Entry or Note of a Protest of a Ship—

On this day Saturday the Seventh day of March in the year of our Lord One Thousand Eight Hundred and Forty Six personally appeared and presents himself at the Government Office "Stanley" Port William, in the British Settlement of the Falkland Islands and their Dependencies Luther B. Johnson Master of the Schooner "Alonzo" which Sailed on a Voyage from Shallops Harbour New Island on the West side. on the 19th February last — for Falkland for the South Shetland Islands. And arrived at Stanley Harbour Port William East Falkland on the Sixth day of March at Seven O'C P. M. in ballast. to take refuge being in distress — And the Said Master hereby gives notice of his intention of protesting and Causes this Note or Minute of all and Singular the premises to be entered in this Register —

Luther B. Johnson
Master of the Schooner "Alonzo"

W. Moody Governor

Entered. — Wm. Moore, Clk

By the Public Instrument or Protest
hereinafter Contained. Be it Known
and made manifest unto all People
That on the Seventh day of March in
the year of our Lord one thousand Eight
Hundred and Forty Six personally came
and appeared before Richard Clement
Moody Esquire Captain in Her Britannic
Majestys Corps of Royal Engineers and
Her Majestys Governor and Commander 3
in Chief of Her Settlements in the Falkland
Islands and their dependancies Luther
B. Johnson Master of the Schooner
"Alonzo" of Stonington in the State
of Connecticut United States of America
Thomas Black the Mate of said Schooner
~~Samuel Smith one~~ ~~mate~~ and James
Kiernan one of the Crew of said Schooner
who did jointly and Severally duly
and Solemnly declare and State as
follows that is to say That these Appeares
and the Crew of the said Vessel Set Sail 4
in her from Shallop Cove New
Island on the West side of West Falkland
on the Nineteenth day of February
one Thousand Eight Hundred and Forty Six
bound

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Vessel set Sail
Cove New
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bound

bound on a Voyage from thence to the South Shetland Islands for Elephant Blubber and Seal Skins the Vessel not being then light Staunch or Strong but well manned, but very imperfectly Victualled and in the opinion of these Appearers in no respect fit to perform her said intended Voyage - But notwithstanding these Appearers did proceed on their intended Voyage with fine weather and Variable Winds and have been now out from New Island fifteen days These appearers were proceeding on their Voyage with Variable weather until Wednesday the 25th of February last when it commenced with Strong Gales and rain from the North and N. N. West and a heavy Sea. The Schooner "Catherine" in Company at 12 at Noon Latitude by Dead Reckoning 59:00 South at 6 p. m the Wind Shifted round to the Southward Double Reefed the mainsail and took the Bonnet off the Jib and Close reefed the foresail and wore Ship to the Westward at 8 p. m it blew a heavy Gale from the Southward and thick Weather lost sight of the Catherine about 5 p. m ends with a very heavy Gale from the South the water Coming in all parts of the Stern of the Schooner and she laboured

overmen. — Down Hour, Now

very hard - The Schooner Catharine lying to
in a very heavy gale in the Latitude of
59. South about 58. 40 West Thursday
the 26th February Began with a very heavy
gale from the Southward and a terrible
Combing Sea the Schooner laboring very
8 hard at 2 oC. A.M. the foresail blew to
pieces. at the same time a Sea struck
the Schooner and stove the Bulwarks
in forward and stove the weather boat
Called all hands to take in the remains
of the foresail and set the peak of the
mainsail. the Schooner laboring very
hard in the trough of the Sea
stove in the Stern dead lights. all
9 hands now employed shifting the ballast
from Aft forward to lighten her aft
all we could for every Sea that
struck her Stern made it Crack and
Snap as if it was coming to pieces
blew the flying jib to pieces on the boom
it was a dreadful sight to observe the
force of the wind the Sea running
Mountains high and Combing and
to observe the old Schooner how she
10 labored to get over the tops of the Seas
about 10 A.M. the gale began to moderate
a little at 5. P.M got the old boom
foresail up and repaired it as well as
we

we could
Canvas ou
hoisting it
Cringle,
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11 to go any
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up to the
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several

we could with twine, for we had no
Canvas on board, bent it, and in
hoisting it up Carried away the head
Cringle, Stuck another one and set it
it being now a moderate breeze from
South west the officers and Crew refused
to go any further to the Southward
in her, they wanted to return back
to the Falklands as quick as possible
while it was moderate weather. for they
had no idea that the Schooner could
stand such another Gale and this
Appears in accordance with their
wishes bore away for the Falklands
at 5. p. m. Steering North. West.
on Friday the Twenty Seventh of February
it Commenced Moderate from the South
12 West at 2. a. m the leach rope of
the foresail parted close to the upper
part of the close reef and split acop
three cloths of the foresail we had nothing
to repair the damaged Sails but twine and
no others to set. about 3. a. m parted
the leach rope of the main sail close
up to the head of it, and now we
had no sail on board that we could
13 set but the jib, and we can under
that

that until we repaired the Main
Sail and Foresail as well as we
Could. at 7 a.m. Set the Fore Sail
and at 8. a.m Set the Main Sail
we have not got a Sail on board
that we can trust to with a six
Knot breze on a wind, but the
Mensail and Jib middle and latter
14 part fine rain with thick fog from
the West South West. Steering N. W.
on Saturday the 28th February it
Commenced Just part with fresh
brezes from the W. S. W. and hazy
weather Steering N. W by W. at 1st
a.m the wind hauled to the South=
=ward took in the Foresail and Set
the Square Sail at Noon the wind
hauled to the westward took in the
Square Sail and Set the Foresail & Jib
15 wind Variable on Sunday the first
of March begins with Moderate winds
and Variable weather Steering to the
North and Westward at 10 a.m. Spoke
the Ship Mount Vernon of New Bedford
Captain Cowell 27 Months out with
2,700 barrels of Whale oil bound into
port for wood and water and then
home the wind hauled round to the
N. W. with fine rain tacked Ship

