on my course for Staten Island.

John Campbell  
William Howard Furrow

I was Steward of the Schooner Black Hawk  
John Campbell Master, I joined her on the 30 of March  
1880 and have been with her since. I remember  
going to Staten Island on a sealing cruise  
with the 6th of June.  
I was left with four others for the purpose of sealing  
we had provisions left us for <sup>about</sup> 13 or 14 days before  
they were consumed we got more from two schooners  
which came into Back Harbour and anchored  
on Remembrance 12, or 13 days the other 7 days they were  
out then at the same time we were not left alone  
at that time more than 14 days we got provisions from  
both in fact we live on board ~~at~~ most of the time  
we did not seal much then as they were provided with  
better boats and crews. The Black Hawk arrived 3  
days after the last schooner sailed. we had from the  
last a Iron tub cream & cheese about 14 lbs of biscuit  
about 20 lbs of beans, about 10 lbs of flour, 3 or 4 lbs of  
Sugar, 1 lb of <sup>raw</sup> coffee, 8 lbs of pork, two smoked tongues.  
When the first schooner arrived we had about one day  
and a half provisions. <sup>left</sup> When Capt Campbell left



Left us we had 2 lbs of preserved meat, a small  
 1/2 lb of biscuit, a small tin of arrowroot, <sup>a few</sup> ~~a few~~ 2 to  
 biscuits about 4 or 5 lbs of bread Harley no flour. we  
 did not object to remain on the Island with a small  
 supply of provisions as we expected the schooner  
 to call. When Capt Campbell left us he could not  
 have supplied us with more provisions as he too  
 only had sufficient to carry him to the Galapagos  
 we had fire arms and ammunition as well. we shot  
 3 or 4 Oceanic ducks, ~~and~~ which we eat. we also killed  
 some Seal for the sake of their skins. did not eat any  
 of their flesh <sup>that</sup> ~~at~~ time. we were all in good health  
 when Capt Campbell arrived to take us away. it  
 was blowing hard at that time. ~~we~~ <sup>in the boat</sup> went out  
 to meet him. the other man left us to join the Sanchez point  
 schooner. about 8 days before the arrival of the Black  
 Hawk. we met the Cap Campbell at the entrance of  
 the harbour and went on board and remained until  
 the anchorage. we thought we then ~~we~~ <sup>should</sup> ~~we~~ <sup>and</sup>  
 fetch our things off at once as he was anxious to get away  
 as soon as possible. we got our boat load off consisting  
 of bedding and clothes. when we got on board it was  
 too late to go back again. we hoisted the boat up to the  
 davits and got something to eat while we were in  
 the cabin it came on to blow. we were called on  
 deck to pay out more chain, the wind increased to  
 a gale. it came in very heavy puffs sometimes from  
 the north and then from the south. the vessel began to  
 drag about 10. that night once went ashore soon afterwards  
 the stern struck first and then went broad side on  
 and the ~~boat~~ broke clean over her carrying her  
 boat away. a ~~small~~ <sup>small</sup> amount of ~~wind~~ <sup>wind</sup> about 1/2 an hour  
 after she struck we took advantage of a lull of ~~wind~~  
 and went on shore taking with us a few blankets



we did not take any provisions out of the schooner that night. The next morning we went off and got about 50 or 60 lbs of corned beef, a bag of flour, (damaged) and about 20 to 25 <sup>lb of Coffee</sup> that was all we could save as the vessel was full of water she did not break up immediately we could have been at low water but did not get any more provisions out of her. The day after she was lost the Cap<sup>t</sup> sent a man on the tulle overlooking St Johns Harbour to see if there was any vessel there. Who came back and reported a schooner being at anchor. The next morning the Cap<sup>t</sup> took me and another man over to St Johns. and ~~boarded~~ he hailed the schooner, a boat was sent on shore and we went on board of Reminca on then that night, and the next day being very wet and foggy we could not return to Reminca on board that day and the next night. On the Monday morning the 2<sup>nd</sup> day after we arrived at St Johns Harbour we left in one of the Schooners boats, with 3 of their men besides ourselves, and pulled round Cape St John to back Harbour. <sup>after</sup> ~~we~~ arriving there we got all the seal skins into the boat and started on his way back leaving me and the other man who had accompanied me to St Johns behind. Taking 3 others with him. on leaving us the Cap<sup>t</sup> it was arranged that on his arrival at Port St John he would send the 3 men back with some biscuit. The men were then to remain with us till Capt Campbell could go over to the Falklands and then return with a vessel to take us away. No one objected to that arrangement. Cap Campbell returned the same night ~~on account of~~ not being able to get round the Cape on account of the tides. As it was blowing too hard the next day to go out in a boat. on the following day two of <sup>us</sup> went over with a letter to the Cap of the Schooner and Stayed on board that night, and went back the next morning with a message <sup>and note</sup> that we would go around



4

to back to our town and take the Captain as well as  
 the men who <sup>he</sup> wished to take with him. Capt Campbell  
 told me that the American Capt. was had been unwilling  
 at first to take any of us except on certain conditions,  
 I heard those conditions, <sup>proposed</sup> while I was <sup>first</sup> on board the American  
 schooner. These were that all hands should assist him  
 to get as many seal on Natin Island <sup>as we could</sup> before he left.  
 that he would not delay the vessel more than ten days  
 or a fortnight and then go direct to Fronti Biceo. I said  
 I'd tell the men of his proposal. I do not think they would  
 have gone if I had I should not for one. The American  
 had only one boat crew fit for work, ~~some~~ the vessel  
 arrived <sup>off the harbour</sup> the next day all hands went off to tea, before we  
 went the Capt asked five of us to remain and look after  
 the wreck and I saw what we could from it & he would  
 return for us as soon as he possibly could, which we  
 agreed to. we were asked separately. At that time we had  
 three bags of flour saved from the wreck weighing 100 lbs.  
 also the ~~beef~~ <sup>remains</sup> of the beef saved from the wreck  
 a little coffee 3 or 4 lbs of beans. When we went aboard  
 the schooner Capt Campbell asked if ~~it~~ could go in  
 the schooner, <sup>including himself</sup> the answer was yes, make haste come on  
 board. they gave us about 30 lbs of flour about the  
 gallon and a half of molasses, and a little tobacco  
 while we were in the boat Capt Campbell told us  
 we were not to abandon the wreck without receiving  
 instructions from DuCob or himself that we were  
 satisfied with that arrangement. When we had landed  
 from the wreck there <sup>in the tent</sup> were two breach loading rifles one  
 with a cartridge the other without a small needle  
 rifle with a few cartridges, one old muzzle loading  
 rifle, which was used as a shot gun, <sup>and one that was no use to us as would not go off</sup> the schooner  
 carrying ~~one~~ of the breach loading rifle was taken  
 away with the cartridges belonging to it, as well as



