

FIC/OC/
NOR/2

Jo
na

FIC/OC/
NOR/2

(a) Swedish and
List of Shipments

(a) List of Shipments

Norwegian Consulate.
and Discharges.

Year and Day.	Vessels		Master.	Shipped		Seaman's		Discharged Seaman's	
	Name	Port of hail.		Employment on board.	Name	Where from	Employment on board.	Name	Where from.
April 27 th , 1894	"Castor"	Lundefjord	Pedersen	1 st Mate.	b. Christensen	unknown			
" " "	"Hertha"	do.	Esensen				1 st Mate	b. Christensen	unknown.
" " "	do.	do.	do.	1 st Mate.	b. Hansen	unknown			
" " "	"Castor"	do.	Pedersen				1 st Mate	b. Hansen	unknown.
April 7 th , "	do.	do.	do.				Mates	Oli ch. Johansen	
" " "	"Damen"	do.	Englund	Mates	Oli ch. Johansen				
April 15 th , 94	"Damen"	do.	do.						
September 25, 95	"Ambassador"	Christiansund	Surtsen	Mates	Matts. A. Grundsten	Bakstad	Mates	August Anderson	Sweden.
September 25, 95	"Ambassador"	Christiansund	Surtsen				Mates (died)	Matts. August Grundsten	Bakstad
" " "	"	"	"				Scapbrug (drowned)	Hans Edvin Olsen	Norway
" 29 "	"	"	"				A.B. (died)	Michael Johnson	Finland
October 11 "	"	"	"	A.B.	Edward J Burrows	Chester			
" " "	"Calix"	Prendal	Sahsen	A.B.			A.B.	Edward J Burrows	Chester
" " "	"	"	"	A.B.	Ostvald Sundan	Lillesand			
" " "	"Ambassador"	Christiansund	Surtsen				A.B.	Raalb Sundan	Lillesand
December 3 rd "	"	"	"				o.p.	Loo. Lidberg	Norland.
" 16 "	"	"	"				betimators	K. V. Hemikson	Njorneborg.
" " "	"	"	"				Mates	P. L. Gundersen	Frederikstadt
" " "	"	"	"				Quartermaster	L. B. Johnson	Ciancaud.
" " "	"	"	"				Rehysdrang	K. Sivertsen	"

Year and Day.	Kessel's		Master.	Employment on board.
	Name	Port of hail.		
December 16/95	"Ambassador"	Christiansand	Livertsen.	
"	"	"	"	
"	"	"	"	
"	"	"	"	
October 19/95	"	"	"	Cook
October 31/ "	"	"	"	

Ship's Seamen's		Discharged Seamen's		
Name.	Where from.	Employment on board.	Name.	Where from.
		Cook & Steward	J. Sjöström	Thunberg
		U. S.	C. Hammar	Dalsbø
		2 ^d Mate	H. Hansen	Kiønsd
		1 st "	J. H. Hansen	Tønberg.
M. Clausen	Stavanger	Cook		
		Cook	M. Clausen	Stavanger.

Hans Edwin Olsen, Carpenter of Rm ●
"Ambassador" of Sarpsburg Norway
drowned in Stanley Harbor
during night of Sep 24th 1895

Matts August Frunström of
Prahstad Inland died at
3-30 Sep 25th aboard "Ambassador"

Michael Johnson of Inland
died Sep 29th

5

Sardish Subjects reported

Sep 24th 1895. John Gourands a native of Calmar, Sweden
aged 55, arrived in M^r "Celox" September 19th from
London. Sailmaker by trade. Board last on board the
Barque "Bankville" of Liverpool. Cannot sign name

W. A. Warding
As Sardish Consul

Surdick & Norwegian Consulate

Norwegian Barque "Ambassador" Captain Sversten,
Jackemirne to Kinkulu with Morphate put in to Stanley.
Sunday June 30th, topendes leaking badly, bulwarks broken,
cargo damaged, tons having been jettisoned.

Sunday June 30, Capt Sversten called at private house

189. July 1st. Surveys proceeded on board & reported
deceased Captain to get telegrams etc. read for Brumina
but did not send them as no chance of catching earlier mail.
Had about 4 subsequent interviews with Captain on the
subject of his insurance, question of proceeding with ship
to Monte Video.

July 11. Captain anxious to have advice to examine ship's bottom.
Told him I did not think it necessary, but promised
to recall Surveys.

July 13. Surveys met, saw log book translation, and certificate
of Lloyd's Agent at Jackemirne, and after discussion
decided that "they had nothing to add to first report."

