

1907

Porto Mairine

SHI/VES/2 # 28

No. 420

Receiver of Wrecks

(SUBJECT.)

1907.

8 Decr.

Wreck of Sealing Schooner "Baden Powell".
off Elephant Jasons

Previous Papers.

(MINUTES.)

Colonial Secretary.

The following report has this day been made to
me by the Chief Constable.

W. A. Thompson

Treasurer, Collector & Receiver of Wrecks
8th December 1907.

I, W. Atkins Chief Constable of the Falkland Islands, hereby
report to the Receiver of Wrecks of the Falkland Islands, that the
Master of the Falkland Islands Co.,s schooner "Lofonia" was told by
Mr. Wm. Benney, Sr: of Saunders Islands, that the Sealing Schooner
"Baden Powell" was wrecked off the Elephant Jasons, and that the
crew, numbering (19), put in at Saunders Island on their way to Pabba
to catch the "Richard Williams" to be taken in to Port Stanley. I
understand that the "Baden Powell" was wrecked on or about the 23rd
November last. That the vessel sank within 10 minutes from the time
she struck. That no one was lost.

Subsequent Papers.

W. A. Atkins

Chief of Police.
8/12/07.

447/07

W. A. Atkins

H.S. the Governor.

Submitted. I have in-
structed the Chief Constable to keep
enquiries afloat and report and
developments that may come to his
knowledge in regard to this matter.

H.S. W.
9.12.07

C.S.

Recd.

The matter should not be lost-
sight of.

W.C.
10.12.07

H.D.

Chief Constable.

To note.

N.B. W. Grant
C.S.

14.12.07

W.S.
W.S.
23/12/07

Letter from Miss Sarah Hansen
dated 4. December, 1907.

Departmental No.

Receiver of Wrecks.

As you are aware, H.E. the Governor has, under the provisions of the Wrecks Ordinance, 1899, appointed Mr. G. Hurst to make inquiry respecting the loss of the ship "Baden Powell".

H.E.W. Grant, C.S.

23.12.07

Memo from Collection of 22.12.07

Mr. Hurst.

Accordingly

W. Thompson

23.12.07

Hon Col Secy

Examinations on oath
hereunder of the master & mate
of the "Baden Powell".

G. Hurst
Officer appointed to
make inquiry
23.12.07

27.12.07

H.E. the Governor.

Forward copy to Board of
Trade? C.S. app'd 27.12.07
H.E.W. Grant
27.12.07

Letter to Board of Trade.

Colonial Secretary.

Capt: Anderson has applied for
the Guns &c detained by Chief of Police, and I have there-
fore to request permission to deliver same.

W. H. W. W.

Colonial Treasurer & Collector.
30/12/07.

H.E. the Governor.

Approved?

H.E. W. W.
30.12.07

C.S. app'd

W. H. W. W.
30/12/07

Treasurer.

For your guidance. Please
return this paper as soon as may
be possible.

H.E. W. W.
30.12.07

C.S.

H. W. W.

W. H. W. W.
30.12.07

Letter to Board of Trade

S.D.

Done for 21/12/07.

W. H. W. W.

H.E. the Governor.

With reference to your Ex-
Cmency's telephone message to-day—

The Receiver of Wrecks reported
on the 22nd Decr., 1907 as follows:—

" I have visited the scene of the
wreck of the *Baden Powell*". (enclo-
sure 3 in this M.P.).

2. I understood from him
that he was enabled to pay
the visit in question through
the courtesy of the Manager
of the Falkland Islands Coy.
who allowed one of his schooners
which was bound from Still
Cove to Roz Cove, with Mr.
Thompson on board, to call
at the Jasons.

3. The Receiver of Wrecks
informs me that he has already
expressed his thanks to Mr.
Harding for this courtesy,
but

but Your Excellency, I believe,
would wish your special ac-
knowledgments to be conveyed
to him?

J.T.E.W.
23.1.08

C.S. Please. Regarding
the receive an official
ackly!"

W.Z.C.
24.1.08

Letter to Hon. W.A. Harding.

S.D.

Done
24.1.08

H.D.

