

Capt Edward Stone<sup>1</sup> called  
I was on board Str Bohemian  
when she struck — I was on deck  
when they made the light — judged  
them to be C.E. suppose we were  
8 or 10 miles off when we first saw  
them. Ship struck about 10 mn past  
8. I said nothing about her course  
to any one before she struck. Think  
she was steery N. N.E. before she  
struck. Had no conversation with  
Capt Borland. I dont know that I  
should have steered that course had I  
been master of the ship. I saw the  
Boston boat — think she was 3 miles  
off. I should have had C.E. light  
bear west S.W. before hauling up.  
I think I am well acquainted all  
along the coast. It was hard to judge  
our distance from the lights on acct  
of haze — knew we were west of rocks  
Should have <sup>steered</sup> N. N.E. I thought we might  
strike the rock — spoke to one person  
Capt Wells — he replied he supposed

1

Capt Edward Stone Called  
I was on board Str Bohemian  
when she struck — I was on deck  
when they made the light — judged  
them to be C.E. suppose we were  
8 or 10 miles off when we first saw  
them. Ship struck about 10 mn past  
8. I said nothing about her course  
to any one before she struck. Think  
she was steerg N. N.E. before she  
struck. Had no conversation with  
Capt Borland. I dont know that I  
should have steered that course had I  
been master of the ship. I saw the  
Boston boat — think she was 3 miles  
off. I should have had CE light  
bearing west S.W. before hauling up.  
I think I am well acquainted all  
along the coast. It was hard to judge  
our distance from the lights on acc't  
of haze — knew we were west of rocks  
steered  
Should have ^ N.N.E. I thought we might  
strike the rock — spoke to one person  
Capt Wells — he replied he supposed

Contributed to Maine Memory Network by Maine Historical Society  
MMN # 85250

Date: February 22, 1864

Description: Capt. Edward Stone's deposition of when the steamer hit  
Alden's Rock, four miles from Cape Elizabeth.

The Capt knew better than he or I  
 about it. Think it was 20 minutes  
 after we struck before fires went  
 out. I know it was Alden's rock  
 on which we struck — I was  
 not much surprised — I did not  
 see the buoy; others did see it less than  
 10 minutes before we struck. I should  
 think we were going 2 or  $2\frac{1}{2}$  miles per  
 hour. Had been going slow for 2 hours or  
 more. I have often been in and out of  
 Port. and have never seen a pilot off  
 the harbor. The vessel ran 3 miles  
 to  $3\frac{1}{2}$  before after striking before anchoring.  
 I went ashore in the last boat. Vessel  
 had stopped when we anchored. It was  
 about  $\frac{1}{2}$  flood tide. Had I been master  
 I should have cast anchor ~~then~~ when  
 we did. The boat was probably drifting  
 in then. But there would have been  
 more danger in getting nearer the shore.  
 They could not have done better than  
 to anchor.

the Capt knew better than he or I  
 about it. Think it was 20 minutes  
 after we struck before fires went  
 out — I know it was Alden's rock  
 on which we struck — I was  
 not much surprised — I did not  
 see the buoy; others did see it less than  
 10 minutes before we struck. Should  
 think we were going 2 or  $2\frac{1}{2}$  miles per  
 hour. Had been going along for 2 hours or  
 more. I have often been in and out of  
 Port. and have never seen a pilot off  
 the harbor. The vessel ran 3 miles  
 to  $3\frac{1}{2}$  before after striking before anchoring.  
 I went ashore in the last boat. Vessel  
 had stopped when we anchored. It was  
 about  $\frac{1}{2}$  flood tide. Had I been master  
 I should have cast anchor then when  
 we did. The boat was probably drifting  
 in then. But there would have been  
 more danger in getting nearer the shore.  
 They could not have done better than  
 to anchor.