to

to the Wes
South. pass
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5. p.m. th
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S. S. W. St
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18 Gales and a
Steering N.
Steering N.
and a heav
Tuesday the
Gales from
with frequen
Schooner m
& water. La
19 South pass

advanced

to the Westward heading up West by
South. parted the main peak halliards
and the end of the Gaff went thro'
the Mainsail. Spliced the halliards and
repaired the Mainsail and set it at
5. p. m. the Wind hauled round to the
S. W. the main throat halliards stranded
in several places, rove others. latter
part of this day Strong Gales from the
S. S. W. Steering N. W. by. W. Monday
the second March began with Strong
17 Gales from the S. S. W Steering N. W.
by W at 2 a. m took in the Foresail
it was blowing hard in Squalls —
running under a two reefed Mainsail
and Jib at 5. a. m Kept her off. N. N.
West before the Sea for it was —
Combing very bad at Noon Latitude by
observation 54. 9. South at 1 P. M. More
moderate hauled up west N. W. Strong
18 Gales and a heavy Sea, Saw a Sail
Steering N. E. at 7 p. m Set the Foresail
Steering N. W by. W. ends Strong Winds
and a heavy Sea from the S. W. on
Tuesday the 3d March first part Strong
Gales from the W. S. W and a heavy Sea
with frequent Squalls of fine rain the
Schooner makes a Considerable quantity
of Water. Latitude by observation 52.50
19 South parted the head earing of the
Main

Main Sail and Carried away the
Saddle of the Main boom, and
parted the main peak halliards and
the main boom of topsin lift - lowered
away the fore sail and repaired it with
twine and set it. at 3. p. m. saw
the land off our Larboard bow
distance 25. Miles West by North
at 6 p. m. Came to Anchor in
Shallop Cove. Porpoise Point. East
Falkland in 3 fathoms Water ends
Strong Gales from the Westward. on
Wednesday the 4th March it Commenced
with Strong Gales from the Westward
at 5 A. M. More Moderate. got under
way and at 3. p. M. Came to Anchor
inside of the Volunteer Islands in 4 1/2
fathom water, went on Shore and
Shot 13 Geese. ends Strong Gales and
Squally from W. S. W. on Thursday
the 5th March first part Strong Gales
and Squalls from W. S. W. at 8 A. M
Sent one boat on Shore to Shoot some
Geese and get some wood at 2 P. M.
the boat returned with 9 Geese and some
wood, ends Strong Gales and frequent
Squalls from S. W. on Friday the 6th
March first part Strong Gales and
Squalls from the S. W. at 6. A. M more

more moderate got under way for Port
22 Pleasant wind moderate from S. W
anchored in Stanley harbour Port
William at 7 o'Clock P. M were near
getting a shot into us for not hoisting
our Colors on Coming into harbour
we had not one on board borrowed
one from shore after some delay
next day hoisted it. were not
allowed to land that night — on
Saturday the 7th March went to Govt
Office and stated our Circumstances
23 and declared their intention of Noting
a Protest. And there appears further
declare that on the 9th day of March
1846. they applied and appeared at the
Office of the said Governor Stanley
and caused their Protest to be duly
noted. And there Appears do protest
and I the said Governor do also protest
against the aforesaid bad weather
Gales, Storms. accidents and occurrences.
These appears refuse to go again to
24 Sea in said Schooner Always Considering
her not Sea worthy and demand a
Survey to be held on her in this port.

away the
, and
holland and
his left - lowered
repaired it with
3. P. M. saw
and bore
est by North
Anchor in
Point. East
Water ends
Westward. on
it Commenced
the Westward
te. got under
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on Thursday
strong Gales
W. at 8 a. m
to shoot some
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g Seas and some
ales and frequent
Friday the 6th
Gales and
at 6. A. M more

We Luther. B. Johnson Thomas Black, ~~Chief Clerk~~. and James Kiernan do Solemnly and Sincerely declare that the foregoing Statement is Correct and Contains a true account of the facts and Circumstances, and we make this Solemn declaration, Conscientiously believing the Same to be true, and by Virtue of the provisions of an act made and passed in the 28 Sixth year of the Reign of his late Majesty King William the Fourth.

Luther B Johnson

Thos Black

James Kiernan

Thus declared and Protested in due form of Law at the office of me the said Governor Stanley Port William East Falkland Island the day and year first before written —

J M Moody

Governor

26

Protest

of the Master and
part of the Crew of
the Schooner "Alonzo."

26 Folios

292

United States of America.
District and Port of Newport
Collectors Office, Sept. 9. 1845.

This may certify that Captain William H. Smyley of this port, deposited in this Office the Register of the Schooner Alonzo of Stonington, in the State of Connecticut. and at the time of his depositing the said Register the said Vessel was at Rio Negro, Coast of Patagonia, without the limits of the United States of America.

That the said Register was forward to the City of Washington, with other papers. to obtain the instructions of the Secretary of the Treasury thereon, in regard to granting to said Smyley a new Register for said Schooner. the said Smyley claiming to be the sole owner of said Vessel.

That no instructions have been received by me from the Department. and the Register has not been Returned to this Office. and said Smyley now being Ready to sail from this Port for the Coast of Patagonia to commence his voyage in said Schooner Alonzo this certificate is given him at his request.

Given under my hand and Seal of Office at the Port of Newport, this Ninth day of September, in the year of our Lord one thousand Eight hundred and forty five. and of Independence the Seventieth. — Edwin Wilbur, Coll

United States of America

State of Rhode Island and Providence Plantations.

Newport Sc.