420/07

Recd. 23.12.07

Curacao Island

Dec 4th 07

The Hon Colonial Secretary -

Sir -

I have the honor to state that the Capt & men of "Baden Powell" called in here Nov 24th. They stated they had come from Elephant Is. where their Schooner had been wrecked - The Capt asked for advice, & directions - he was given charts etc, etc, & left after one hour stay. He said his ship was lost in a gale & 40 minutes after she parted her cable, she was in splinters -

In such an open bay & the weather so terrible it is hard to believe that so much ^{cargo} could have been got safely to shore with 30 men & boats - I presume this loss to the Canadian Sealing Co on the Elephant Is. does away with the opinion so often expressed "that the Canadian Schooners did not take Seals from there" - November is the best month for taking seal

I am Sir

Your Obedient Servant

Sarah Hansen

420/1907.

50th December, 1907.

Sir,

I am directed by His Excellency the Governor to transmit to you the enclosed copy of the depositions on oath of the Master and First Mate of the British Schooner "Baden Powell" respecting the total loss of that vessel at Elephant Jason, West Falkland, on the 23rd ultimo.

I am,

Sir,

Your obedient Servant,

H. E. W. T.

Colonial Secretary.

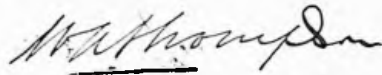
THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT),
BOARD OF TRADE,
WHITEHALL GARDENS.

420/07

13

Colonial Secretary.

I arrived at 5 a.m. this morning. The Richard Williams is just behind us, as we passed her off Salvador last night. I understand that the crew and Master of the Baden Powell are on board. I think it advisable that a Constable should be sent on board of the Richard Williams on her arrival in Stanley, to take stock of every article saved from the Wreck. I have visited the scene of the wreck of the Baden Powell. It may be necessary to hold more than an ordinary wreck inquiry into this matter. The boats, GUNS, &c saved by the crew of the Baden Powell should be landed at the Dockyard Jetty and handed into care of Chief Of Police.



Treasurer & Collector &c &c.
22/12/07.

N.E. the Governor.

Let the Receiver of Wrecks
arrange this matter with the Chief
Constable?

N.E. W.T.
22.12.07

C.S. app!

W.T.G.
22.12.07

Hales
H.W.
23/12/07

Treasurer, &c.

For your guidance.

H.E.W. Grant C.S.

22.12.07

(2)

The New
Wagh Thompson River of
Wreck.

L)

acting in verbal instructions
Received the following articles since
from the wreck of the schooner
"Baden Powell" & Brought to Sturdy
by the Richard Williams

by
J

16. Rifles
1 Chronometer
1 Boat & oars.

W. A. G. M.
22.12/4

420/1907

Inq. 1.



ISSUED BY THE
BOARD OF TRADE.

EXAMINATION ON OATH

Relating to the Loss of the British Schooner "Baden Powell"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIAE,
CAP. 60.

1. Names of Deponent at full length.

1. John Anderson being duly sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he John Anderson master of the Ship "Baden Powell" of the Port of Hunenburg, Nova Scotia, Canada of the Register Tonnage of 94 Tons, her Official Number being

3. Names and Residence of Owners.

3. That the said Ship was owned by The "Baden Powell" Company residing at 52 Barrington Street, Halifax, N.S. in the Dominion of Canada

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Schooner that she was built of wood at Hunenburg, N.S. in the year 1871, and that she was classed in 1 as 1 years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of seventeen hands, including deponent; that the deponent's Certificate is a Certificate of nil, and is numbered nil.

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of 132 fur seal skins caught at sea off the coast of Argentina shipped by Argentine and consigned to of

7. Number of Passengers on board.
Note.—If the Wife and Children of the Master or of any Officer of the Ship are on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid 7 Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was about eleven feet seven inches forward and eleven feet — inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That said Ship proceeded from Halifax on her intended voyage as named below, on the 6th day of September last past, at noon M.; the tide at the time being low the weather hazy, and the wind blowing South West from the

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was ^{light} and sound and in good condition marks sails and ropes well found Two anchors, and two chain cables ~~of 40 and 6'~~ 45 fathoms each in length, which had not been tested or surried to deponents knowledge

11. Limits of intended voyage.

11. That the said Ship was bound for South Shetland Islands in South Atlantic, on a sealing voyage

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above stated up to the 21st of November last. On that date anchored at Elephant Jason West Falkland Islands for shelter wind blowing a good strong breeze from S.W. by W