The cartridges belonging to the Messel gun, belonging  
 to the old Muzzle loading rifle with powder case shot  
 we did not demonstrate about them being taken away as  
 we expected to be taken away in a few days there  
 were provisions for 15 days on full rations, there was  
 nothing wanted. They lasted 18 days <sup>with the exception of the coffee</sup> for were all  
 in good health during that time, ~~when the provisions~~  
~~ran out~~ the coffee lasted us about 15 days longer.  
 When the flour and meat & beans ran out we lived on  
 limpets, ~~and some~~ sometimes seltzer, and a few seal  
 pups, occasionally a penguin or two also a shag or  
 two, and Johnnies Doves, after our coffee was done we  
 used the <sup>paper</sup> ~~tin~~ <sup>leaf</sup> ~~tin~~ <sup>along</sup> ~~tin~~ <sup>with</sup> ~~tin~~ <sup>tea</sup> ~~tin~~ <sup>tea</sup> ~~tin~~ <sup>tea</sup> we did not feel the effects of  
 our change in diet at first, afterward we got  
~~weak~~ and suffered from chills and got very weak  
 John Anderson on the 6<sup>th</sup> of April John Anderson took to  
 his bed complaining of pains in his limbs and stomach  
 and continual thirst. He died on the 8<sup>th</sup> we all suffered  
 from weakness & chills. The disease was very much  
 wasted away. we buried him on the Tuesday following  
 after he died we still continued to subsist on the same  
 food.

By Dr. Milton Dice Anderson complained of Rheumatic  
 pains. &

On the complaint of pains in his knee joints and  
 elbows

What food ~~had~~ had he before his death

- A. Some limpets and kelp.
- Was he delirious before death.
- A. No. he was perfectly sensible before he died
- Was there a complete loss of voice
- A. No.

Would you say that he was reduced to almost half  
 his size, in other words that all the fat was absorbed



From the body

Q. Yes I should say he was reduced to nearly 1/2 his size  
I should say his original weight was 160 lbs. at the time  
of his death about 100 lbs

By the Court My original weight was 148 lbs I do not know  
what I weigh now.

By the Court. Did nothing for food occur before death  
Q. Yes.

How many days was he absolutely without food

Q. Two days. He drank some coffee.

Was there any time before he took his last breath without food  
No. he always had food of some kind.

By the Court. You have stated that after Cameron's  
death we still lived on the same food.

Yes

After eating the limpets we all felt a heavy pain in my  
bowels. Cameron complained of pains in his  
bowels before he was laid up. He had been eating  
limpets that day. It was his last meal.

Dr Hamilton Did the other men complain of extreme  
weakness, diarrhoea, and emaciation.  
Q. Yes all of us.

On the Saturday after his death one of the men went  
on the beach overlooking St Johns Harbour to see if there  
was any vessel there he returned and said there was  
a schooner at anchor there. The next morning  
we went over and heaved the schooner, could only  
see one man on deck. He answered that <sup>he</sup> had on board  
we tried to make a raft to get off. The heavy swell broke it  
up. We remained on the beach all night. The next  
morning we walked round to the head of the harbour  
to try and get another one made. about 500 yards along



The beach we found a boat, we launched it  
and pulled off to the schooner. The <sup>Joan of Frankly</sup>  
~~we got something to eat~~ and were informed that  
the Capt. and crew had gone <sup>to back harbor</sup> on the Sunday and  
did not see anything of them. The men and gave us  
something to eat at once about an hour <sup>Hansen</sup> the Capt  
returned and the following day we sailed for  
St. Oruley

~~The witness~~

The Court adjourned for 1/2 an hour

The witness having stated in his evidence  
that his ~~weight~~ weight before going on the cruise  
was 145 lb. on being weighed ~~his~~ his present weight  
is 161 lb.

I was on the Island the whole time. He looked ~~like~~  
the <sup>3</sup> man, who had been with me sealing left in the  
American schooner for the Falklands. Four others  
were left behind to ~~take~~ take all we could from the  
wreck. We left all our clothes behind. We did not  
leave any seal skins we had none. The tent we  
lived in was very comfortable, we had mattresses and  
blankets. we had a good cooking stove. All the  
meat was cooked.

Capt. Campbell. crop 40. the witness.

Did you pick up Mr G's instructions to Cap Campbell  
No I did I found them in the tent where the  
Capt had been sleeping.

Did you read them

No I did.

Do you remember what the word

that Capt Campbell was to proceed to Staten  
Island and bring the men away without any delay

that is as far as I can recollect



were the <sup>5</sup>  
 What, ~~con~~ditions were the ~~men~~ <sup>men</sup> ~~with~~ <sup>with</sup> Cap Campbell  
 left you in the ~~American Schooner~~ <sup>Black Hawk</sup> ~~made~~ with  
 the men when he left you in the ~~American Schooner~~  
 One that we were to wait for his return and not  
 leave the Island. ~~and we were to wait~~ that we  
 were to sail and all to rejoin the vessel on wages  
 on his return.

I know nothing about the first instruction received  
 from W H H Cap Campbell. I never saw them.

Did you eat any Seal pups before Cap Campbell  
 returned from the Falklands.

Yes on one occasion.

Was it of novation that made you do so

No it was not.

Did the crew of the other Schooners eat Seal pups  
 during the time they were with you  
 They did.

Did they do so in preference to any other meat  
 they could so because they were short of  
 any other kind of meat.

By the Court.

The Seal meat that we ate was given to us on board  
 and <sup>we</sup> liked it.

Capt Campbell states that the reason he asked the  
 last question was that he heard the men who had  
 been left on the first occasion preferred Seal Meat to  
 any other.

Q. continued. What was the matter with the larger



Boat left with you.

She had a hole in her side and several of her  
pieces were broken.

Was she in that State when Cap Campbell left  
Yes she was.

Do you remember how many bars we pulled off  
with to the Adeli Chase

Yes. Four.