I hereby Certify, that Edwin Wilbur is now the Collector of this Port, and, that the signature herein, is his, and known to me to be genuine, and also that his Seal is the Seal of his Office, and that the whole instrument is genuine, and entitled to full confidence.

In Testimony Whereof I have hereunto set my hand and Notarial Seal at Newport aforesaid this Eleventh day of August in the year of Our Lord One Thousand, Eight Hundred & forty five

Benj. Munford
Pub. Noty

Stanley 16th March 1846—

We hereby agree to put a new Rudder Case on the Schooner Alonzo - to close up the Stern windows — to Calk and pay her Stern - to lay her all round and Caulk where necessary to put a new Saddle to the main mast to refasten the Jaws of the main Boom to put up a new Runnacle - to put new Horn cleets to Masts - and to do such general work as will make her tight Staunch & Sea worthy for the Sum of Forty Pounds Sterling being equivalent to 185 Dollars to be complete in three weeks from this day or we agree to forfeit the Sum of Ten pounds: the Forty

Pounds to be paid in three
Months from this date —

James Colquhoun

Thos Silly

Contract for
Repairs to the
Schooner "Alonzo"

Encl. 1 to No. June 1846.

Stanley
4th April 1846.

We whose names are subscribed hereto, hereby Certify, that we have this day Carefully, gone over and examined the Schooner "Alonzo," and find, that the Repairs Contracted for in the Estimate of the 16th of March last, have been duly executed, in a proper and workmanlike manner and that said Repairs have rendered said Schooner tight Staunch and Sufficiently Seaworthy for any trips she may have occasion to take round the Falkland Islands.

J W Bowlyes Master Sch.r Despatch
J Kelway Shipwright
James Colquhoun
Shipwright

Seal

Government House Stanley
Falkland Islands this 13th.
day of June 1846.
(Signed) R. C. Moody
Governor

Copy

Certified to be a true Copy
R. C. Moody - Gov. 15th June 1846.

The original is with Enclosure Smyley -

We the Undersigned do solemnly declare that Mr. Johnson told me in that if he could but get charge of the Alonzo and Catherine that he Johnson would clear out with either but he would prefer the Alonzo as he would not be looked after so much, the above conversation was after Captain Smyley had put Johnson on duty again in the Catherine. I further state that he told me after he sold the vessel here if he could get charge of her again he would clear out with her again.

(Signed) Thomas Van Den Burgh

Seal

Sworn before me at Government House Stanley Falkland Islands this 13th day of June 1846.

(Signed) R. C. Moody
Governor

Copy

Certified to be a true copy
R. Smiley Gov. 15th June 1846

The original is
in Smiley

This is to certify that we the undersigned late crew on board of the American Schooner "Alonzo" owned by W. H. Smiley whereof Gideon C. Rose was Master, which vessel sailed from New Island Falkland Islands bound to South Shetlands for a load of Blubber in company with the Schooner Catherine. Do state as follows that we know Mr Rose was Captain and that Mr Johnson was mate of the Schooner Catherine and that Mr Johnson when Pilot of the Schooner "Alonzo" to take her to the Shetlands and Mr Rose was to do Mr Johnsons work in the Catherine.

We also further state that the Crews of both Barque & Catherine

nearly

nearly all wished to go in the
Alonzo in preference to the Ca-
therine and that every man
went of his own accord except
Thomas Vandenburg who preferred
the Catherine who Mr Johnson
persuaded to go with him and
he went with his own consent
and that Captain Smyley had
to tell us all he would not permit
but fourteen persons to go in
her all told & We do further state
that the vessel was properly
supplied with provision and
Stores and Captain Smyley offered
to go in the "Alonzo" & leave the
Catherine with Mr Woodruff
but Mr Woodruff refused said
with Mr Johnson in any vessel

what /

what-ever we further state that
Mr Johnson told us he was going
back to New Island and we knew
nothing to the contrary until
we arrived at this place for he
Johnson told us to go and get
a good lot of wood for we must
not go back to the Barque empt-
-ty — We also further state
that Mr Johnson failing in
getting part of the crew to sign
the Protest he procured liquor
and after he got us under the
influence of liquor he procured the
signatures of us all but to what
we know not for at the time
Some was too drunk & others
could not read the Instrument
alluded to — We also further state
that instead of refusing to go

in /

in the vessel we requested
to go and it was our wish
to return to New Island.

We also further state that
after Mr. Johnson had procured
our names he told us that we
might go to hell now and told
us we must take our things
out of the vessel and then
handled us with our things
on shore to the mercy of the
Inhabitants of the place.

We do further state that Mr.
Johnson offered and agreed
to go in the Schooner for the
man who bought her on
a Sealing voyage to Patagonia
and Terra-del. Fuego, and further

more /

more We do sincerely believe that he Mr Johnson has acted so purposely to defraud Captain Smyley for whom we requested Mr Johnson to let us have a Boat to return to New Island he refused and in our candid opinion he was afraid we would inform Captain Smyley of the situation of the vessel.

(Signed)

Manuel Rhodes
his + mark
" Francisco de Matos
his +
mark
" William Brown
his +
mark
" Henry Richardson

I Certify to the above with these exceptions, that I did not hear Mr Johnson say we might go to /

to sell, that I do not know
whether Mr Rose was Captain
or who was Captain; that I
was not in liquor when I
signed the Protest dated March
7th 1846, and all I meant
in that Protest was, that I
thought she wanted some
repairs.

Peter McGuire
his + mark

I certify to the above
with the exception
of not hearing Mr
Jonson say we might
go to "Hell"

Signed,
Thomas Van Den Burgh

Sworn before me at
Stanley Falkland Islands
this 13th day of June 1846.

