

GASPÉ OF YESTERDAY

114

THE CASE OF THE CUT CABLE  
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Involving the schooner, "SEA FLOWER",  
of Gaspé, with Captain William Baker  
as Master and John Stewart as Mate.

KEN ANNETT

THE CASE OF THE CUT CABLESURVEY

On May 23rd. in the year 1825 an official survey was in progress on the deck of the Gaspé schooner, SEA FLOWER, then moored in the CUL DE SAC of the seaport of Québec. Present were Captain William Baker, Master of the 60 ton SEA FLOWER, his Mate and fellow Gaspesian, John Stewart, and the two officials appointed to survey and report on damage, John Lambly, Mariner and Harbour Master of Québec and Robert Young, Ship Master and Assistant Harbour Master.

Missing from the SEA FLOWER was an anchor, buoy, buoy rope and some fifteen fathoms of the great, seven inch anchor cable of a value estimated at some £ 40.

How this loss had been sustained, typical of numerous marine incidents recounted by the hardy seamen of Gaspesia, was recorded in the following DECLARATION by Captain Baker and John Stewart.

DECLARATION

On this Twenty sixth Day of the month of May in the year of our Lord one thousand eight hundred and twenty five, Before us the undersigned Public Notaries duly commissioned and sworn in and for the Province of Lower Canada, residing at the City of Québec in the said Province, personally came and appeared William Baker of Gaspé, Mariner and Master of the schooner or vessel called the SEA FLOWER, of the burthen of sixty tons or thereabouts of and belonging to the Port of Gaspé and John Stewart, Mate on board the said schooner;

Who severally declared upon their several and respective corporeal oaths taken by and before me, Edward Glackemeyer, one of the undersigned Notaries, that the said schooner called SEA FLOWER, being loaded with a cargo of Sugar and Molasses, on the Twenty eighth Day of the Month of April last, sailed from the Port of Halifax in the Province of Nova Scotia bound directly to this Port of Québec, that nothing extraordinary happened in the prosecution of the said voyage until Monday, the second day of this present Month of May when, coming up through the Straits of Northumberland, such large quantities of Field Ice so as to block up the said Strait leaving but a small channel of clear water along the land, in which they sailed with a

fresh breeze from the North East, in water varying from three to five fathoms deep,

At eleven P.M., the sea being completely covered with Ice, and no appearance of a passage, they attempted to enter into the Bay of Charlotte Town on Prince Edward Island, but the tide running out so strong they could not effect it and were forced to come to with small Bower anchor off the entrance of said Bay, the land distant about two leagues and the Sea Ice close at leeward.

At two A.M. on the next Day, the wind increasing and blowing very hard, large quantities of Ice began to come out from the Bay of Charlotte Town aforesaid and threatening to crush the vessel between it and the main Body of Ice at leeward, no other means remaining to save the Ship and cargo and the lives of the men on board from immediate destruction, it was thought advisable to cut the cable and to attempt to run inside of the Bay through a small channel of clear water, which they did after great exertions get into the Bay and remained beating in for two Days, when the wind coming from the North drove the Ice from the shore and they were enabled to proceed on their voyage to this Port, where they arrived on the nineteenth Day of the present Month of May, and on the same Day the said William Baker appeared before me, the said Notary, and noted this his Protest or Declaration.

And the said appearers did further severally declare that the said vessel, at the time of her departure from Halifax aforesaid, was tight, staunch and strong and had her hatches well and sufficiently caulked and covered and was well and sufficiently mannedm provided and furnished with all things needful and necessary for the said voyage and at the time that the accident happened the said appearers and ship's company used their utmost endeavours to preserve the said ship and cargo from damage and that they cut the cable as the only means remaining to save the said ship and cargo and the crew on board.

And therefore the said William Baker did declare to Protest as by these presents he doth solmenly Protest and declare that all damages

3.

losses and detriments that have happened to the said ship or her cargo have occurred as before is set forth and not by or through the insufficiency of the said ship, her tackle and apparel or neglect of the said appearers or any of the Mariners on board.

All which matters and things were declared, alledged and confirmed as before is set forth in the presence of us, the said Notaries.