Did you have any gear in the boat

Yes. I own not <sup>fish</sup> for two, but think ~~there~~ two chests and  
a bag.

Did you lay on bar in on account of them not being  
room for the gear.

I do not recollect, when the boat got alongside she  
was half full of water.

How was it the boat was lost

For attempting to go round to the seal hookery to get  
some pups. on our return she was lost, we had killed  
pups some of which we ~~ate~~ saved, ~~we~~ <sup>we</sup> killed  
them for the purpose of accumulating <sup>oil</sup> for their skins.

There was a heavy sea on which we could not pull  
against, & ran her on shore to save our lives. She  
was full of water.

How was the jolly boat lost.

She was moored at the stern of the wreck a heavy gale  
from the Southward swamped her, and she broke up, it  
happened after the Cap left in Adeli Chase.

Did it happen during the night or day

The gale came on at night, but the boat was lost in  
forenoon of the next day, about 10 o'clock.

How many pups did you eat?

About 40.



By R. Cook.

We had left Seal Meat for back to our bow when we left for St Johns. a few once a half another one.

By Capt Campbell

Was there any dried apples left when I came back from Stanley.

There were no apples. The men had no rice

I reported to the Captain <sup>before his leaving</sup> that if he ~~lost~~ left 10 men from behind there would not be sufficient provisions for four days. he said in that case he would take 5 and leave 5 if the Amove on Capt would take them

Mont Bernard

Remmond Amove on Amove

I shipped in Stanley, as Mate of the Black Hawk before going on a trading voyage. The men were going to Staten Island. into St John and then to back to our bow when we remained for day then returned to Stanley leaving 5 men behind for the purpose of killing seal from Stanley they went to Darwin from there to ~~the~~ women to Stanley and back to Darwin we left the Falklands <sup>agains</sup> for Staten Island on the 8<sup>th</sup> of February and arrived <sup>the back of</sup> there on the 10<sup>th</sup> that morning it blew to hard to go, at 4 pm the women went down at 5<sup>th</sup> <sup>wt.</sup> started to go in ~~at~~ and met the boat crew at the entrance with 4 men in the at 4 o'clock the anchor <sup>was at</sup> of the same boat and crew that boarded us were sent on shore to bring their <sup>things</sup> off. as the Capt. was anxious to get away as soon <sup>as</sup> possible. They got one boat load off. they could not get any <sup>more</sup> as it was getting dark. they hoisted up their boat, ~~the~~ the Capt. ordered the anchor to be let go the other anchor. and pay out



20 fathoms of chain on that. and 15 more on the Starboard  
 one, at about 12 past 10 o'clock a strong gale set in from  
 the Westward, blowing into the Starboard. They then gave  
 45 fathoms on the Starboard anchor and 60 on the Port. A  
 Squall struck the vessel and she started to drive she  
 stopped for about 3 minutes then she started to drive  
 again she struck on her keel the first time then she  
 went on broad side on to the beach, her chains did not  
 hold. They <sup>then</sup> made a breach clean over her and carried  
 the port boat away. 20 minutes after that the vessel was  
 full of water. the cabin was all broke, the men forward  
 saved everything, those in the cabin lost all. The only  
 provisions were a bag of flour & a bag of coffee & 60 lb  
 of beef. At about two hours after the vessel went on shore  
 they lowered the Starboard boat and <sup>left her</sup> ~~went on shore~~ the next  
 morning about 7 o'clock went on board & were the chosen  
 & the patient by a telescope, also the ship's log book. Nothing more  
 could have been done by the Capt and crew than was done to  
 save the ship. There was no blame attached to any one. The  
 next day we saved the sails and rope and continued to  
 do so all the time we were down there. The day after  
 the vessel was lost the Capt sent two men on the hill to  
 see if there was any vessel in Port St John, they returned the  
 same day and told the Capt there was a vessel there. The  
 Capt on the next day took two men and went over to Port  
 St John and returned on the 14<sup>th</sup> in a whale boat with the Capt  
 Campbell the two men who went over with him and three men  
 belonging to the American Schooner. The two men who  
 came in the boat were taken out of the boat and three others  
 put in. Capt Campbell took 24 fowling shot & bin in and  
 started back again for Port St John. Before starting he told  
 me that he was going to the Falklands to get a schooner to  
 take them away <sup>or help me</sup> to save all they could and <sup>was</sup> leave  
 that place & without orders from Mr Cobb or the Capt



16 While the provisions lasted  
 every day we were ~~there~~  
 to himself, he took care, at evening all we could from  
 the wreck. After the Capt had returned at 10 o'clock the  
 some night as there was too heavy a sea off Cape St John  
<sup>the next day</sup> it was blowing too hard for him to start the next day  
 The day after that he sent two <sup>men belonging to the American</sup> men over to St John, also  
 two of our own crew, to ask the Capt to bring the schooner  
 round Cape St John to back to harbor. The our own men  
 came back overland and brought a note and message to  
 Capt Campbell, <sup>saying</sup> that he would come round, the next day  
 we saw the schooner which drove to outside the harbor.  
 The Capt took a boat and six men, I took a boat with  
 four and went on board. The Capt and 5 men remained  
 on board, myself and the other four returned to the shore  
 before leaving the Capt gave us a bag of flour weighing  
 about 30 lbs. & 1/2 gallon of molasses & plugs of tobacco  
~~was only had on shore we only had the bag of flour which we~~  
 had saved from the wreck, 50 lbs of meal, 5 or 6 lbs of coffee  
 nothing more. The Capt told us before leaving that he  
 would not be away more than 8 days, we had enough  
 provisions left with us for 15 days, we had two 1/2 cations  
 meals twice a day, ~~but~~ During the time our provisions  
 lasted we did not leave the harbor. Our provisions  
 lasted 15 days. After our provision ran out we looked  
 about us for something to eat. We eat Kelp, Penguins, Amptels  
 and Seal pups. on the fourth day we went <sup>out</sup> in the boat to the  
 rookery for pups meat we got back quite safe with 14  
 pups. we did not work at the wreck at this time, we were  
 too weak to do so. I remember John on crew on saying  
 I do not remember how long it was after our provisions  
 had been eaten up, but I know it was on the 8<sup>th</sup>  
 of this month. ~~he~~ On the 6<sup>th</sup> he complained of going being hungry  
 not of any pains, only weakness, the day he was taken ill  
 he ate Kelp and some Amptels, it was his last meal, he  
 was very thin before he died, he was quite sensible