Seal

(Signed) R. C. Moody
Govr

Govt House

Entered Mrs

Entry or Note of Protest of a Ship

Eighth
On this ~~Ninth~~ day of August in the Year of our Lord One Thousand Eight Hundred & Forty six personally appeared and presented himself at the Government Office, Stanley, Port William, in the British Settlement of the Falkland Islands and their Dependencies. James Lyell, master of the Ship or Brigt Christiana which sailed on a voyage from Newcastle on the Fifth day of January, One Thousand Eight Hundred & Forty six, and arrived at Stanley Harbour, Port William, Falkland Islands on the Seventh day of July One Thousand Eight Hundred & Forty six, laden with a Cargo of Patent Fuel, bound to Valparaiso and the said Master hereby gives notice of his intention of Protesting and causes this note or minute of all and singular the Premises to be entered in this Register.

James Lyell
Master of the barque Christiana

W. Moody
Gov.

Entered H.S.

By the Public Instrument of Protest hereinafter contained Be it known and made manifest unto all people that on the eighth day of August in the Year of our Lord One Thousand eight hundred & forty six personally came & appeared before Richard Clement Moody Esquire Captain in Her Majesty's Corps of Royal Engineers and Her Majesty's Governor and Commander in Chief in and over Her Settlements in the Falkland Islands, James Lyell master of the Ship or Vessel the Christiana of Dundee, Gowden Baxter Mate of the same Ship who keeps her Log. and William Robinson Second Mate who did severally duly and solemnly declare and state as follows, that is to say, That these appearers and the crew of the said vessel set sail in her from Newcastle on the fifth day of May One Thousand eight hundred & forty six, she being then tight, staunch, strong, properly manned and equipped for sea On the 13th Inst. the Start point bore N E ½ E distance about 7 miles, from which I took my departure, & from the 15th day of May until the 30th experienced nothing but heavy Gales of Wind & Sea, the winds veering from S W to W N W. On the 11th of February made the Island of Madeira bearing South, distance about 30 Miles.

On the 1st of March made the Island of St Antonio bearing W S W distance about 10 miles people employed bending the Cables & making all clear for going into Porto Grande Bay to fill up the Water & get other refreshments.

On the 2d of March it commenced blowing so hard right off that we was obliged to double reef the Fop Sails & bear up.
On the 26th March while the Carpenter was emp.d putting a piece of Plank in the Deck he let the White lead Barr. fall upon his foot. which put him off duty.
On the 30th of March the Carpenters foot healed up & he commenced putting the boats to rights.
On the 23d of March crossed the Line at 4 PM between 21 & 22° West Long.de
On the 13th April made Cape St Pio bearing S W ½ S distance about 8 Miles.
On the 16th of April the Carpenters foot growing worse he was obliged to go off duty.
On the 14th of May made Staten Land bearing W by N distance about 40 Miles.
On the 17th of May at 10 PM strong breezes & squally with Showers of Rain carried away the N.E Boom
On the 18th of May strong Gales & squally with showers of sleet. at 6 PM stowed the Mizzen & Fore Topsail & brought the Ship to under Close reef.d Main Top Sail.
On the 20th of May. strong Gales with showers of rain & snow at 8 AM the foot Rope of the Main Topsail gave way clewed it up & stowed it. Set the Close reef.d Mizzen.
On the 23d of May Cape Horn bore N Wby W distance about 15 Miles. William Robinson Second Mate & James Lumsden off duty. the Carpenter getting still worse.
On the 16th of June James Lumsden Seaman returned to duty

On the 12th of June John Easthmess off duty badly

On the 18th of June at 6 Pm the Ships Company came aft to the Captain wishing to advise with him concerning the Ships & their lives. 3 hands being laid up unfit for duty. the mate & another Man being nearly exhaust & the rest of the Ships Company Complaining of bad health Being upon ¾ of Bread & ½ Gallon of Water per day & came to the Conclusion that it was best to bear up for the Falkland Islands the wind being at present favourable & only 1¼ cwt of Bread & about 20 days water on board. David Dickie off duty badly. At 8 Pm bore up for the Falkland Islands. At 4 Am the wind veared round to the Southward each - Ships stood to the Northward.

On the 19th of June at 10. 30 Am the Clew of the Foresail gave way Clewed it up & Stowed it - At 11 Am Cape Pillar bore N ½ E distance about 10 Miles -

On the 20th of June Strong Gales & Hazy Kept away for the Falkland Islands.

On the 24th of June made Cape Horn bearing W N W distance from 25 to 30 Miles -

On the 26th of June Gordon Baxter Mate off duty badly

On the 28th of June made Sea Lion Islands bearing N E distance about 10 Miles.

On the 30th of June at 4 Pm came to in a Small Bay in 13 fathoms Water with the Small bower Anchor & 60 fms of Chain. George Anderson off duty badly furld all the Sails

except the Fore Top Sail the crew being so much exhausted that they could not furl it & before Daylight it was split. At 8 Am more moderate weather the Fore Top Sail & bent another.

On the 5th of July the boat went on shore & found a small pool of water. At 9 Am the jolly boat went on shore with 3 small casks filled them with water & came on board again hoisted the water & boat in. At Daylight Started the water below, bent the best bower chain & put the anchor over the Gunwale. At 9 Am saw a Schooner standing off the land to Leward hoisted a signal of distress She made several tacks & coming to blow She bore up & went out of our sight under the land The wind drawing dead on the land & the sea making got a hawser from the Starboard bow to the small bower chain out side of the hawse. Set the double reefed topsails Mizzen & Fore Top mast Staysail. At 11 Am canted the Ships head slipped the Chain & stood to the S.S. Set the Foresail. At Noon struck a Reef in standing off, lying close to Port Pleasant point several times but went over Sounded the Pumps & found 13 inches of water. At 2 Am Sounded the pumps & found the Ship making a good deal of water.