13. Particulars of the casualty, commencing with the date and hour, and the state of the Tide, Wind, Weather, and Sea.

13. That on Saturday the 23rd day of November last at 4.0 A.M.; the tide at the time being half flood, the weather hazy, and the wind in the South blowing a heavy gale with a heavy short sea from the South, the said Ship being anchored on the north east side of the Elephant Jasons. The wind shifted from W.S.W. to South very suddenly all hands were on board took single reef in mainsail and foresail started to heave in on both cables anchors started dragging slackened away chain thinking she would bring up. The anchors took hold of the ground. When the Starboard cable parted in the hawsepipe the ship drifted towards the shore and before there was time to make sail she was in the breakers struck on the rocks and went to pieces in twenty minutes.

On the 21st when the ship anchored the water was smooth ship being about a cable and a half from shore in seventeen fathoms apparently hard bottom. We anchored about 10.30 A.M.

put a boat out, and I went ashore with several of the crew, and shot some ducks. Went on board again the same day. Some of the crew went ashore on Friday the 22nd and got some eggs. I and the mate were on board repairing the lee rope of the mainmast.

After the ship was wrecked — on the 23rd November — we remained on the elephant Jason. We managed to save four boats, before the vessel went to pieces. On the 25th we all left in the four boats. Called at Carcass Island, for information where we could go for a schooner, to be taken to Stanley. We were directed to Pebble Island. Arrived at Pebble on the 28th and were brought to Stanley in the Javel "Richard Williams" arriving here Sunday the 22nd December.

The ship was anchored in a bend of the elephant Jason, which is open to the East and South wind.

14. Statements respecting services rendered, if any.

14. That

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That The ship was totally wrecked all the cargo of seal skins lost together with most of the effects of the crew
Seventeen shot guns used for killing seals, were saved, also about 50 lbs of powder, and 75 lbs of shot

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by me ~~£2000~~ £316 Pounds Sterling, and on the said Cargo at ~~£2000~~ £316 Pounds Sterling, and that the Ship was insured in the sum of _____ Pounds Sterling, the Cargo in _____ Pounds Sterling, and the Freight in _____ Pound Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the _____ the said Ship _____ lives were lost by _____ the remainder _____ in all, viz., Master, _____ Crew† and _____ Passengers, being saved by _____, and subsisted on board that vessel from the _____ to the _____, when they were landed at _____ The following provisions, valued at _____, were transferred from the wreck to the ~~salvage~~ island
4 barrels of flour, salt
a few boxes of biscuit, and various tins of preserves, also one case of pickles, and six small kegs of butter.

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was owing to the chain cable parting, and the ship dragging anchor and it might have been avoided by _____

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

John Anderson
Master
Deponent.

Sworn at Harley this 23rd
day of December 1907 before me, L. Hurst. J.P.

~~Inspecting Officer of the Coastguard.~~
~~Chief Officer of Customs.~~

* Obliterate the words that do not apply.

Person appointed for the purpose by the Board of Trade under Sec. 465 of N.S.A., 1894. Governor
Under Sec. 307 1899

† In the number of the Crew should be included all Officers except the Master.

Inq. 1.

Port or District of St. Andrew & Edinburgh

Date of Casualty 23 Nov 1907

Name of Ship.	Port.
<u>Baden Powell</u>	

420/1907

Inq. 1.



ISSUED BY THE
BOARD OF TRADE.

EXAMINATION ON OATH

Relating to the Loss of the British Schooner "Baden Powell"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIA,
CAP. 60.

1. Names of Deponent at full length.

1. Clement. B. Christian being duly

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he Clement. B. Christian 1st Mate
of the Ship "Baden Powell"
of the Port of Lunenburg, Nova Scotia, Canada
of the Register Tonnage of 94 Tons, her
Official Number being

3. Names and Residence of Owners.

3. That the said Ship was owned by The "Baden Powell" sealing
residing at Barrington Street - Halifax, N.S.
in the Dominion of Canada

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Schooner
that she was built of wood at in the
year , and that she classed in
 as years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of nineteen hands, including deponent;
that the deponent's Certificate is a Certificate of , and is
numbered .