Norwegian Bark "Celox" Capt Salorsen

Sep 19. After depositing ship's papers etc Capt Salorsen said he had a complaint against E. Burrows. Burrows came subsequently and on Sep 20, to complain about Captain. Appointed 8 p.m. Sep 21 for hearing.

Sep. 21. Case of E. Burrows

Capt Salorsen stated that Burrows shipped on board in London as an A.B. - demurred at first to taking him as A.B. but consented on Burrows promising to learn all he ~~could~~ could. During the voyage Burrows had used bad language to mate but promised reform.

On Sep 8th Captain was called on deck about 4 a.m. to put the ship about. The man in charge of fore and main sheets let them go. Captain ascertained it was Burrows who had him sent aft. Asking him why he shipped as A.B. if he could not attend to the sheets Burrows used bad language. Captain pushed him by placing his hand on his chest and told him to go forward. Burrows then struck Captain in the eye & Captain then sent fore & 2nd mates to take him forward.

Captain returned to cabin - Burrows went forward as look-out. Some time after this (on the same day) Burrows came aft & shouted "Captain Salorsen - I want to see you". Captain went on deck and asked what for, saw an iron

6. Laying pin on the deck and asked Burrows who had brought it. Burrows said that he had. Captain asked for what purpose, but Burrows did not reply.

Nate stated that on the morning in question he saw Burrows let the sheets go, and sent him aft to the Captain, he the mate remaining amidships, - saw the Captain & Burrows together aft, but as he was attending to his duties, did not see Burrows strike the Captain. Saw Burrows go aft subsequently, - saw the Captain take up the pin and heard him ask who brought it. Burrows replied that he had, heard Captain ~~say~~ ask why - Burrows replied "not for you".

Anton Mortensen, sailmaker corroborated Nate's account. E. Burrows stated that the wind was too strong for him to hold the sheets alone - he cleared up the mainsheet & ran it forward to forestay but could not get the slack in quickly enough. On going aft to Captain he said in reply to Captain's question why he had shipped A.B. if he could not hold the sheets, that the watch could not have done it any better. The Captain then struck him on the face with his fist but not hard enough to leave any mark. He struck the Captain back. Captain called 2nd Mate who shoved his head against iron rail.

or better and the Captain kicked him

Subsequently he went aft and as he passed the
pinnail took out an iron blaying pin, but dropped
it on the deck "as he thought better of it". He called
Capt Salersen out of his cabin and said he would make him
pay for it when he got to the Falkland Islands. Captain
shoved him forward again and struck him and he struck
the Captain back

Burrows said he wished to make further complaint
that the Captain was always drunk and was not fit to
take charge of the ship

I asked Burrows if he had been doing his duty for the
last 2 days as I had ordered him on Sep 19th. He said
that he had not and that he would not do another stroke
of work and that he would not go back on the ship

I said I would give him another chance ~~to~~ on account
of his youth (his age being 19), and ordered him to go to
work at 6 a.m. on Monday, Sep 23. He said he would
not, to which I replied that if he did not he would be handed
over to the local authorities

Stanley

September 21st 1895

W. Warding

John Kingman (Lieut)

○ Sep 23rd Capt Salween reported to me that Burrows resumed work this morning

Sep 24th John Rowlands, a native of Calmar Surden who arrived on the "Celox" reported himself at the Consulate

Sep 25th ~~A. Hansen~~ ^{A. Hansen}, mate of the the "Ambassador" reported that Hans ^{Edvard} Olsen, carpenter of the vessel, was accidentally drowned on the evening of Sep 24th (about 1 a.m.). While stepping from the petty to go on board the the "Celox" he fell into the water. Also the death on board the ship at 3.30 a.m. of Matts August Gundersen, Matros, of

Sep 30th Six crewmen of the "Ambassador", Hansen, Schwanen, didlery, Gundersen, Hammer, & Thuricheson & refused to go back on board on the ground that the ship was not healthy. Told them to return on board for the night & that I would get a report from the Doctor in the morning

Oct 1st Crew refused & wanted food & ship examined. Appointed Dr Hamilton & Capt Porter to report

Norwegian Subjects reported

January 11th 1896 Halvor Halvorsen, a native of
 Porsgrund, Norway, aged 19, arrived in Ship
 "Gungoran" on December 17th 1895. Able Seaman

Halvor Halvorsen

February 20th 1900. 2 Norwegian Subjects
 Johannes Jannsen and Paulsen reported
 themselves as having deserted from Danish
 Aik Dais Brodson. Paulsen had been
 shipwrecked on the "Samoa" and had signed
 on the Danish Barque.