On the 6th of July at 11-30 Pm came to an anchor in Berkeley Sound 13 Fathoms water. Men so exhausted they could not furl sails nor Pump the Ships. At 10 Am Sent the boat on shore & received intelligence that there was a Settlement at Port Stanley and immediately despatched a letter to His Excellency the Governor Stating the condition

of the Ship & Crew.

On July 7th At 10 Pm a boat arrived from the Governor with the Harbour Master & crew to take the Ship to Port Stanley. they brought some fresh provisions. wine & porter for the Ships Crew. Commenced pumping the Ship She being nearly six feet water in her hold. At 5 am weighed anchor & got underway & stood down the Sound At 2-30 Pm Came to an anchor in Port Stanley.

The Cause of not noting Protest before, was. owing to the Master. Mate & Second Mate being confined to bed in a bad state of health.

These appearers do protest and I the said Governor do also protest against the aforesaid Gales, storms, bad weather accidents and occurrences and all loss or damage occasioned thereby.

We James Lyell, Gordon Baxter, and William Robertson do solemnly and sincerely declare that the foregoing statement is correct and contains a true account of the facts & occurrences and we make this solemn declaration. Conscientiously believing the same to be true and by virtue of the provisions of an act made and passed in the sixth year of the Reign of his late Majesty King William the fourth.

James Lyell

Gordon Baxter

William Robertson

Thus declared and protested in due form of law
at the office of me the said Governor Stanley
Port William Falkland Islands the day
and year first before written.



Governor

Sold at Public Auction this 26th day of September 1846. by permission of His Excellency the Governor. by order of Capt.n Lyall for account of whom it may concern the undermentioned Articles Viz.t

Lot 1	The Hull of the Brig Diana (Rogue) with Lower Masts 3 Anchors Bowsprit lower Rigging &c. (to Philip)		95	"	"
2	1 Set Stay sail Stud and Gaff Sail	Melville	2	12	"
3	Topsail	do	1	12	6
4	Foresail	do	1	19	0
5	Mainsail	do	3	13	8
6	Gallant Stay and Royal Sail	White	2	16	4
7	Stay & Gaff Sail	Gosp	1	7	8
8	Mizen Sail	Patrick	3	11	6
9	Spencer Top Gal Sail and Studding sail	Jones	2	5	6
10	Topsail	Patrick	4	13	2
11	Set of Tin Stay Sail	Patrick	1	12	6
12	Top & Tin Sail	do	5	8	4
13	Mizen & Top Gal Sail		2	5	0
14	Spencer Boom Studd	Sandbury	2	15	0
		£	131	16	8

H.a Jones

Lot							
15	—	Amount Forward		131	16	8	Lot
16		Tons Gel Tad —	Butcher	8	10	6	41
17		2 Tons Mast	Phillips	2	12	0	42
18	—	Tons Mast	Nicholls	2	7	6	43
19		Tons Sail Yard	Phillips	1	14	8	44
20		Do —	Nicholls	"	19	6	45
21		Spars Do —	Phillips	3	0	8	46
22		6 Casks	Ealy	"	10	10	47
23		Iron & Pots	Gates	2	5	6	48
24		Rope (Junk)	Dean	3	9	4	49
25		Pitch Tons &	Butcher	6	6	2	50
26		Kedge Anchor	Nicholls	3	5	0	
27		Do Do	Tons	"	19	4	
28	—	9 Casks —	Clark	1	10	4	
29	—	5 Spars	Phillips	1	3	10	
30		9 Do —	Do	1	14	8	
31		Cordage	Ealy	4	2	4	
32		Rigging —	Phillips	3	5	0	
33		Do —	Do	1	1	8	
34		Davits —	Johnson	1	1	8	
35		Rigging —	Phillips	"	17	4	
36		Cordage	Do	1	10	4	
37		Spars	Nicholls	2	12	0	
38		Anchors	Butcher	2	19	8	
39		2 Spars	Clayton	1	14	8	
40		1 Do	Nicholls	"	19	6	
				2	12	0	
				£	185	8	8

131	16	8	Lot	Amount Forward	185	8	8
1	10	6	41	Claus Phillips	4	15	4
2	12	0	42	Block Godfrey Do	4	6	8
2	7	6	43	Cordage Edwards	1	6	10
1	14	8	44	Cabouse Saulsbury	3	5	6
"	19	6	45	Stove Pipe Bunk	"	17	4
3	0	8	46	Jolly Boat Iron	13	0	0
"	10	10	47	Long Do Rudder	29	5	0
2	5	6	48	Cotton Letter	1	6	0
3	9	4	49	Cordage Saulsbury	1	3	10
6	6	2	50	Compasses Campbell	1	19	0
3	5	0	51	Iron Yawl	2	16	0
	19	4			£ 246	13	8
	10	4					
3	10						
14	8						
2	4						
5	0						
1	8						
1	8						
17	4						
10	4						
12	0						
19	8						
14	8						
9	6						
12	0						
8	8						

Jn Dean
Auctioneer Sandy

Entry on
Ship

306

Sold at Public Auction the Property of Capt Lyell

Lot
12 8th Vests 2 Shirts & Vest
Regatta — 8 — 1 — 13 — 0

13 Jumper Shirt Petticoat Jow
Jacket Regatta — 4 — 1 — 0 — 7

14 Leather Coat Shirt
Comforts — 3/4 — 3 — 13 — 0
10 — 6 £2 — 6 — 7

The Property of the State of the Christians

15 Sail Cloth Hammock & 2 Shirts
Petticoat 6 4 1 — 8 — 2

Chart Coat & Boots 3 Pairs 6 4 — 1 — 8 — 2
Chairs — 13 — 0 £2 — 16 — 4

Sold J. R. Peter Auctioneer
Stanley 26 May
1876

Entry or Note of a Protest of a Ship —

On this Day Saturday the Twenty First day of November in the Year of our Lord one thousand Eight Hundred and Forty Six — Personally appeared and presented himself at the Custom House Stanley Port William East Falkland Island Theophilus Heale Master of the British Barque "Strathisla" of the Burthen of 387 — Tons belonging to the Port of Sydney — which Sailed on a Voyage from Auckland New Zeland on the Eighth — day of October last and arrived in this Harbour in the Evening of the Twentieth day of November Instant laden with a Cargo of Kauri Spars and Timber Copperowde bound for Plymouth in England And the said Master hereby gives notice of his intention of Protesting and Causes this note or minute of

of All and Singular the Premises
to be entered in this Register —
In Witness Whereof as well the
said Master as I William
Henry Moore Stipendiary Magistrate
and Pro Collector & Comptroller
of the Customs for this Port of
Stanley have hereunto set our
hands this day & year first in
this Minute or Note written —