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of 132 Fur Seal Skin
Caught on sealing grounds off the Argentine coast
shipped by of
and consigned to of

7. Number of Passengers on board.
NOTE.—If the Wife and Children of the Master or of any Officer of the Ship are on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid
 Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was
feet inches forward and feet inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That said Ship proceeded from Halifax on her
intended voyage as named below, on the 6th day of September
last past, at noon M.; the tide at the time being
the weather hazy, and the wind blowing light
from the West

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was ^{light} and sound and in good condition ~~hull~~, sails, anchors and chains well found - 45 fathoms of chain on each cable

11. Limits of intended voyage.

11. That the said Ship was bound for a sealing voyage in the South Atlantic

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above stated up to the 21st November last all went well we made the land about 6 or 7 am. The wind hauling ahead we came in under the land and anchored on the East side of Elephant Pass, West Falklands, wind blowing strong from N. S. W. It had been blowing from the North. Ship anchored in about 16 fathoms of water, with port anchor 30 fms cable

13. Particulars of the casualty, commencing with the date and hour, and the state of the Tide, Wind, Weather, and Sea.

13. That on Saturday the 23rd day of November last at 4.0 A.M.; the tide at the time being —, the weather ^{hazy}, and the wind in the South blowing a strong gale with a short sea from the South, the said Ship being anchored with the port anchor and about 40 fms chain on the East side of the Elephant Pass, in a small bright or bend. Captain called me at 3 o'clock in the morning. gave orders to let go starboard anchor let it go. Wind blowing stronger from about S.W. Called the crew double reefed mainsail and single reefed foresail. Captain said we would have to let out as it looked squally from the South. which made the anchorage unsafe. Started to heave in both cables a heavy squall struck us from the South. Ship commenced to drag stopped heaving in cable, and had to pay it out again. hauled 40 fms out on port cable when something carried away, either the chain or anchor don't know which. Still paying out on starboard cable. brought

The schooner short. The chain snapped, and the schooner went against the cliff. When the Captain saw she was going ashore he gave orders to save some food. Got a little food ashore. Ship was on the rocks, sea breaking over her. We then tried to save some boats, and guns and ammunition, saved four boats, and about 16 guns and a little ammunition. These were used for shooting seals.

The ship broke up in about twenty minutes after striking the rocks. Captain ordered all hands ashore. No one was lost.

When we anchored on the 21st the sea was smooth, some of the crew went ashore, and shot some birds.

We remained on the Elephant Jacobs about three days, until the sea went down. Took the four boats and went to Carcass Isd from there to Saunders Isd, and then went to Pebble Isd, and the schooner "Richard Williams" brought us into Starley 22nd December 1907.

The log and ships papers were lost.

14. Statements respecting services rendered, if any.

14. That

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That The ship was totally wrecked only a few small pieces of wood were on the rocks when we left the island masts and booms washing about in the water. All the seal skins were lost

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by at Pounds Sterling, and on the said Cargo at Pounds Sterling, and that the Ship was insured in the sum of Pounds Sterling, the Cargo in Pounds Sterling, and the Freight in Pound Sterling

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the loss the said Ship no lives were lost by the remainder in all, viz., Master, Crew† and Passengers, being saved by , and subsisted on board that vessel from the to the , when they were landed at The following provisions, valued at , were transferred from the wreck to the salving vessel

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was owing to the chain breaking, and the ship dragging anchor and it might have been avoided by

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

Clement B. Christian
Deponent.

Sworn at Stanley this 23rd day of December 1907 before me,

L. H. Horn

Inspecting Officer of the Coastguard.*
Chief Officer of Customs.*

* Obliterate the words that do not apply.

Person appointed for the purpose by the Board of Trade under Sec. 465 of M.S.A., 1894.

† In the number of the Crew should be included all Officers except the Master.

The Governor under Sect. 72 of Act 30 of 1899

Inq. 1.

Port or District of _____

Date of Casualty _____ 190

Name of Ship.	Port.

420/07.

24th January, 1908.

Sir,

I am directed by the Governor to convey to you His Excellency's thanks for your courtesy in placing at the disposal of the Receiver of Wrecks, on the occasion of his recent visit to West Falkland, the Schooner "Gerardina" for the purpose of enabling him to visit the scene of the wreck of the Schooner "Baden Powell" at Elephant Jason, and to express regret that, through an oversight, this communication was not made to you at an earlier date.

I am,

Sir,

Your obedient servant,

J. E. W.

Colonial Secretary.

HONOURABLE W. A. HARDING,

MANAGER,

FALKLAND ISLANDS COMPANY, LIMITED,