W. Harding
 Agent

7
April 29th 1901. Captain Rasmussen of
the "Athene" reported that on the 28th
instant about 9.30pm. a man -
Peter Claus Petersen Rise was returning
to the ship in the Pram, and in making
the Pram fast to the painter, the Pram
drifting astern. He landed himself on the
tarpail into the Pram. Captain begged him
to fasten Pram's painter to the end of the muzzon
sheet, by which he had landed himself.
While fastening these together he fell out
of the boat still holding the muzzon sheet.
Captain called crew to assist & lowered a
boat, and threw 2 lifebuoys aboard, as
Rise had by this time let go of the sheet and
was swimming in the boat. The boat was
got away very quickly ~~but~~ with 4 men, but
he was not picked up. It was last seen
about half to one ship's length astern of the
ship. Boat waited for very long time trying
to pick him up - Saw nothing of him but saw
Pram's lifebuoys. Captain dragged until 11.30 to 12
in the body, but without success.

H. Rasmussen
Board Athene

W. Harding
Cable

Journal.

No.	Afsenderens navn og bosted samt skrivelsens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelsens datum. (Date of letter.)	Naar indkommet. (Date of receipt.)
1912 North Direct	"Ronald" leaves for New Island with 75 all told Hektor whaling C. whalers, Jost Stanley, Hans Fred. I know informed me that Carl Schann Lundberg who was placed in charge here by the Captain of the Idistref would go on board the S.S. "Huele"		T.H. Dahl
1913 Sept 2	Sabraon Capt Amundsen, arrived N Island from S. The Islands. On leaving Reception Island to through Nilean Strait had to force through ice		
April 6.	Statement by Captain Amundsen of the S.S. "Sabraon" On the homeward voyage from Graham's Land we had to force through ice - had to call at Reception Island to get papers from the Government official - did not notice any leak whilst at Reception Island but discovered when passing through Nilean Strait at 8 am on March that ship was leaking. At 6 pm that night found 6 feet of water in fore hold and water in fore peak. Removed barrels to put out where leak was, and found rivets gone from plates in 2 different places - drove in wooden wedges, also in 3 places in fore peak. Rising steam and hand pumps we almost cleared the water from fore hold and proceeded to New Island. On arrival there lowered boats and inspected plates above water line - found several rivets loose. As oil tank holding about 500 tons of oil is leaking - plugged leak temporarily with wooden wedge which is not making much water in the harbour, but I fear that once out in a galeway		

the flats will work and there will be great risk of poisoning
the manns of the Old Company that the the wagers to bring
me to Stanley.

Cargo consists of about 2000 tons of oil, of which 400
is carried in about 2000 barrels. the remainder is in tanks

~~At~~ Declined to sign me this South day of April 1913
at the Norwegian Consulate at Port Stanley +1

March 28th 1914.

Capt Melson reported death of Jacob Jacobsen
on board the S.S. "Hule" which at South Akurep.
Buried on shore. Dr Mathiesen attended him during
illness

March 28th Took Maritime declaration of
S.S. Raon

March 30th Logbook of S.S. "Poull" was read in
presence of Consul to Chief Engineer K
Kristensen and Paul Arnesen. Matters
who declared that statements in the
same were correct and testified to
their signatures

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.
(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.
(Date of letter.)

Naar indkommet.
(Date of receipt.)

Feb 8th Whaler Catchers Ole Uggren, Odd & Skat arrived
with crew & gunnorsen

Feb 7th Captain Ryde reported at Lancelate that on Jan 27th
pre broke out on the gunnorsen, fire burned until
31st January and then sunk. ~~Had~~ was in harbor
All hands saved. 97 men from gunnorsen
brought up by whalers. Total number of men
on 3 whalers is therefore 128, including Capt Ryde

1915
Apr 10

Appeared at the Lancelate the Master, Mate, Chief
Engineer and Gunner of the SS Warship which was
lost at Melchior Island South Shetland on Feb 20th
by striking on a rock

Extract from Logbook produced and read out to
all who declared that same was correct, and
a true statement of what had occurred

Signatures declared to and Maritime Declaration
handed to Capt Danning Manager of the
Whaling Company

June 25

Captain Mr Danielson reported that on June 21st
Phanna Aru disappeared from the whaling
factory at New Island. In some days before he
had been suffering from hallucinations, thinking
that some of the men would shoot him. He
worked at the factory up to midday, and was
not seen afterwards

Search was made all the whole Island, and

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

near the beach his cap and jacket were found. After this search was made on the 27th instant by all the employees of the whaling factory. The matter was reported to the Registrar General in Stanley.