He did not complain of cold, he could speak up to  
 the last. There was no change at all with about his face  
 or eyes. I do not think he weighed more than 100 lbs at  
 the time of his death, when he was left behind <sup>by the Capt</sup> he weighed  
 about 160 lbs. During the two days he was ill he had no appetite  
 but always wanted to drink. we gave him coffee, he  
 did not suffer much. he tried to get up and fell dead.  
 All of us suffered from weakness, I did not suffer from  
 diarrhoea. After eating Kelp we all complained of great  
 pains all over ~~the~~ <sup>our</sup> bodies like cramps. and after limpets  
 he had his meals every day up to the day he was taken ill  
 the same as the other men, then it was tussac and wild celery  
 or the Island wheat we ate. ~~was~~ It was 60 days before we  
 were relieved and during that time we ate 46 sup. did not  
 take any while we had provisions. We once tried to get  
 away in our boat, it was no good, <sup>as</sup> it was storm and  
 leaky I tried to patch it up with canvas but could not  
 do so. we afterwards went to the rookery and had to leave  
 the boat as she became half full of water, we ran her  
 on the beach and she broke up we had no other boat.  
 we had a small boat which we used to go on board  
 the schooner in to save things, one day it broke a drift  
 and was ~~broken up~~ <sup>broken up</sup> on the beach was lost. I've times we  
 went on the hill now looking 1<sup>st</sup> of June to see if there was any  
 vessel there on the last time, the 16<sup>th</sup> of this month we saw one  
 at anchor. the next day we all walked over, we headed her  
 a blowing, but had to leave. we stopped on the beach all  
 that night, next morning started to walk along the beach  
 and came on the schooner boat hauled up. we launched  
 her and pulled off to the schooner found only the cook on  
 board Cap' Hansen and the crew had <sup>gone</sup> back to our  
 to look for us. The day before we tried to make a raft  
 the sea was too heavy and broke it up. An hour after they  
 got on board the Capt returned to the beach myself and



Two others pulled the boat on shore for  $1\frac{1}{2}$  a mile off. with a good deal of sea on. On leaving back at 10 o'clock we left two pup hanging up. we left all our clothes and bedding behind. During the time we were lying at back at 10 o'clock we had a good tent, 3000 lbs of sleep on ice and plenty of blankets, and a good cooking stove. I never suffered from cold during the time I was there. I did not hear the men complain of cold at any time. The day after we went on board we sailed for Fremley and arrived on the Friday 3 days after.

YD by. Cap Campbell.

Did you mend the chain to see if it was broken?  
No.

1. The bag of flour

Did you not go off in the boat with one to the Adeli Chase?  
Yes I did. I made a mistake before when I said I went off in another boat with four men

By Dr Cobb. What work was then to be done, besides bringing from the wreck like the stove, scuts, ropes and rigging.  
As the goods. Topmasts, jibboom, <sup>2</sup> masts, forms and gratings.

When not nearly all these things on shore before the Adeli Chase left. (weather)  
Yes. We could not work any day on account of the  
It took us 3 weeks after the schooner sailed to get all the above things on shore, every thing was saved that could be saved at <sup>that</sup> time.

Edmond Simpson



Julius Lundquist Account. 1800.

I am a Swede. I belonged to the Schooner  
Black Hawk & remember going <sup>back</sup> to Mentim Island  
to bring 5 men away who had been left there  
by Capt Campbell for the purpose of healing.  
I remember going into back harbor the boat and  
four men came on to anchor before we let go the anchor  
directly that was done these men went on shore for  
their things. they only got one boat to ride off, as it commenced  
to blow and got too dark, so they hoisted the boat up.  
It then commenced to blow we had to use out more  
~~chain~~ let go the port anchor and used out more chain  
on the Starboard and one after that she commenced to  
drag we gave her more chain, but she that brought  
her up for a short time then she started again and  
drove ashore, broad side on, she was breaking over  
her port side, the port boat was knocked away from  
the davits, we held on as well as we could, till it got  
a little better we <sup>then</sup> lowered our Starboard boat and went  
on shore, taking with us some blankets, ~~clothes~~.  
I don't remember anything more that night, we slept in  
the tent and the next morning <sup>went on board</sup> to try to get some provisions  
I used some I all had a bag of flour which was well, some  
coffee, <sup>and chronometry</sup> we got the beds and blankets out of the cabin, also  
clothes out of the forecabin. she was any then having gone  
down by the stern. The capt sent a man on the  
hill overlooking Port John to see if there was <sup>any</sup> a vessel  
there, he came back that same afternoon and stated that  
there was one at anchor. The next morning Cap Campbell  
and two men went over to Port John, and came back  
found Cape John in a whale boat. two days after being  
the two men who went over with him and 3 others who belonged  
to the Schooner, he then arrived for a few hours and  
then started on his way back to Port John, he returned



about 10 o'clock that same night we being able to get  
round the Cape. The next day <sup>it</sup> was too rough for  
the Capt to start. He therefore sends two of the our  
own crew with two belonging to the Acute these over  
to St Johns Harbour; ~~his~~ with a letter for the Captain  
<sup>our men</sup> ~~they~~ returned in the evening. The next morning the  
Schooner came round we all went on board.  
The 5 men who were to remain on the Golconda got some  
flour, Duplicates and tobacco from the schooner and  
returned to the shore. The schooner sailing with  
Capt Campbell and five of our men. We had  
~~at~~ in the tent. Some biscuit, flour, beans, coffee &  
pease barley, also some salt meat. The Steward told  
me that the Capt told him he would not be away  
more than 8 or 10 days, we had provision for 15 days  
they lasted 3 weeks, and that there was only a  
little coffee left. We then went round the beach  
and collected Lemmings. We had four guns two had  
in cartridges, the other two had powder and shot  
we killed a couple of Sheeps, three steamer ducks, a  
few Penguins, two strikers & Johnny Ducks. The first  
time we went to rookery we got 14 seal pups, 32 at  
other times. We walked over to the rookery for the last time  
we got. found it very dangerous in getting down the  
cliffs. I do not remember any orders being given  
to us by the Captain when he left, we worked at the  
wreck until our provisions failed us, we then  
had to support ourselves in the best way we could  
I remember John Amason dying. he was not  
sick before the day he took to his bed two days before  
he died, he had his meals every day before that time  
the last two days he ate nothing, he had coffee given him  
before he died he complained of pains all over him  
we all had a kind of soup made of Seeloy. Help



