

Police Office Stanley 18th October 1882

An Inquiry held by direction of His
 Excellency Governor Kern relating to the loss
 of the British Barque "Avona" of Swansea
 Iron built 696 tons register, owned by
 Kassa Kassa, from Sunderland to Valparaiso
 with a Cargo of Coal, Stephen Davies
 Master No. of Certificate 29040

Present Arthur Bailey Police Magistrate

" Captain Seemann, Master

" Captain Reid — Assessors

Stephen Davies Sworn, Certificate handed
 in. I was master of of the late Barque
 "Avona" of the Port of Swansea ^{696 tons register}, owned
 by Kassa Kassa, bound on a voyage
 from Sunderland to Valparaiso, with
 a Cargo of Coal, we left on the 28th July
 last, the vessel was then in a good
 condition, tight strong and well found
 in every respect, all went on well until
 the 9th of October at 10 P.M. on the previous
^{day at} afternoon we were in ^{Lat} by observation 49.
 42 South Longitude ^{by} Chro 67. 17 West, Course
 made S. by W. The west distance 135 miles.
 The Ships log is lost

By Captain Seemann

Was your vessel navigated by a Standard
 Compass. Ans. yes

I have a deviation table

I rectified my deviation by observation of the Sun

I had no heading error

I had five degrees Easterly deviation before
 the ship was lost, which happened on
 the 9th instant, the first part of the day

light variable winds from the South
west to the S. S. E. very hazy. Noon light
variable winds. North to E. N. E. hazy sun
showing through the fog occasionally
Latitude ^{of} noon 50. 59. Longitude 57. 17 west
At 6.30 P.M. hove the lead got soundings
in 45 fathoms sand and shell which
I considered to be the eastern edge of the
bank of Soundings, kept the ship off
again and steered S. E. by the Standard
Compass to edge off the bank, weather
continuing very thick and hazy, at 10.
P.M. land was reported ahead and I
immediately put the helm ~~down~~ hard
a Starboard, but before the ship could be
brought round she struck on the reef
outside Hut point. St. Salvador. I at once
got a boat out and ran a keedge with a 9. in
hawser from the Port bow to try and haul
^{her off,} ~~the~~ hawser tight but of no avail,
at 2. P.M. parted the bow hawser. I then
got another keedge with a 9. in hawser ^{out} aft
from the port quarter and hove away.
half the crew heaving the Captain the other
at the pumps, as the ship was filling fast
and sinking down forward, at 6. A.M. she
settled down to port and filled. got the
boats ~~out~~ ^{out} and all hands took to them,
and landed 1/2 a mile to the eastward
of the ~~wreck~~ wreck

Saturday the 14th. brought the crew into
Stanley in the Schooner "Fair Rosamund"
with two boats and some other wreckage
By Captain Seeman
My Chief Officer has free access to the Charts

I was on deck when the ship struck
I was in possession of a Chart of the Falkland Islands
I saved a few of my private effects
There was a lookout on the fore castle when the
ship struck

The port watch was on deck when the ship struck
The discipline of the crew was good
I was quite sober when the ship went on
shore

On leaving the Pentland Firth my Chronometers
~~was~~ ^{were} right
I attribute the loss of my ship to an error in
the Chronometers.

I intended to sight Cape Pembroke light to
rectify them
I do not know whether the ship was insured
This is my first voyage in the employ and
my first in the ship also

I do not think the side lights were up
The ship was going about 3 1/2 knots with all
plain sail on when she struck

(S^d) Stephen Davies

William Davies Livorn Certificate of
Competency ^{as master} put in No. 02412

I was mate of the late Barque "Avonca"
I did not save my log book. I cannot tell
the lat: the ship was in the day before she
was lost. the Long: was 57° 29' West, from noon
on the 9th ^{implant} the ships course was S. E. by Standard
Compass, going about 3 1/2 knots, the deviation
was from 1/2 a point to 3/4

There was no heeling error on the Compass
I occasionally took sights to ascertain the
error of the Compass.