Thos. Sh. Heale -
= Wm. Hen. Moore =

Certificate on Copy given Captain
Heale —

I hereby Certify that the above is
an attested Copy of the Note of
Protest entered in, and remaining
of Record in, the Custom House
Register of this Port. ——

Stanley
East Falkland
Sixteenth February 1847.

(Seal)

W. H. Moore
Collector and Comptroller

I hereby protest against the State
in Which the Schooner Alonzo has been
Converted to the Vic the Rudder broke
& Useless the flying jib badly Used
and Kneeds Six yards of Canvas to
Repair the Same and as for the
Damages Sustained I Demand the Sum
of fifty Dollars to put the Said Vessel
in her former State the for Sheets
Being Destroyed By towing the Ship
& timbers &c on house on Shore
I farther Demand the Sum of fifty Dollars
for the Charter of the Said Schooner for
going to Port Lewis to take Mr Whitaker
& wife to that place Do fifty Dollars
more for the Schooner going to Bring
Down the house belonging to Mr Moore
I also farther protest against the Validity of the power of atorney of
Bowers to the Said W H Moore I farther
more against the Repairs authorised
By the Said W H Moore as I

Do Not Acknowledge Bowers the answer
as W H Moore the Magistrate to have
any authority what Ever to Use
the Said Schooner as I Consider
it a trespass & Further Consider
the Sail of the Vessail Illegal
from Beginning to End

W H Smyley

17 1846

Stanley Powell

Received the above Affidavit
from Bros
Mitchell

Stanley December 5th. 1845.

This is to certify that we the undersigned having been requested by His Excellency Governor Moody to hold a survey on the Bark "Strathisla" of Sydney — Neale Master lately put in here leaky, did this day repair on board, and after a strict and careful survey found as follows —

First. That the Stem had worked considerably owing to the Bow being weakened by the cutting of two large raft ports.

Secondly. That the chain plates Bolts were slack fore and aft.

Thirdly. That five stanchions on the larboard side & one on the starboard side were broken.

Fourthly that the stem frame aloft had drooped considerably.

Fifthly that the ends of the planks where the raft Ports have been cut were not properly fastened

Sixthly that the ship appeard to have worked considerably.

Seventhly that the Pumps were in very bad order.

Furthermore we find that the ship has been originally too deeply laden, and to this cause we chiefly attribute the general leakage of the ship.

Upon a careful perusal of the log Book we find that the ship has leaked considerably at sea during the voyage, but that having been relieved of about 150 Tons weight, she now makes the same water as she did when she left Auckland.

It is therefore our opinion after this survey and a careful investigation of all the facts connected with the voyage, that the said Bark Arethusa is perfectly capable of proceeding to England, with cargo up to the Hold Beams - and no more ... C.J.A. - providing that she receives such repairs as we suggest. These are as follows

First. That the Bow be strengthened by an additional Breasthook.

Secondly. That the whole of the chain plate bolts be drifted out & shifted into fresh timbers.

Thirdly. That the broken Stanchions be repaired or made good in the best manner possible.

Fourthly. That the Stern frame be secured by an additional strengthening.

Fifthly. That the ends of the Planks, close to the Stern post be better fastened.

Sixthly. That the Bends, Topsides & Waterways be caulked when requisite.

Seventhly. That the Pumps be put in perfect order.

Thos Simpson Master Bark Arethusa Tonnage

C.J. Andersen Master Brig Ebe of London

W. J. Simpson
Lieut. R.N.

Book an
d at her
en relieved
nakes the same
land.
y and a
nected with
Musta is
land, with
E.N.
that she
hem are as follows
by an

The Board of Directors
of Mechanics Inst. Do
hereby grant the request
of this Master to examine
& report upon the en-
closed with Portrait
Barque Strathisla
of Sydney Newfoundland
Built Vessel. —

Port of Stanley
East Falkland
Island.

These are to Certify All whom it doth Concern That Charles Melville Master or Commander of the Schooner "Paloma" Burthen Twenty Tons navigated with Four men bound for Port Jupex and thence to any ports or Harbours round the Falkland Islands in ballast and which said Schooner is the property of Samuel Fisher Lafone a British Subject residing at Monte Video hath here entered and Cleared his said Vessel -

Given under my hand at the Custom House Port of Stanley in the East Falkland Island this 9th day of January 1847 -

(Seal)

Wm Hen. Moody
Collector and Comptroller.

Copy for Register.