He

And that, the deceased ate more <sup>than</sup> the others  
 he was a larger eater, he ate more of the help which  
 he dipped in the lamp oil. After eating this he vomited  
 a good deal and laid up the next day, we all felt  
 weak in the loins, we thought it was in consequence of  
 eating help so we brooked off ~~eating~~ <sup>after he died</sup> eating any more,  
 we did not eat anything new. Anderson looked  
 thin in the face and about the hands before he died.  
 I cannot say that he seemed very much reduced in  
 his body, when he before he was taken ill he was the  
 strongest man amongst us. He was quite sensible, and  
 spoke to the last moment, I did not see him die, it was  
 in the evening I went into the tent to light the lamp then  
 I saw he was dead. He often during his sickness  
 spoke about bread, he was two days sick but only one  
 day really without food he had coffee up to the time of  
 his death. He died <sup>at 7.30 PM</sup> on a Friday and we buried him on  
 the following Monday, and on Saturday went ~~to~~ on the  
 sled and saw a schooner in Port John we walked over  
 and hailed the schooner, there was one man on board we  
 could not hear what he said, we tried to make a raft to  
 get off but failed, we slept on the beach that night, next  
 morning on going along the beach found the schooner  
 boat hauled up, we launched it and pulled off  
~~to the schooner~~. We found the Capt and men had gone over  
 to Back Harbour to look for us, about an hour  
 afterwards he returned to the beach and we named the  
 boat and pulled off for him, there was a little wind  
 but no sea, the next day we sailed for Stanley  
 Cap Campbell. There were any peas in the tent.

I do not remember.

The next

Julius Lundquist



→ Saturday, April 20 1881.

Inquiry resumed.

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Headwick S. Post Esq. - Toronto.

I am Manager for the G. J. Company owners of the Black Hawk. Her last cruise was a sealing cruise. There was an agreement between myself, Capt. Campbell and the crew, to seal on shares. There was no time mentioned when the cruise was to terminate. It was understood between Capt. Campbell and myself that he should be back by the end of November. I afterwards wrote to him that he might remain out a little longer but the schooner would be wanted ~~to~~ to go over to Lander Point in January. I aft. Capt. Campbell returned early in January, he reported that he had left provisions still sealing on Staten Island, ~~very much~~ he said they had a months provisions. I think he returned to Staten in the beginning of February. I gave him <sup>instructions</sup> ~~orders~~ to return to the port of Staten and return directly he got the men on board. I saw nothing more of him until he returned ~~to the~~ ~~at the~~ ~~at the~~ in <sup>21<sup>st</sup> of Feb</sup> ~~at~~ ~~at~~ ~~at~~ and reported the loss of the schooner, <sup>and that he had left 5-6 men behind</sup> ~~on the 21<sup>st</sup> of February~~ with a months provisions. On the 22<sup>nd</sup> I sent word into Stanley to tell Mr. Longdon the Company's Clerk to advertise for tenders for wrecking the Black Hawk. ~~copy of the~~ original put in dated 23<sup>rd</sup> the tenders to be sent in by noon of the 25<sup>th</sup>. I returned on that day and found no tenders had been sent in. On Monday the 28<sup>th</sup> I advertised the wreck for sale on the following day. On the 1<sup>st</sup> of March I went to Dawson for a few days



Receiving instructions with Mr Loring, down to encampment  
to arrange a Charter with the Cap of the Galleon on certain  
terms, on the 5<sup>th</sup> I received a letter from Mr Loring down which  
I was at Dawson telling me he had not been able  
to make an arrangement, on the 7<sup>th</sup> I returned from  
Dawson to at four in the evening. on the 8<sup>th</sup> P. M. of the 9<sup>th</sup> I cannot  
say which I was engaged with the Cap. Campbell to engage  
the Galleon <sup>for the purpose of going to open the bay, back of the bay and what it is called</sup> at the rate of \$1. per day for the use of the vessel  
the company furnishing provisions and paying wages.  
On the 9<sup>th</sup> I found a requisition for stores for the Galleon from  
H. at day to the 14<sup>th</sup> I tried each day to get them away, on  
the 13 I remember seeing Cap. Campbell twice once telling  
me the case was becoming urgent. I

I certainly was believe the Galleon would get down there  
in 8. or 10 <sup>at the outside</sup> days, there had been no other offer, there was  
no other schooner in St. Emley that I could charter at that  
time, I never had an offer from Capt. Howland. Two  
by the day she was off Staten to day. Capt. Campbell  
reported the force cut <sup>sh. at day</sup> between the 9<sup>th</sup> & 11<sup>th</sup> I  
told him to go to the top when the seals were kept and  
pick out what was necessary, a seal was taken for  
use to be used in case the force cut gave way.

I think Capt. Campbell asked me when at Dawson to  
send one of the Comp. men up to Staten alone, I  
stated they were engaged still more so as they had to  
do the black & cut the woods, had I thought there was the  
slightest danger to the men left at Staten, if I had <sup>should</sup>  
certainly <sup>have</sup> sent one of the schooner at once, the object  
I had was to get a schooner down within a month, I had  
even if the provisions ran out I believe there were plenty  
of birds. If the Galleon had succeeded in reaching the G. land  
on the day she it stated by the Log that she was off then it  
would have been the 29<sup>th</sup> day after the men had been left.  
She returned to St. Emley on the 5<sup>th</sup> of April Capt. Campbell



P

Reported to me between 7 & 8 o'clock that he had not been able to get to Staten Island, he said he had been washed overboard, that the pump choked, that he found the vessel unseaworthy, and that he had noticed she was in such a state when he left. From logs, he said they had experienced about the heaviest gale he had ever been in. and that if she had not been a most exhausted in any good or a boat she must have gone down. That same evening I went to see Mr Dean and asked him if I could not have one of his schooners the Detra or Jean Rosmond as soon as one of them arrived, they were not in the harbor. then at that time there was no vessel in the harbor, the next evening the Allen Gardner arrived, the next morning the 8<sup>th</sup> the Detra, and the 9<sup>th</sup> the Jean Rosmond <sup>the same morning</sup> arrived. I again saw Mr Dean and renewed my applications, and sent Capt Campbell to ask the Bishop if he could let the Allen Gardner go, and if not to see Capt Hansen and tell him I wished to charter the Jean to go to Staten Island, I saw him that afternoon he said he would go if no other would but he would rather not. I was informed that the Allen Gardner's engagements would not allow her to go. On that day the Jean was engaged discharging her cargo. Mr. H. G. wrote a letter to Mr Dean and I saw, which he submitted to say that on both my previous applications Mr Dean declined to let his schooner go as they were engaged. In answer to my third Mr Dean again declined to send one as they were both chartered. On the same morning I received a letter from Capt Hansen offering to go to Staten for the sum £100. and 1/2 of the seal skins if I try. I saw him at once and accepted his terms, with the condition that he was to bring me any thing that he could do or without any unreasonable delay. I requested him to leave Stanley that afternoon. He left the next morning.