W. Harding
Consul

April 7th 1916

Captain A. Andersen, Master of the *Norwegian* called personally at the Consulate and produced papers relating to damage to the vessel occasioned by striking a rock on March 15th in the Schellhaert Channel South Shetland Islands. Produced translated extract from log, reports of Surgeons on damage and recommendation for repairs, further report of Surgeons after damage had been temporarily repaired, and certificate given by them that vessel might proceed from Deception Island to Montevideo by way of Stanley, Falkland Islands. All documents certified to by Magistrate at S. Shetland. Captain was requested to produce logbook to be stamped.

W. Harding
Consul

October 10th 1916.

Captain Frick Klavness, Master of the whaler "Scott" personally appeared before me at the Consulate (Mr. Harding being absent from Stanley) & produced his crew list, & certificate of survey for boiler & engine of his ship, in Norwegian, & reported that his vessel will proceed to South Georgia to-day. Consular stamp affixed to crew list.

W. A. Harding
for W. A. Harding, Consul.

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.
(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.
(Date of letter.)

Naar indkommet.
(Date of receipt.)

22nd Dec. 1918

Died at South Shetlands, Kils Hansen
aged 19 years, of Sandefjord, from
accident, buried in the Cemetery,
Deception Island, South Shetlands, on
23rd December, 1918.

19th Mar. 1919

Died at South Shetlands, Harold
Sjovold, aged 40 years, of Bjorno,
Tonsberg, from accident, buried
in cemetery, Deception Island, South
Shetlands on 21st March, 1919.

Both above deaths registered in
the Death Register in the Falkland
Islands.

December 29th 1919.

Captain A. Hansen, Master of the s.s. 'Thor I'
and whale catchers 'Odd II', 'Ingeborg' & 'Edda', called
personally at the Consulate & produced the Log Books
of the 'Odd II' & 'Ingeborg' shewing entries with reference
relating to damage sustained by these vessels as a
result of a collision in Port William, Port Stanley,
Falkland Islands. He produced report of Surveyors on
damage with recommendations for repairs. The 'Odd II'
having been repaired by the crew has been allowed to
proceed to the South Shetlands, but the 'Ingeborg' is held
back for temporary repairs locally.

Jas. Houston

Consul.

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

3

Nov 18th 1920. Lars Hansen Loken
left behind from S.S. Rumbas
in hospital sick. If recovered
to go down to S. Shetlands by
next whaler.

Sent to S. Shetlands
in Governor
Nov 23

May 1st 1922

Mathias Hansen, late
caretaker at New Harb
died at Stanley from
1 Arterio Sclerosis
2 Syncope

Papers sent to Salvor
Company

April 23rd 1924.

On the 23rd April 1924 the
Norwegian subject J. E. Berggreen,
master of the ss "Pythia" ~~appeared~~
called at the Consulate and stated
that he had received a cable whilst
at South Shetlands stating that
one of his whale catchers, the
"Odd" (ex "Dominion") belonging
to his owners the Odd Whaling
Company of Sandefjord had
been sold by that Company
to the Union Whaling Company
of Durban, South Africa,
and, that she was cleared
from South Shetlands on the
17th April 1924 for Durban
via South Georgia. Notification of the
sale reached Capt Berggreen by radiogram
& therefore all further information & also documents

Sent to Commercial
Office

50 tons
nett register,
dislinguishing
letter M.H.M.

must be obtained from
the Odd Whaling Co
Sandefjord.

No.

Afsenderens navn og bosted
 samt skrivelsens eller dokumentets indhold.
 (Sender's name and residence and subject of correspondence.)

Skrivelsens datum. Naar indkommet.
 (Date of letter.) (Date of receipt.)

April 27th 1924.

Thorlief Bjarne Hansen of the catcher "Iklo" belonging to the Ornen Whaling Company died on ~~27th~~ 16th March at Deception Island, South Shetlands.

His effects will be taken to Sandefjord by his father who is master of the "Iklo" & his account for wages will be paid in Sandefjord to his father.

April 27th 1924.

Captain Ohre of the "Ronald" informed me that his whale catcher "Weddell" cleared from South Shetlands on the 23rd April for Cape Town via South Georgia.