Names

Names of the Crew –

Charles Melville Master. Portsmouth
Henry Lander Dartmouth
William Brown American
Peter Ondal Dutchman –

Outwards
Port of
Stanley

In the "Mauney" of Liverpool
British Built Property and
British 177 Tons Register Men
all British men (except Thomas C
Matthewson, native of Denmark, George
Everen, native of Cattenburg, William
Taylor, native of Quebec, and John
Angnat, native of Gotland, Thomas
Walker Bowbyes a British Man
Master for this present Voyage to
Rio de Janario

Marks and Nos.	Quantity	Description	Province	Shippers	Consignee
"	235	Hides	County Ross East Falkland	John Scully	Chas Kojo -
"	1 Parcel	Fur seal skins	Do	Do	Do

Stores

Laid in at Rio

Produced before me at the Custom
House Stanley 9th day of January
1867

Thos W Bowbyes

Wm Cent Moore
Collector and Comptroller

List

List of The Crew—

Thomas W. Bowbyes (Master)
Gideon G. Henderson (Mate)
Thomas C. Matthewson (2nd. Mate)
William Ogle (Steward)
George Everen (Seaman)
Robert Elston "
John Stafford "
William Taylor "
John August Cook
Alexander Burgess Seaman
John Lawson "
James Peters "

1 a Stengers—

James Lyell
Gordon Baxter
Wm. Robertson
George Anderson
Wm. Hill
John Caithness
James Lumsden
Wm. Mc. Gregor
David Dickie

Thos. W. Bowbyes
Master

Custom House

Port of Stanley East Falkland

These are to Certify that proff has

2 been made in manner required by

Law that the Undermention'd Goods

Ship'd by the Persons whose Names

are under written on board the "Manuy

Thomas W. Bowlyes Master bound

for Rio de Janario are the Produce

of the Colony of the Falkland Islands.

and are now shipped at Ris to be transhipt for the London Market

Names of Exporters	Marks and Nos. of Packages	Quantity Quality and Description of Goods
John Scully	none	235 Hides —
Do	Do	1 Bund Furs Seal Skins —

Given under my hand at the

Port of Stanley East Falkland

this 9th. - day of January

1867

Copy — Wm. C. Moore —

— Collector & Comptroller

Custom House

Port of Stanley—

I John Scully — do hereby
Solemnly declare that the 235—
Hides shipped by me on board
the British Brig Mauney of Liverpool
177 Tons Burthen are all the genuine
produce of the Colony of the Falkland
Islands and I make this declaration
Conscientiously knowing the same
to be true. — Said Hides being now shipped
for Rio to be transhipped for the London Market.

Thus declared before me
This Eighth day of January
1847.

Wm Hen. Moody J. P.

John Scully

General

Certified Copy of an Entry or
Note of a Protest of a Ship
entered on the Custom House Register
of The Port of Stanley Falkland
Islands.—

On This day Friday the Twenty Ninth
day of January in the Year of our
Lord One Thousand Eight
Hundred and Forty Seven—
Personally appeared and presented
Himself at The Custom House
Stanley Port William East
Falkland Island, William
Bedwell Bradford Master
of The British Barque
"Ethelfred" of the Burthen of
Four Hundred and twenty one
Tons belonging to the Port—
of London Which Sailed on
a Voyage from London on the
21st. day of September 1846 and
arrived in this Harbour on—
the 18th. day of Decr. 1846—
laden with a Cargo of Building
Materials and other General

/General

General Cargo for the use of
the Colonial Government of
The Falkland Islands And
The said Master hereby gives
notice of Protesting and does
hereby Protest against the
Governor of The Falkland
Islands aforesaid in giving
a Receipt Dated January the
29th 1847 for the Cargo of
the said Barque "Ethelred"
Whereof the said W. B. 2
Bradford is Master as being
short of one Deal, One Sledge
Hammer and One Case Marked
thus ÖATGFI No 8 for the
following Reasons Vidh —
First In consequence of Boat
Notes or Receipts of Cargo
on each Boat discharged being
refused —— Second in —
consequence of part of the
Cargo having been taken
into use before said Receipt
had been given —
Third — That I said Master
have landed the

landed the Number of
Packages of All Descriptions
Mentioned in the Bills of
Lading the contents of which
are unknown as endorsed
on said Bills of Lading
And I the said Master
cause this Note ^or minute^ of all and
singular the premises to
be entered in the Register
of the Custom House
Stanley

In Witness Whereof
as well the said
Master as I William Henry
Moore Stipendary Magistrate
and Collector and Comptroller
of the Customs for this
Port of Stanley have hereunto
set our Hands the day and
year first in this Minute
or Note written.

W W Bedford
Wm Henry Moore
Collector and Comptroller

I hereby Certify That The
foregoing is a true Copy
of The Note of Protest
on Record in the Custom
House Register of this
Port

Signed Wm Wm H. Moore

Seal Collector & Comptroller

Copy

Entry or Note of Protest of a Ship

On this Eight day of August in the year of our Lord one Thousand Eight Hundred and Forty six personally appeared and presented himself at the Government Office, Stanley, Port William, in the British Settlement of the Falkland Islands and their Dependencies. James Lyell Master of the Ship or vessel Christiana which sailed on a voyage from New Castle on the Fifth day of January, One Thousand Eight Hundred and Forty Six and arrived at Stanley Harbour, Port William Falkland Islands on the seventh day of July one Thousand Eight Hundred and Forty six, laden with a Cargo of Patent Fuel bound to Valparaiso and the said Master hereby gives notice of his intention of Protesting and causes this note or minute of all and singular the Premises to be entered in this Register.

James Lyell
Master of Barque Christiana

W. Moody
Gov.

By the Public Instrument or Protest hereinafter contained. Be it known and made manifest unto all people that on the Eight day of August in the year of our Lord One Thousand Eight Hundred and Forty Six personally came and appeared before Richard Clement Moody Esquire Captain in Her Majesty's Corps of Royal Engineers and Her Majesty's Governor and Commander-in-Chief in and over Her Settlements in the Falkland Islands, James Lyell Master of the Ship or vessel The "Christiana" of Dundee Gordon Baxter mate of the same Ship who keeps her log and William Robinson Second Mate Tubs did severally duly and solemnly declare and state as follows that is to say, That these appearers and the Crew of the said vessel set sail in her from Newcastle on the fifth day of January one Thousand Eight Hundred and Forty Six, she being then tight, staunch, strong, properly manned and equipped

for sea. On the 13th January the
Start Point bore N.E. ½ E, distance
about 7 miles, from which Hoole
my departure, and from the 15th day
of January until the 30th experienced
nothing but heavy Gales of Wind
and Sea, the winds veering from S.
W. to W.N.W. On the 11th of February
made the Island of Madeira bearing
South, distance about 30 miles—

On the 1st of March made the Island
of St Antonio bearing W.S.W. distance
about 10 miles, People employed bend-
ing the Cables and making all clear
for going into Funafal Bay to fill up
the Water and get other Refreshments—

On the 2nd by March it commenced
blowing so hard right off that we were
obliged to double reef the Topsails and
bear up.