And therefore after having read the above in the presence and hearing of the said appearers, according to Law, and caused the same to be by them signed, we, the said Notaries have hereunto set our names and affixed our Seals, In Faith and Testimony of the Premises.

(Signed) Wm. Baker  
John Stewart  
Ed. Glackemeyer, N.P.

BOUGHT FROM J.E. BILSAN, QUEBEC, 31 MAY 1825

CABLE, BUOY ROPE, AND ANCHOR	£ 32	s. 3	p. 11
<u>NOTARY AND PROTEST SURVEY</u>	8	10	
	<hr/>		
	40	13	11
<u>PROCEEDS OF PIECE OF CABLE</u>		16	6
	<hr/>		
<u>BALANCE</u>	39	17	5



26<sup>th</sup> May 1825

Declaration  
The Bark  
Sea Flower

No 60  
On this Twenty fifth Day of the month of  
May in the year of our Lord one thousand eight  
hundred and twenty five. Before us the undersigned  
Public Notaries duly commissioned and sworn  
in and for the Province of Lower Canada,  
residing at the City of Quebec in the said  
Province, personally appeared and appeared  
William Parish of Gaspe' Mariner and  
Master of the schooner or Vessel called the  
Sea Flower of the burthen of sixty Tons or  
thereabouts of and belonging to the Port of  
Gaspe' and John Stewart, Mate on board  
the said schooner;

Who severally declared upon the  
several and respective corporeal oaths taken  
by and before me Edward Glatkemeyer one  
of the undersigned Notaries that the said  
schooner called Sea Flower being loaded  
with a cargo of sugar and Molasses on  
the twenty eighth Day of the Month of  
April last sailed from the Port of Halifax  
in the Province of Nova Scotia, bound  
directly to this Port of Quebec, that  
nothing extraordinary happened in the  
prosecution of the said voyage until  
Monday the second day of this present  
Month of May when coming up through  
the Straits of Montserrat

new surge, numerous of which were so as to  
 block ~~up~~ the said Straits leaving but a  
 small channel of clear water along the  
 land in which they sailed with a fresh  
 breeze from the North East, in water varying  
 from three to five fathoms deep. at eleven  
 P.M. the sea being completely covered with  
 ice and no appearance of a passage they  
 were forced to come to with ~~best small~~  
~~bow anchor~~ off the entrance of the Bay  
 of Charlotte Town on Prince Edward Island  
 the land distant ~~to windward~~ about two  
 leagues but the tides running out so strong  
 they could not effect it and were forced  
 to come to with small bow anchor off  
 the entrance of said Bay the land distant  
 about two leagues. At two am on  
 the next day the winds increasing and  
 blowing very hard large quantities of  
 ice began to come out from the Bay  
 of Charlotte Town <sup>opened</sup> and threatening to  
 crush the vessel ~~etc~~ between  
 it and the main body of ice at leeward,  
 it was thought ~~advisable~~ no other means  
 remaining to save the ship, cargo and the  
 lives of the men on board from immediate destruction  
 to cut the cable ~~and~~ attempt to run inside  
 of the Bay through a small channel of  
 water which they did and  
 after great exertions

Attempted to  
 enter into

N.B.  
 John S. H.  
 N.B.  
 17

and the sea  
 ice at ~~low~~ close  
 at leeward

N.B.  
 John S. H.  
 N.B.  
 2

it was thought  
 advisable

N.B.  
 John S. H.  
 N.B.  
 17





273  
declares that all damages, losses and detriments  
that have happened to the said Ship or  
her cargo have occurred as before is set forth  
and not by or through the insufficiency of  
the said Ship, her tackle and apparel or  
neglect of the said Appraisers or any of the  
Mariners on board.

All which matters and things were  
declared, alledged and confirmed as before  
is set forth in the presence of us the said  
Notaries,

And therefore after having read  
the above in the presence and hearing of  
the said Appraisers according to Law and  
caused the same to be by them signed,  
we the said Notaries have hereunto  
our names and affixed our seals  
and testimony of the premises.

Wm. Baker  
John Stewart

Ed. Fackemyer  
Notary