He also stated that on the 11th March 1924 the whale catcher "Bransfield" capsized and sank during a hurricane in South Bay Livingstone Island South Shetlands in between 15 & 20 fathoms of water. In his opinion ^{of all} the vessel cannot be saved. The sank ~~was~~ ^{is} ~~about~~ very quickly and it was impossible to save anything either material or ships papers.

The following were lost
Carl Olaf Gjersoe. Master
Niels Samuelson. Gunner.
Georg Kristensen. Engineer
Mathias Andreassen. Seaman

The wages of these men will
be paid by the Hektor Coy
to their descendants up to
the date of their death and
the wages of the survivors
will paid up to the time
they are paid off in Norway
and are conveyed to Norway
by the "Ronald" at the
Hektor Company's expense.

An enquiry into the
disaster will be held before
the Consul General in Monte-
video on arrival there.

October 1924.

Gunner Gullik Gulliksen
was left behind in hospital
from the Orni II by Capt
Johannessen. Operation
necessary & to be sent down
South In January by
"Hermes" if Dr Pedersen
considers him fit for work,
otherwise to remain in
Stavley until Orni II returns

11/11/24 No operation necessary
returned to S. Sket by Neb 12/11/24.

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.

(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.

(Date of letter.)

Naar indkommet.

(Date of receipt.)

1925.

Mch 13

Chief Officer & Chief Engineer of "Hermes"
appeared and stated they desired
Fireman Andreas Petersen
to be arrested for drunkenness as
he refused duty - he is drunk
at the present time (10 am). Chief
Constable communicated with
May 4th 1924⁵

Apr 24th
(see later)

Karl Paul Hansen of the "Orn II"
belonging to the Ormen Whaling Company
died on the 18th April 1925 at Deception Island
South Shetlands.

His effects will be taken to Sandefjord
by Capt. Johannesen, who is master of the
"Orn II" and his account for wages will
be paid in Sandefjord to his wife.

(up to the time of paying off the
debt under of Fred)

The body was brought to Stanley and
interred in the Cemetery there on 4th May 1925.
May 5th - 1924⁵

Einar Mathiasen of the "Svendfoyn"
belonging to the Southern Whaling Co., died
at Deception Island on the 3rd April 1925.

His effects will be taken to Sandefjord
by Capt. Ole Andersen, who is master of the
"Svendfoyn" and his account for wages will
be paid in Sandefjord to his wife.

The body was interred in Deception
Harbour.

5th May 1925.

Capt Ole Andersen of the "Svendforn" attended this day at the Consulate & gave notice that the whale-catcher "Graham" was presumed to have been lost between the 6th & 8th November last.

The "Graham" was a vessel of 54 tons net, attached to the "Svendforn", and left Admiralty Bay, King George Island, South Shetlands early in the morning of the 6th November. Shortly afterwards a storm arose accompanied by a blizzard from the S.E. - this continued until the morning of the 8th and the "Graham" was never seen again.

After the storm abated, a search was made by other whaleboats, the "Ojark" reporting having picked up a lifebuoy belonging to the "Graham". 10 miles East of Bridgman Island; later the "Charcot" identified some wreckage as the vessel's bridge and on the 26th of the month all hopes were dispersed by the "Harpon" finding the lost vessel's lifeboat in the ice 30 miles north of Joinville Island with a frozen corpse inside. The body was identified as Albert Johansen ^{he} was interred at Deception Island on 29th November 1924.

The following were lost:-

Kristian Halbom Master-Gunner.
Erling Hansen Engineer.

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.
(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.
(Date of letter.)

Naar indkommet.
(Date of receipt.)

Karsten Andersen 2nd Engineer

Kristian M. Evensen Mate.

Karsten J. Markva Steward

Albert Johannesen Sailor

Thorsten Tondsen do

Alfred Hansen do

Haakon S. Strand Fireman

Ruben A. Larsen do

The wages of these men will be paid to their relatives, in Sandeffjord, by the Southern Whaling Co.

An enquiry into the disaster will be held before the Consul General in Montevideo on arrival there.

April 24th

Erling Ostern, doctor of the Southern Queen belonging to the Southern Whaling Sealing Co died in the South Shetlands on 4th April 1925, and the body was taken to Norway for interment.

October 19th - 1925

I today attended an enquiry held by the Shipping Master into the loss of the Norwegian subject, Ejert Hansen, lately Chief Engineer of the Whale catcher "Southern Spray", attached to the factory "Southern Queen".

