## GASPÉ OF YESTERDAY

114

THE CASE OF THE CUT CABLE

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 CABLE

## SURVEY

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 losses and detriments that have happened to the said ship or her cargo have occured 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
NOTARY AND PROTEST SURVEY	8	10	
	4 0	13	11
PROCEEDS OF PIECE OF CABLE		16	6
BALANCE	39	17	5

26. 1825. ( n'this Twenty Sigth Day of the month of May in the year of our Lords one thousand eight hundred and levenly fine. Before us the underigne Public Notaries duly commispioned and Sworm Jea Flower "iwand for the Province of Lower banada, resideing at the City of Justee in the said -Provinces personally amound officired -- William larkin of Guespie Mariner and Marter of the Schooner or Vifel called the Sear Flower of the burther of disty Tous and thereabouts of and belonging to the Port of gaspe and dolin Stewart, Males on board the said Schooner; Who severally declared upon the several and respectives corpored outles take by and before me Extured flackeneyer or of thounderigned Adaries that the said Schooner called dear Flower being loaded with a cargo of Lugar and Medafres or the twenty eighthe Day of the Mouth of april last railed from the Port of thatifa in the Province of Nova Scotia, bound directly to this Part of Queleco, that nothing extraordinary lappened in the proceedion of the said voyage until Monday the second day of this present Month of May when coming up throw h the straits of chartinim beland

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