Was returned on the 22<sup>nd</sup> having been away 12<sup>th</sup> days  
Mr. Tolson Capt Campbell he ought to go with him to show  
Capt. Hansen the way to back to town. He reported to me  
that ~~he~~ <sup>that evening</sup> he had been on board the schooner, and that  
Capt Hansen said he did not want him. The schooner  
Yoon returned on the 22<sup>nd</sup>, bringing four men, the schooner  
Patent Log, Telescope, Clock and a pair of broken binoculars.

I heard on the return of the boat from board of the schooner  
that the 5<sup>th</sup> man had died on the Island. About an  
hour afterwards I went to see the Governor - and asked him  
who told me that he had ordered an inquiry into the loss  
of the vessel and the circumstances attending it. I said  
I had anticipated what I had come about.

I forgot to mention in my evidence that the Tiller having  
returned from a long cruise in about the Magellan Straits  
and I believe Cape Horn. There was one additional reason  
why I thought her dead so they.

The reason I did not apply for the Fair Provisions was  
that she had just arrived from England with a cargo and  
Tees which she had to discharge and then ballast  
which would be a great loss of time therefore the Tiller  
was the only available vessel.

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Adm. J. J. J.

of Charles Hansen soon.

I am Master and owner of the schooner Yoon  
about the 9<sup>th</sup> of April. Mr. J. J. J. ordered me to go to Staten  
Island to the men who had been left there after the  
wreck of the Black Hawk for £100. and 1/3 of the real  
things if they had any, that I was to bring away anything  
I could without any unnecessary delay. I left the  
next morning and went into Sparrow Cove and took in  
ballast. and left <sup>next morning</sup> morning arriving in St. Johns Harbour  
Staten Island between one and two o'clock on the following



At Anoracy. I shipped further in afterwards on account  
 of the depth of water. I was obliged to keep the men on board  
 to help to put the schooner in a safe anchorage. I sent  
 the Cook with a <sup>bag</sup> basket of provisions over the Mountain to  
 Back Harbour. About an hour and a half <sup>after he had left</sup> or two hours,  
 I saw him 1/2 way up amongst the bushes, so I hoisted  
 a flag for him to come back again, it was too late in  
 the day for him to over alone. The next morning I  
 went over with three men taking provisions with us, when  
 we arrived <sup>I</sup> found no one there, the or any boat. We had  
 something to eat then walked over toward Cape St John  
 thinking the men might have gone round to the westward  
 to get some seal. I got into a kind of footpath that had  
 been cut, it led up the Mountain to a clear place. Camp  
 it came on to rain & a fog set in which obliged us to  
 return to Back Harbour. I knew the men had not left  
 long because the stone was hot. We slept in the tent that  
 night and returned to the schooner the next morning  
 and found the men on board. Three of them came in  
 shore in the boat for us. They looked very bad when I  
 first saw them, they looked more like dead men than  
 live.

Men not yet lived after ~~arrived~~ walking over the  
 Mountain

JANE CAMERON NATIONAL ARCHIVES  
 H36 - BLACK HAWK

& I indeed I was.

They had been on board some time & had a good feed  
 before I saw them.

While at Back Harbour, I saw a part of two seal pups  
 and the skin from paws and skull of a dog large dog.  
 There was a little coffee in the cook house which we  
 had at eleven o'clock at night. I did not find any other  
 provisions. On the Tuesday afternoon we sailed for Stanley  
 as I was afraid the men might get sick from eating too much  
 they did not get sick, some complained of pains in their legs



and stomach, which might have been caused by  
eating too much, we arrived in Stanley on Friday  
the 22 of April. The men improved wonderfully quick  
down of the four days they were on board.

Mr. M. were you out one of the boxes of the Pills  
Yes for three years, 1856. by J. B. P. she was as fine  
as about as I was ever in. <sup>As compared with the other extremes of industry as average</sup> ~~I made~~ food ~~was~~ <sup>was</sup> ~~as~~  
her as other ~~at~~ ~~men~~.

by the Coast I once on the coast of Patagonia located <sup>her</sup> down,  
to within 4" of her deck she behaved beautifully in a  
gale of wind.

To him what I have heard of her I would have not go  
<sup>to sea</sup>  
~~outside the borders~~ ~~in~~ ~~her~~.

I saw a new made grave at sea on the list at back station  
with two crosses, I first thought there were two graves on that  
a cch. On my going on to see they men told me that one had  
died. I do not remember his name.

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Charles Hansen

J. S. Hamilton Surgeon.

I am the Surgeon. I have read the evidence relating  
to the death of John Anderson. As to the exact cause of  
death it would be impossible to positively, but if I  
might offer an opinion from the evidence I have heard  
it is my firm belief that death did not occur  
from starvation, for the following reasons, in the first  
instance I believe there was a sufficiency of American duck  
scall puffs, wild celery and limpets, wholesome food  
they would have been too short soon if there had failed  
to even cause starvation, a man can exist from  
8 to 10 <sup>days</sup> without any food except there was some latent disease  
which might be developed for the want of it, this man lived  
for a day to the day he took ill which would be



Gentle sufficient to sustain life for longer than  
 the two days that he was ill, <sup>before death took place</sup> & may also state  
 from the evidence that I have heard that the  
 men ~~were~~ did not suffer from that degree of  
 emaciation that would necessarily follow from  
 starvation. It is a well known fact that before  
 death ensues from starvation a body becomes  
 much emaciated as it is actually feeding on  
 itself.