One or two of the boats did not do as they ought. It was No. 4. ~~It~~ <sup>They</sup> might not have taken more <sup>passengers</sup>. I heard Capt. call to this boat ~~to~~ to come and save those who were drowning. I helped lower No 2 to the gunwale - she was not overloaded when I left her. The boats were all ready for any emergency before the accident. Did not see the No 2 swamp. I think the officers of No. 4. were to blame for not returning. They might have saved some who were in the water alongside the ship. Do not know that officer's name. I should not have told the Capt. if I had known certain that the course steered would carry him on the rock. I knew we were too far W. merely spoke to Capt Wells who laughed about it. I would not have bro't the ship in had <sup>the capt</sup> ~~he~~ asked me <sup>- had tried that once <sup>on another ship</sup> and would not be caught</sup> - would have advised if asked. Had I been on the English

One or two of the boats did not do as

It they ought. It was No. 4. They ^ might not passengers.

have taken more ^ I heard Capt. call to this boat ~~to~~ to come and save those who were drowning - I helped lower No 2 to the gunwale - she was not overloaded when I left her.

The boats were all ready for any emergency before the accident. Did not see the No 2 swamp. I think the officers of No. 4. were to blame for not returning.

They might have saved some who were in the water alongside the ship. Do not know that officer's name. I should not have told the Capt. if I had known certain that the course steered would carry him on the rock.

I knew we were too far W. merely spoke to Capt Wells who laughed about it. I would not have bro't the ship in

on another ship the Capt. - had tried that once ^ and would not be caught again.

had he ^ asked me ^ - would have advised if asked. Had I been on the English

coast I would not have asked advice  
 of an Eng Capt. who might be aboard.  
 If the Str were in position with C.E.  
 light N.N.W 10 miles off a N.N.E. course  
 would have carried her very near Alden's  
 rock, but would go clear. Capt Borland  
 did everything in his power to save the  
 lives of his passengers. I saw no one  
 neither officers nor men, under the  
 influence of liquor from the time  
 the Str left Livr till we arrived. Never  
 saw ~~the~~ an officer of the Str drink a  
 glass of liquor. Had not spoken to Capt  
 Borland since just after <sup>I ate</sup> ~~eaty~~ dinner.  
 We spoke about getty in. We made no  
 land till we made the cape lights.  
 When we first made the light I judged  
 them 6 or 8 miles <sup>distant</sup>. Don't know how  
 they bore. If 8 miles off when we saw  
 the light I would have steered N.E. by N.  
 to escape the rock. I thought they might  
 run on to the rocks. I think that fog

coast I would not have asked advice  
 of an Eng Capt. who might be aboard.  
 If the St'r were in position with C.E.

by

light N.N.W 10 miles off a N ^ N. E. course  
 would have carried her very near Alden's  
 rock, but would go clear. Capt. Borland  
 did everything in his power to save the  
 lives of his passengers. I saw no one  
 neither officers nor men, under the  
 influence of liquor from the time  
 the Str left Livr. till we arrived. Never  
 saw ~~the~~ an officer of the Str drink a  
 glass of liquor. Had not spoken to Capt

I ate.

Borland since just after eating ^ dinner.  
 We spoke about gettg in. We made no  
 land till we made the cape lights.

When we first made the light I judged  
 distant

them 6 or 8 miles ^ Don't know how  
 they bore. If 8 miles off when we saw  
 the light I would have steered N.E. by N.  
 to escape the rock. I thought they might  
 run on to the rocks. I think that fog

1 1/2 knots the vessel would go over  
 the rock. An hour later she would have  
 gone over <sup>without touch.</sup> It is not customary for sea-  
 captains to talk over bearings &c. when  
 on each others vessels. Think the distance  
 of the cape lights when first seen, not  
 far from 8 miles, hard to tell in hazy  
 weather.

Edward Stone

1 1/2 knots the vessel would go over  
 the rock. An hour later she would have  
 without touch.  
 gone over ^ It is not customary for sea-  
 captains to talk over bearings &c. when  
 on each others vessels. Think the distance  
 of the cape lights when first seen, not  
 far from 8 miles, hard to tell in hazy  
 weather.

Edward Stone