There appeared before us, Capt. Belgau of the aforesaid factory, Arnold Hansen, Master, Alfred Pedersen, Mate, and Jorgen Hansen, seaman, of the "Southern Spray".

According to their account, Ejert Hansen was returning to his berth aft after

having drunk coffee in the messroom, along
the ~~to~~ main deck when owing to the
heavy rolling of the vessel (the "Southern Spray")
he lost his balance & fell overboard.

Capt Arnold Hansen was the first to notice
the accident & immediately called out to
stop the engine and "man overboard".

By lying flat on the deck under-
neath the rail he was able to get hold
of Hansen's right arm, with which he
had got hold of the rail as he fell out,
but before assistance could come Arnold
Hansen's strength gave out. He had to
let go. The engines were immediately
stopped & a lifebuoy thrown out while
the vessel cruised round the spot for $\frac{3}{4}$ hour
but nothing further was seen or heard of
the Chief Engineer.

These facts I believe to be true
& correct.

The man's effects were taken
charge of by Capt. Belgau, who will also
pay the wages due, to the deceased's relatives.
May 3rd 1925

The Norwegian subject Hans
Antonisen belonging to the "Roald Amundsen"
of the Laborer's Wharf Co, died on board
the s.s. "Southern Queen", at sea, on the 1st May.

The body is left at Stanley for
burial.

His effects are taken to Norway
by Captain Anderson of the "Roald Amundsen".

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.
(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.
(Date of letter.)

Naar indkommet.
(Date of receipt.)

and his Account for wages will be paid to
the Authorities in Sandefjord

July 19th 1926.

Captⁿ Karlsen of "Heurus"
reported 2 men named A. Martensen
and P. Pedersen ashore drinking
— police asked to find them & take
them to gaol.

Oct^r 26, 1926.

S.S. "Pythia". Bjørn Aagaar
left in Akershus Hospital for
treatment

April 19, 1927

Passport issued to Anders
Wilhelmsen (Andrew Wilson)
No I.

Oct 18. 1927.

Captⁿ Adamson, Master of "Heurus"
reported that he had brought two
stowaways afrom Montevideo
who boarded his vessel on the
5th Oct^r.

John Bjørnson - Norwegian
28/1. 1900
Ricard Erikson - Swede
19/4. 1899.

I advised after consultation
with Colonial Authorities that

the men he employed at St. Georgia by Mr. Andersen, the Master of the Jonsberg Bay at Huisvik

1928.

2. ~~July~~ "Ullstod" towed in by Angvald with broken rudder.

1st March

1928

Captain Belgau presented himself at this Consulate and reported that he as Master of Southern Queen struck an ice floe in Lat. 60.23 S. Long. 42.4 W. The vessel was holed on the port side at the hold and flooded with water very suddenly - listed over to port and sank. She took about 2 1/2 hours to sink. Catcher "Southern Foam" arrived about an hour S.O.S. signals and also 2 catchers from S.S. "Vendyoy" arrived shortly afterwards and took the whole crew of Southern Queen

1928.

who were in 5 Lifeboats - owing to Southern Queen being very badly listed and liable to sink at any minute.

The Log books, mess & books were saved and will be forwarded to Norway from Montevideo by mail steamer.

No lives were lost and the crew proceeded via Port Stanley (for bunkers) to Monte en route for Norway.

The caters employed flying the British flag were:

Southern Chief (B)

Southern Foam (B)

Southern Pride (N)

Captain Belgau noted his Protest with the Registrar of Shipping in accordance with instructions from his owners and will forward all documents after consultation with the Norwegian Consul General at Montevideo.

After talking with (C) See it was decided that under the special circumstances of this casualty that British B of I rules must be waived and as Consul I decided that owing to lack of accommodation

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum.
(Date of consulate's
letter.)

Anmerkninger.
(Remarks.)

8

in Stanley the shipwrecked and
should proceed immediately
to Montevideo by the catchers,
as this was the only means
of transport for several months.

No men were asked to
proceed by the catchers against
their own will (vide letter.