The men that I have seen had no appearance  
 of having suffered from starvation. further I  
 think the system could not re-empower itself in  
<sup>short as short a time</sup>  
~~the time as he was ill~~

Wm. Brewster  
 Colonial Surgeon

JANE CAMERON NATIONAL ARCHIVES  
 H36 - BLACK HAWK



Police Office. Friday May 6<sup>th</sup> 1881.

The Court of Inquiry Met again for the purpose of making public the finding on the evidence taken, and returning Captain Campbell's certificate.

Mr Collins on the part of the Board of Trade applied for the actual costs attending the Inquiry.

The Court are of opinion that the Inquiry was not held at the request of Mr Cobb, ~~but~~ <sup>but</sup> on behalf of the Board of Trade.

The costs must be defrayed by the Board.



15899

We the undersigned being part of the crew of the Falkland Island company's schooner "Black Hawk" do hereby certify:-

That at 11 p.m. on the night of the 10<sup>th</sup> February last, the Schooner dragged both anchors and went ashore at Back Harbour Staten Is.  
That everything possible having been done by the Captain to save the vessel, and finding it impossible to do so, he gave orders to lower the boat, and for the crew, numbering ten hands besides himself, to save the selves if they could; we lowered the boat and all hands succeeded in getting safe ashore the Captain being the last to leave the vessel.

That we saved nothing except 1 bag of flour which was wet with the seas that were breaking over the vessel, and about 50 lbs of Corned beef and a little coffee also a few blankets.

That on the 11<sup>th</sup> the Captain sent one of the men over to St. John's harbour to see if there was a vessel there, he came back and reported that there was a schooner at anchor in the harbour the Captain, Steward, and John Anderson, seaman walked over on the following day, the 12<sup>th</sup>, and found her to be the "Adelia Chace" of New Bedford. J. Church Master, who weighed anchor and



...round to Back Harbour on the 18<sup>th</sup> to  
take our Captain and five of the men to the  
Falklands.

That our Captain asked five of the crew to  
remain by the wreck for a few days, until  
he arrived at the Falklands when he would  
despatch a vessel for them.

That we the undersigned, and also John  
Anderson seaman now deceased, agreed  
to remain, as the Captain wished it; he  
being aware at the time he left us that  
we had provisions sufficient only for four-  
teen days.

That our provisions were all eaten up at  
the end of eighteen days and no vessel  
had arrived for us.

That we suffered severely from hunger having  
to go sometimes for three & four days without  
anything to eat except wild celery and a  
few Limpets that we were able to gather  
at very low tides on the beach, the boat  
which was left us being broken and in  
every way unseaworthy as the Captain  
knew when he left, and that while at-  
tempting to go out of the harbour in her  
to try and get something to eat we narrowly  
escaped with our lives and the boat was  
smashed to pieces.

That on the 7<sup>th</sup> inst. the seaman John  
Anderson complained of hunger; weakness



in the legs and gnawing pains in his lower  
 sh. and on the evening of the 8th he died.  
 And we believe that nothing but hunger  
 was the cause of his death.

That on the 16<sup>th</sup> one of the men went up to  
 the hill overlooking St. John's Harbour and  
 saw a schooner come to anchor there, On  
 the morning of the 17<sup>th</sup> we managed all  
 of us to get over to St. John's Harbour and  
 hailed the vessel, we saw only one man  
 on board who answered that he could not  
 come for us, as he had no boat, he also  
 told us that the boat was ashore on the  
 beach further up the bay but we  
 could not hear him on account  
 the wind, we tried to make a raft  
 to get off on, but were obliged to give  
 up the attempt.

We remained all that day and night with  
 out eating any thing, and in the morning  
 in trying to get around the beach so as  
 be closer to the schooner we came up with  
 the boat on the beach and went on board.  
 We found only the Steward who immediately  
 prepared us food and coffee and made  
 us as comfortable as he could, from him  
 we learnt that the Captain <sup>and his men</sup> had gone  
 to Back Harbour to try and find us  
 and that he was very anxious about us.



our safety, he had taken provisions with  
him for us, but that we must have  
missed him on the road on account  
of the foggy weather. The schooner is  
the Foam of Stanley Captain Hansen  
to whom we are truly grateful for  
his humanity, ~~good~~ and kindness to us,  
for had he not arrived as opportunely  
as he did we could not have lived  
much longer, we were so weak and  
exhausted when we got on board the  
vessel that we could scarcely get over  
the side.

St John's Harbour, Statue Island,  
April 18<sup>th</sup> 1881.

Emond Jimmy Mate  
Wm Bernard Steward  
Gustav Rock Seaman  
Johannes Lundqvist Seaman

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK



Schooner Phily

Stanley March 14<sup>th</sup>, 1881

Bound to Staten Island for the Purpose of Bringing  
the crew and Part of the Wreck of the Black Hawk

Monday 14<sup>th</sup> got underway at 11 am Wind West Course  
to In Port William

Tuesday 15<sup>th</sup> at 8 am Breeze Sprung from N W got  
underweigh Standing to the S W got off Shag rocks at 8 pm  
blew very hard hove too head to the Northward Sails giving out

Wednesday 16<sup>th</sup> Wind W S W Blowing Very hard repaired  
fore and mainsails Lat  $52^{\circ} - 00'$  Long  $59^{\circ} - 40'$  at pm Wind  
blew round from the East and later to the North  
Steered for Beauchene Island

Thursday 17<sup>th</sup> Wind N Beauchene In Sight at 9 am  
Passed at 11 am and took our Departure for Staten Island  
Buckley the representative owner Insisted on me to put  
Back as he did not think she was fit to Proceed Told  
him that he should have made mention of that before  
we left Stanley and as one third of the Distance was  
done now and fair Wind I could not think of Putting Back  
Without I could see It was utterly Impossible to Proceed

Friday 18<sup>th</sup> fresh Breeze N N W Lat  $53^{\circ} - 39'$   
Long  $60^{\circ} - 33'$  at pm had to take in sail to ease her  
running as her leaking was gaining on the pumps at  
midnight hove too