On the 20th March while the Carpenter
was employed putting a small piece of
Plank in the Deck he let the white lead
Can fall upon his foot—which put him
off duty.

On the 30th of March the Carpenters foot
healed up and he commenced putting the

boats

boats to rights

On the 23rd of March crossed the line at 4. P.M. between 21° 8' 22" West Longitude.

on the 13th April made Cape Finis. bearing S. W. ½ S. distance about 8 miles

On the 16th April the Carpenters foot growing worse he was obliged to go off duty.

On the 11th of May made Staten Land bearing W by N. distance about 40 miles.

On the 17th of May at 10 P.M. strong breezes and squally with showers of rain carried away the Jib Boom.

On the 18th of May Strong Gales & Squally with showers of Sleet. At 4 P.M. Stowed the Mizen and foretopsail and brought the Ship to under close reefed main topsail.

On the 20th of May Strong Gales with showers of rain and snow. At 8. A.M the foot rope of the main Topsail gave way clewed it up and stowed it. Set the close reefed mizen.

On the 23rd of May Cape Horn bore N. W. by W. distance about 15 miles. William Robinson Second Mate and James Sunsden off duty, the Carpenter still getting worse.

On the 10th June James Sunsden seamen returned to duty.

On the 12th of June John Caithness off duty badly

on the 18th June at 6. P.M. the Ships
Company came aft to the Captain wishing
to advise with him concerning the Ships
and their lives. 3 hands being laid up
unfit for duty, the mate and another
man being nearly exhausted and the
rest of the Ship's Company complaining
of bad health being upon ¾ of bread and
½ Gallon of water per day and came to
the conclusion that it was best to bear
up for the Falkland Islands the wind
being at present favourable and only
¼ Cwt of bread and about 20 days water
on board, David Dickie off duty badly-
at 8 P.M. bore up for the Falkland
Islands. At 6 A.M. the wind hauled
round to the Southward tacked Ship
and Stood to the Northward.

On the 19th June at 10. 30. A.M. the Clew
of the fore sail gave way clewed it up
and Stowed it. At 11 A.M. Cape Pillar
bore N.E. distance about 12 miles.

On the 20th of June Strong Gales & hazy
kept away for the Falkland Islands

On the 24th June made Cape Barn bearing
W.N.W. distance from 25 to 30 miles.

On the 26th June Gordon Baxter Mate
off duty badly.

On the 28th of June made Sea Lion Islands
bearing N.E. distance about 10 miles.

On the 30th June at 4. P.M. came to in
a small Bay in 13 fathoms water with
the small Bower anchor 8 8 of Chain

George /

George Anderson off duty badly, furled all the sails except the foretopsail the crew being so much exhausted, they could not furl it and before daylight it was split at 8 A.M. more moderate unbent the Foretopsail and bent another.

on the 1st of July the boat went on shore and found a small pool of water. At 9 A.M. the jolly boat went on shore with 3 small casks filled them with water and came on board again hoisted the water and boat in. At Daylight Started the water below, bent the best bower chain and put the anchor over the Gunwale. At 9 A.M. saw a schooner standing off the land to Seward hoisted a signal of distress she made several tacks and coming to blow she bore up and went out of our sight under the land. The wind drawing dead on the land and the sea making got a hawser from the starboard bow to the small bower chain and side of the hawse, Set the double reefed topsails mizzen and Foretopmast Staysail. At 11 A.M. canted the ships head slipped the chain and stood to the S. E. Set the foresail At Noon Struck a reef in standing off Lying close to Porpoise Point several times but went over sounded the pumps and found 13 Inches of water. At 2 A.M. sounded the pumps and found the ship making a good deal of

water

water.

on the 6th of July at 30 P.M. came to an anchor in Berkley Sound 13 fathoms water, men so exhausted they could not furl sails nor pump the Ship. At 10 A.M sent the boat on shore and received intelligence that there was a settlement at Port Stanley and immediately dispatched a letter to His Excellency the Governor, stating the condition of the Ship and Crew.

On July 7th At 10. P.M. a boat arrived from the Governor with the Harbour Master and a crew to take the Ship to Port Stanley: they brought some fresh provisions-Wine and Porter for the Ships Crew. Commenced pumping the Ship there being nearly six feet water in her hold. At 5 A.M weighed anchor and got underweigh and stood down the Sound. At 2.30. P.M. came to an anchor in Port Stanley.

The cause of noting Protest before, was owing to the master, Mate & Second Mate being confined to bed in a bad State of health.

These affiscarers do protest and I. the said Governor do also protest against the aforesaid gales, storms, bad weather, accidents and occurrences and all loss or

damages /

damages occasioned thereby.

We James Lyell, Gordon Baxter, and William Robertson do solemnly and sincerely declare that the foregoing statement is correct and contains a true account of the facts and occurrences and we make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of an act made and passed in the sixth year of the Reign of His late Majesty King William the Fourth.

James Lyell
Gordon Baxter

Thus declared and protested in due form of Law at the Office of me the said Govr Stanley, Port Williams, Falkland Islands the day and year first before written

W. Stanley
Govr