& Montevideo)

The Catchers employed in
saving crew were; as before
stated and took crew from
lifeboats

No.	Afsenderens navn og bosted samt skrivelens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelens datum. (Date of letter.)	Naar indkommet. (Date of receipt.)
1928 5 th May	of ss. "Fleurnus" Captain Carlsen reported that the provision room was broken into during the night of the 4th ins and 15 tins of canned provisions have disappeared. Fish^{Meat} balls, and cod roe. Police informed.		
6 th May	Arild Laurentsen, sailor, of ss "Fleurnus", lying alongside Public Jetty, Stanley, appeared before the Consul, in the presence of Captain Carlsen, the mate of the "Fleurnus" and the Chief Constable; an extract from the ship's log was read, charging him with drunkenness, refusal to work, doing wilful damage, and stealing. He admitted these charges. He was then warned by the Consul and by the chief Constable that he would not be allowed on shore, and, further, that in the event of his being again drunk or disorderly he would be taken to the local gaol, and would thus be placed outside the influence or help of the Consul.		

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum.
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

1928

April

Ole Olsen

Fireman

Leonard Hansen

"

Hooker Brown

"

Frank Olsen 3rd Officer,

all et "Ullsted" gaoled for
assault on in January 1928,
proceeded home in 20 "Pythia".

No.

Afsenderens navn og bosted
 samt skrivelsens eller dokumentets indhold.
 (Sender's name and residence and subject of correspondence.)

Skrivelsens datum. Naar indkommet.
 (Date of letter.) (Date of receipt.)

1928
 August 14th

Capt. Ragnvald Christensen,
 Norwegian Master of the Aux. Sch.
 "Bellville" and signed off the
 articles of the ship Daniel Hansen,
 sailor, and Sigmund Olufsen, motorman.

" 5th

Capt Ragnvald Christensen,
 resigning his post as master of the
 Aux. Sch. "Bellville", had his master's
 certificate endorsed as signed off by
 the Consul.

Henrik Johan Wæg had his Certificate
 endorsed as new master of "Bellville".

Capt Wang reported circumstances of
 collision with cutter "Wembley".
 Log book stamped with Consular
 Stamp.

" 18th

Capt Henrik Johan Wang appeared
 & reported voyage of w/v "Bellville"
 from Stanley to Albermarle had
 been interrupted owing to breakdown
 of engine on 14th August. Log-
 book endorsed by Consul (both Ship's
 Log & Engineer's Log) & translation
 made.

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger.
(Remarks.)

No.	Afsenderens navn og bosted samt skrivelsens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelsens datum. (Date of letter.)	Naar indkommet. (Date of receipt.)
1920. 1929. July 24	Harry Ring (Swedish subject) accidentally drowned in motor-boat at "Bellville" at Ljunga Island, West Falklands.		
1930. August 12	Olaf Johanne Lasso, at "Afterglow" issued with Certificate for Repatriation (Form No. 37c) and sent as destitute seaman per "Falkland" to Norwegian Consul, Montevideo.		
Sept. 20	Otto Holm Skog, 2nd Engineer "Fleenus", accidentally drowned between Public Jetty and "Fleenus" at night.		
November 13	Nils Henrik Nielsen, steward at "Ronald" discharged & into Hospital at Stanley ^{28/9/30} and repatriated per "Falkland" via Montevideo, 13th November 1930.		

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum.
(Date of consulate's
letter.)

Anmerkninger
(Remarks.)

No.	Afsenderens navn og bosted samt skrivelsens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelsens datum. (Date of letter.)	Naar indkommet (Date of receipt.)
1931. January 6. January 17	20 "Gleums" reported ashore on Bold Reef Rock, Pebble Island. 20 "Gleums" refloated with assistance of 20 "Afterfow".		
April 8.	John Johansen, of Loo Bay, navy foreman, issued with Passport (#1131) travelling from Stanley to U.K.		
" 9	Laurentz Carlsen, Master of 20 "Gleums" died in Stanley from heart failure.		
June 11.	C. J. Edvardsen, 2nd mate, appointed Master of 20 "Gleums" vice J. S. Hennickson		
July 6.	Reported act of gallantry on part of A. B. Steen to the Minister of Foreign Affairs, Oslo.		
August 11	20 "Gleums" (Master C. J. Edvardsen) arrested by Falkland & Dep. Sealing Board.		
Sept 10.	Renewed passport for voyage Stanley to Norway via U.K. / vide U.K. for Abraham Abrahamson, engineer at "Gleums" Company sent home @ request of Peace Co, S. George (P/P No. 848/1925 Sandefford)		

Udgaaende expedition.
(Addressce of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