At 6.30 P.M. we got soundings at 45 fathoms
sand and shell we compared it with a
Chart of the Falklands it put us about 10
miles to the Eastward of the land. there

JANE CAMERON NATIONAL ARCHIVES
H36 - AVONA

was a little Current setting easterly, at that time we were Steering by the Steering Compass S. S. E. until 9 o'clock. I called the Captain then as I saw what I took to be a dark Cloud on the Starboard side, the Course was then altered to S. E. by Steering Compass. The Captⁿ then went below for a quarter of an hour or 20 minutes, not seeing anything more of the dark object the Course was again altered to S. E. by S. by Steering Compass, there was a point difference between the Standard and Steering Compass. I was aware of it and made allowance for it. I was on deck at the time the ship struck, the side lights were up at the time. I did not see any kelp or land before the ship struck, the Captⁿ ordered the port quarter boat to be lowered and a hawser run out, there was not much surge on, after she struck her head came up to the N. E. by north.

This is my first voyage with Captⁿ Davis I have not sailed in the ship before

The Captⁿ only saved a few of his effects
The Crew behaved very fair at the time of the accident

I saved a few articles myself

The Starboard watch ~~was~~ ^{was} called from below immediately the ship struck, all hands ~~was~~ ^{were} then on deck

I heard the Captain say that he intended if possible to sight the Falkland Islands, to correct his Chronometers, it being thick weather he did not think it advisable to go to Close but give the land a wide berth, The 2nd Keage was bent on to the hawser and hove taught
Every effort was made to get the ship

off but failed, we remained on board till 7 A.M. ^{at last} the next morning, and then left the ship in the long boat and pinnace, which we brought into Stanley harbour we did not save any provisions, when I last saw the ship she was lying on her port side full of water

(S^d) W. Davies

Wm. Allsop A.B. of the late Barque "Avona" Swoni

I belonged to the late Barque "Avona" I relieved the helm at 10 P.M. on the night the ship was lost, the Course given to me was S. E. by S. the ship was under all sail with the wind aft, she was going very steady when I took the wheel, with good Steerage way on, I saw land 3 or 4 minutes before she struck I could not see the fore-castle head from where I stood at the wheel, I ~~remained~~ ^{remained} at the wheel till she stopped, she bumped two or three times, The head sails were hauled down and some others Clewed up

A Keage anchor was run out on the port bow and hove taught it had no effect in getting the ship off, the hawser was carried away

All hands stopped on board till the next morning, the ship was full of water when we left, she was about a waps length from the shore, we saved a few of our clothes, but nothing belonging to the ship except a sail and four boats, two were brought into Stanley the others were left on the beach, we took shelter in a Shepherds house, till a shooner came for us and brought us into Stanley

(S^d) W. H. Allsop

Rail. Shetat A. B. a German not being able to speak English was sworn by Capt. Seemann who interpreted for him

He states that he is an A. B. and belonged to the late Barque "Avona" I went on the look out at 8 P.M. on the evening the ship was lost, I stood on the topgallant forecastle, the evening was very dark I could not see any distance, the side lights were not burning, I did not see any kelp, about 9 o'clock I saw a black stripe on ^{the horizon} right ahead but it disappeared almost immediately, I did not report it on that account, afterwards it cleared a little, I then saw the land, and the ship struck at the same time. The men were immediately called and some of the sails clewed up, the Captain then gave orders to run a keel out one on the port bow and one on the port quarter, they were hove taught but of no avail as the ship was hard and fast, we remained on board till the next morning, when we all left in two boats, the ship was full of water, the masts were then standing & the port side under water, The Captain Officers and all the crew were quite sober, there was no bustle or hurrying, everything was done in a cool quiet manner, I saved a few of my clothes

(S^o) Rail Shetat

Report of the loss of the British
Barque "Avona"