Saturday 19<sup>th</sup> Strong North wind and very thick  
could see no Distance and to run for Staten Island  
would be unsafe as we had nothing to get of A lee shore  
with and her Drift was two to four Miles per hour when  
blowing hard Lat  $53^{\circ} - 41'$  Long  $62^{\circ} - 30'$



at Midnight Wind hauled from the Southward to  
on the Port tack to the Westward

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Sunday 20<sup>th</sup> Calm, about 10 am Breeze sprung  
up from the North Lat  $54^{\circ}-35'$  Long  $62^{\circ}-58'$  amongst  
heavy tide rips Pump choked Baling out with plank  
and Bucket Wind came out S W at 10 pm and increa-  
sed to a Perfect gale Crew Employed making a haul  
to heave too with as the main and foresails were perfectly  
useless

Monday 21<sup>st</sup> heavy gale of wind and tremendous sea  
at Day light Put a Drag to the Harboured Cable  
to kee her from laying in the trough of the sea  
Lat  $54^{\circ}00'$  Long  $62^{\circ}00'$  at 4 pm gale was over  
light South wind followed blood to the Westward

Tuesday 22<sup>nd</sup> light Wind from N W at Noon came  
on to Blow very hard Chased to S W at 4 pm  
Lat  $54^{\circ}00'$  Long  $61^{\circ}-40'$  Pump choked and  
Baling out

Wednesday 23<sup>rd</sup> Wind N W thick weather amongst  
heavy tide rips all the day Vessel labouring hard Wind  
hauled from West Conclude to give up the trip Baddy  
signing a forfeiture of all claims of the Schooner here  
stowed North for the Falkland Islands at  $54^{\circ}-40'$   
Long  $62^{\circ}-00'$

Thursday 24<sup>th</sup> Lat  $54^{\circ}-05'$  Long  $61^{\circ}-41'$  Perfect  
gale at 4 pm from N W hove too on the Port tack  
Pump choked Baling out for  $3\frac{1}{2}$  hours leak gaining  
on us wore round on the Starboard and hove the  
leak out of water Baled out Dry in  $\frac{3}{4}$  of an hour



Tuesday 25<sup>th</sup> Blowing full from SW Lat 54° 00' Long 60° 30' W

Saturday 26<sup>th</sup> Wind SW sighted West Falkland at noon got off Cape Meredith at 10 pm Wind hauling S S E stood to the Westward

Sunday 27<sup>th</sup> Wind S S E Came too In Rodney Cove at 8 am unbutton the mainsail and got ready for repairing

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Monday 28<sup>th</sup> Repairing the mainsail

Tuesday 29<sup>th</sup> Ditto

Wednesday 30<sup>th</sup> finished mainsail and other sails

Thursday 31<sup>st</sup> Wind West got underway at 9 am Came too In Fox Bay under West head 8 pm

Friday April 1<sup>st</sup> Calm until 3 pm Breeze sprung up from NW got underway at 3.30 pm got to the Westward of Calista Island Calm let go the anchor in 18 fathoms of water at midnight came on to blow very hard from the South and very dark hung on until Day light

Saturday 2<sup>nd</sup> got up anchor at 9 am Wind W came too In Bull road at 8 pm

Sunday 3<sup>rd</sup> got underway at 7 am Wind NW Came too outside of Bleaker Island at 5 pm Wind N N W

Monday 4<sup>th</sup> Wind N E Blowing fresh let go the second anchor



Tuesday 5<sup>th</sup> light Westerly Wind got under  
at 9 am at 1 pm Wind Backing to the N sighted  
Cape Pembroke light at 9 pm at Midnight  
Wind Backed to the Eastward

Wednesday 6<sup>th</sup> Wind East Stood In Shore  
fetched the land 4 Miles to Westward of Harrier  
Point at 3 pm Wind Backed to S S E Arrive  
D. In Stanley at 7-30 pm furled all Sail  
and Came on Shore  
John Campbell  
Master

The above was read over to James McBride  
one of the crew of the Felis who declared the  
same to be true  
James McBride

The above was read over to William  
Williams one of the crew of the Felis who  
declared the same to be true  
Wm Williams



158 a k

March 23<sup>rd</sup> 1881

Pat 54 340

Long 62 00

This is to certify that Dennis Buckley representing the owner of the Schooner Philis forfeits all claim for the hire of the said vessel on conditions of returning to Stanley at once

Dennis Buckley

Witness James McBride

Witness Wm. Williams

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK



Takland Islands Co.  
 Stanley, 29<sup>th</sup> April,  
 1881.

JANE CAMERON NATIONAL ARCHIVES  
 H36 - BLACK HAWK

Sir,

I have the honour to  
 enclose herewith the certificate  
 of Registry of this Company's  
 schooner Black Hawk, which  
 was lost on Staten Island on  
 the 10<sup>th</sup> of February last.

I have the honour to be,

Sir,

Your obedient servant,

Wm. E. Fox.

Manager.

J. W. Collins Esq.

Acting Colonial Secretary.



Stanley 2<sup>nd</sup> May 1881

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

Sir

We have the honour to inclose for the information of the Governor the evidence taken by us at an inquiry held at His Excellency's request into the Circumstances attending the loss of the Schooner Black Hawk at Back Harbour Staten Island on the night of the 10<sup>th</sup> February last and subsequent loss of life together with our Report thereon

The Court is of opinion with regard to the loss of the Schooner Black Hawk that there was no blame to be attached to the Master Captain Campbell that he used all in his power to save the vessel from going on shore

But they think that he showed great error of judgement in leaving part of the Crew behind as the Court thinks that a little pressure or perhaps the offer of a few more Sheep might have induced the Captain of the

J. N. Collins Esq. Adels Chair to land all the Crew  
Act<sup>g</sup> Colonial Secy in the Falklands



The Court is also of opinion that on arrival at Darwin Captain Campbell mislead Mr. Cobb as to the quantity of provisions left with the men on Staten Island leading him to suppose that they had sufficient for thirty days which led to the delay in sending for them.

The Court also thinks that Mr. Cobb is not free from blame in having allowed his anxiety to serve his employers to interfere with his sending one of the two Schooners at his disposal to the rescue of the men and that the vessel which he at last sent turned out to be utterly unseaworthy and had to return to Stanley, thereby causing a further delay. After hearing the evidence of the survivors and that of Dr. Hamilton who had an opportunity of questioning the survivors, we are of opinion that John Anderson did not die of starvation.

JANE CAMERON NATIONAL ARCHIVES  
H36 - BLACK HAWK

We have the honour to be  
Sir,

your obedient Servants  
W. H. B. M. M. M. M. M.  
Police Magistrate

McLachlan J.P.

28 St. Hill St. Melbourne  
Magistrate's Office.