No.	Afsenderens navn og bosted samt skrivelsens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelsens datum. (Date of letter.)	Naar indkommet. (Date of receipt.)
1937			
April 15 th	Issued Passport Form (being unable to find proper books) to Mrs Helen Malvina Holth (nee Whitney) travelling to Norway via Montevideo & Buenos Aires with 2 children.		
1938 March 16 th	Issued Passport (proper book) to Mrs Edith Elizabeth NILSEN, (nee Martin) travelling to Norway (via Punta Arenas and Montevideo). (No. 1/1938). Fee of -		
July 10 th	Issued <u>Certificate of Identity</u> to <u>Jens Peder Pedersen</u> , <u>Danish Subject</u> , proceeding to Montevideo for medical treatment. Fee of -		
1939 January 2 nd	Issued Passport No 1/1939 to Mr Olai Peter JOHNSEN, travelling to U.K. per "Highland Brigade" (before 9/1/39). Fee of -		
1940. April 19 th	Capt A. Edvardsen of m.v. "KOLLBJØRG" called at the Consulate & lodged his Report - Having come into Stanley for protection & advice "in view of the new situation in Europe." (Arrived 14 th April).		
April 21 st	Captain of M.S. "VINGA" ditto.		
April 22 nd	Captain P. Pedersen of m.v. "ATHOS" ditto		
	P.S.O.		

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum.
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

No.

Afsenderens navn og bosted
samt skrivelsens eller dokumentets indhold.
(Sender's name and residence and subject of correspondence.)

Skrivelsens datum.
(Date of letter.)

Når indkommet
(Date of receipt.)

194215th May.

Renewed Passport No. 4180/31, for Ragnvald Rønne,
until 31st August 1943, he proceeding to
Montevideo in transit back to South Georgia.
(See 15/-, changed to Cia Argentina de Boca).

do.

Ditto Passport No. 109/37, for Odd Røttersten,
until 30th August 1943. ditto. (15/-)

11th Sept.

Provided passage per "Lifey", Stanley to Montevideo,
for Mr OSKAR OLSEN - at Arg. de Boca's station
@ South Georgia. (arr. in Stanley per "albatross", July 1942.
(See correspondence in "Norway letters" - CONSULAR file.

194429th Jan.

Issued Passport No. 11/1944 to Mrs Mary Frances BIERKE
(formerly Mrs Charles Clifton - Née Whitney) travelling
to U.K. by first available opportunity. (Wife of Erling
Asbjørn Bjørke, of Norwegian Detachment, I.L. Force).

4th Oct.

Issued Passport No. 9/1944 to Mrs Alice Ward STEVENSEN
(wife of Albert Steensen) of Stanley, travelling to
Montevideo with her daughter for medical reasons.

1944

Issued Passport No. 11/1944 to Mr Torbjørn STEEN
of Stanley, travelling to Montevideo for
medical treatment.

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger
(Remarks.)

No.	Afsenderens navn og bosted samt skrivelsens eller dokumentets indhold. (Sender's name and residence and subject of correspondence.)	Skrivelsens datum. (Date of letter.)	Naar indkommet (Date of receipt.)
1966			
1/66	RENEWED PASSPORT No. 634-60-5 MATHIS NORMANN HOLER, DOMICILE RÅDE, NORWAY, UNTIL 14TH MAY 1966, HE PROCEEDING TO MONTEVIDEO IN TRANSIT FOR NORWAY (FEE 10/- PAID)	14-2-1966	
2/66	RENEWED PASSPORT No. 018652 5/58 TRYSGE RASMUSSEN, DOMICILE MONTEVIDEO, PLACE OF BIRTH STRAND, NORWAY, UNTIL 14TH MAY 1966, HE PROCEEDING TO MONTEVIDEO IN TRANSIT FOR NORWAY (FEE 10/- PAID)	14-2-1966	
3/66	New Passport issued to James Walker Steen - See affidavit (Fee 10/- Paid)	14-3-66	

Udgaaende expedition.
(Addressee of consulate's letter.)

Den udgaaende
skrivelses datum
(Date of consulate's
letter.)

Anmerkninger
(Remarks)

No more entries until page 97

1912

Hektor Whaling Company
S.S. "Ronald" - "Port Stanley", "Newfield", T.H. Dahl
S.S. "Hektor" - "Edla", "Rosa"

Laborum Whaling Company

Rethval Whaling Company
S.S. "Falkland", "~~Edla~~", "Palmer", "Torvald"

Thule Whaling Company
S.S. "Thule", "~~Edla~~" Dove, Paal

Kaupstad Whaling Co
S.S. "Normanna", "Nordmann", "Splint"

(Pacific Whaling Company) La
S.S. "Piya", "Loreada", "Pallena", "Christiansen"
Coral
Bergen