To His Excellency Governor Kern

We the undersigned Arthur Bailey
Police Magistrate, Captains Reed and
Seaman nautical Assessors, sitting in
open Court to make an inquiry under
Ordinance No. 3 of 1857 into the circumstances
attending the loss of the British Barque
"Avona" which occurred on the 9th instant.
We have the honour to report to your Excellency
that we proceeded this day (18) to make
such inquiry, and examined on oath
the witnesses of whose testimony we
herewith annex the minutes

1st That the Official number of the said
Barque called the "Avona" of the port of
Swansea was 62745. Of which Stephen
Dames was ^{the} master whose Certificate of
Competency is 29. 040, and which ship
belonged to Russa Russa of Swansea
County of Glamorgan Ship Owners

2nd That the said ship sailed from
Sunderland on the 28th day of July last
at 4. P.M. laden with Coals and was
bound to Valparaiso

3rd That the loss of the Barque "Avona"
heremafter more particularly mentioned
happened on the 9th instant at about 10. P.M.

4th That the Cause of the said loss appears
by the evidence to have arisen out of the
following Circumstances

The British Barque "Avona" 696 tons
register laden with Coal on the 9th instant
at 6. 30th being in soundings of 45 fathoms
sand and shell off the north shore of the

Falkland Islands being under all plain
sail and gung about 3/4 knots on line
wind blowing N.W. to E. North E. ^{blowing South East by South} she ran on
to a reef off Pitt point at the entrance of
S. Salvador and became a total wreck

5th After Carefully investigating the evidence
given by Captain Stephen Davies, and the
Chief Officer Wm. Davies, we came to the
conclusion, that the loss of the "Avalon"
was caused by the error of the ~~Compass~~
Chronometers, which put the ship forty
four miles to the eastward of her true
position, at noon of the day when
she went on shore. The weather in the
evening being very thick, preventing them
from seeing the land and feeling sure
the course they were steering would lead
them clear of any land in the Falkland
Islands. We are further of opinion that
the vessel was navigated in a careful
and proper manner & the lead being
low showing 45 fathoms water at 6.30
P.M. convinced them that they were clear
of all danger. We therefore acquit Captⁿ
Davies of all blame for the loss of the
vessel and with pleasure return him
his Certificate. With regard to the Chief
Officer Wm. Davies we also return him
his Certificate, but would recommend
him to be more observant in the future
as to the deviation of the Compasses in
Iron vessels

6th In conclusion we are of opinion
that the expenses of this Inquiry should
fall on the owner of the vessel, or
whome it may concern amounting
to £ 6. 6. 0

(89)

Arthur Bailey Police Magistrate
 David Reid Master of the British
 Barque Dinapore of Glasgow
 Nautical Assessor

J. H. M. C. Seaman

Nautical Assessor

I hereby certify that the paper writing herunto
 annexed is a true and correct copy of the original
 evidence taken in my Office on the 18th inst.

Arthur Bailey

John Dragutic

Hanley
 23rd Oct 1852

originals
sent to
with
for
Articles + Ref
transmission
22.11.82

Police Office Stanley
23rd October 1882

Sir I have the honour to
forward to you for His Excellency's
information two copies of the evidence
taken before myself and Capt. Reice
and Serjeant sitting as Deputes
Assessors relating to the loss of the
British Barge Corona, together
with our Report thereon

I have the honour to be
Sir
Yours Obedient Servant
Arthur Henry
Police Magistrate

H. F. Platt Esq.
Act Col. Secretary

Government Office, Stanley, 7 Oct. 1882

Sir,

In reply to your letter of 24th Aug. last applying for the lease of the Passage Islands at a rental of Ten pounds p.a, I am directed by H.E. the Governor to inform you, that as your tender is not in accordance with the terms of the Official Gazette of 17 Aug. 1882, it has been rejected.

I have &c.

W. Geo. Hansen
Caracas Island.

@ H. J. Bristle
C. Secy.

G.O., Stanley, 16 Oct. 1882

Sir,

I am directed by His Excellency the Governor to request that you will - with the assistance of Captain Seaman & Reid (Singapore) - hold a Court of Enquiry into the loss of the British Barque "Avona".

You will please arrange with Capt. Seaman & Reid at once as to the time of your sitting, & inform Capt. Davies of the "Avona" what witnesses you require.

I have &c.

A. Bailey Esq.

Police Magistrate
Stanley

@ H. J. Bristle
C. Secy.

JANE CAMERON NATIONAL ARCHIVES
D19 - AVONA

Stanley 19 Oct. 1882

Sir,

I have the honor to return the proceedings in the case of Reg. v. G. H. Crook, & to request you by His Excellency's direction to repay to Mr. Crook the sum of Thirty pounds out of the fine (£50.) he has paid into your hands, under the authority of His Excellency's minute of 18.10.82 on the proceedings.

Mr. Crook has been informed of this decision.

I have &c.

@ H. J. Bristle
C. Secy.

The Police Magistrate
Stanley.

Stanley, Falkland Islands
3 November 1882

Sir,

I have the honour to inform you that the men named
in the margin belonging to the British Barque "Avona"
recently wrecked here, have been sent to Monte Video by the
Steamer "Memphis" as that vessel cannot give them passage
to England.

May I request you to forward them to Hartmouth
or elsewhere in England.

I have &c

H. F. Blicett

Act Col Sec

Stanley, I.S. 4 Nov. 1882

JANE CAMERON NATIONAL ARCHIVES
D19 - AVONA

The Vice Consul
Monte Video

- J. Morgan
- C. Kjersulf
- C. Millar
- C. Holtz
- W. H. Alcock
- C. Herzberg
- A. S. Stiles
- W. D. Buckingham
- P. H. Skinner
- W. J. Rowe

N^o 5
208.6.3
C. L. Colman
for H. M. Postmaster
General

Sir

I have the honor to transmit herewith a Draft on
the Crown Agents for the Colonies for Droney Order of
£1000 in the current month.

I have &c.

H. F. Blicett

Act. Postmaster.

The Secretary
H. P. O.

London

Crown Agents informed of Draft also.

Stanley, I.S., 6 Nov. 1882

Sir

I have the honor to transmit herewith the
duplicate Accounts Current of the Crown Agents
for the Colonies for July & August 1882 duly
abstracted.

I have &c.

H. F. Blicett
Comm^r for Gen

The Comptroller & Auditor General

London

S.F.I. 16th Nov = 1882JANE CAMERON NATIONAL ARCHIVES
D19 - AVONA

Sir,

No 4
dated 16-11-82
£196-10/-
In favour of
C.A. for Colonies

I am directed by His Excellency the Governor to inform you that he has this day drawn a Bill on you as quoted in the margin, on account of expenses incurred by this Government on behalf of the shipwrecked crew of the British Barque "Avona", the account of which has been transmitted to the Board of Trade through the Colonial Office

The Assistant Secretary
Finance Department
Board of Trade London.

I have &c
(sd) H. F. Blissett
Comm for Accts

S.F.I. 17 Nov 1882

Gentlemen,

No 4
Dated 16 Nov 82
£196-10/-
In favour of
Crown Agents
for Colonies

I am directed by His Excellency the Governor to transmit to you the enclosed Bill of Exchange No 4, on the Board of Trade, as quoted in the margin, for the credit of this Colony, and to request that you will please acknowledge the receipt of the same.

The Crown Agents
for Colonies

I have &c
(sd) H. F. Blissett
Comm for Accts

S.F.I. 21 Nov. 1882

Sir,

In reply to your letter of 18th inst I am directed by His Excellency the Governor to inform you that he has already had a correspondence with the Secretary of State and the Directors of the Kosmos Company, on the subject of the arrival and departure of mails, and that the contract is not held to read as you have interpreted it.

His Excellency desires me to say also, that there are two contracts extant in this Office, but he was not aware that any copies had been made public.

Capt. Packer
Stanbury

I have &c
(sd) H. F. Blissett
Accts Col Sec