



Settler vessels to New Plymouth

Volume 1: *William Bryan, Amelia Thompson, Oriental.*

*The
first
six
ships*

Compiled by Ian St George

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six
ships*

Volume 1

Ian St George

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*Ye gentlemen of England,
who live home at your ease,
Ah little do ye think upon
the dangers of the seas.*

— Thomas Campbell

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The plaque at Plymouth: photo Michael Voss 2023.

Introduction

European settlers in New Zealand made long voyages, three to six months, to these far islands of the antipodes.

A ship's story is important to those of us whose ancestors ventured in her to the new country. Ships matter: we are proud to be descended from a forebear who "came out" on one of the first ships. These vessels are our ancestors too. Their sails appear over our conscious horizons and demand our recognition and respect.

Like some of our human ancestors they were not always respectable, nor always decent. Some were sullied by slavery, some by opium, mutiny, brutality, the cruel carriage of convicts. Some have become the subjects of unlikely myths, as the retelling magnifies errors and exaggerations.

But that does not diminish the significance of the vessels that brought the major colonisations of our country by Māori and Europeans.

Just as the waka, the *Aotea*, *Kurahaupō*, *Mataatua*, *Tainui*, *Tokomaru*, *Te Arawa* and *Tākitimu*, the seven canoes of the great fleet, are important in the whakapapa of Māori, so the *William Bryan*, *Amelia Thompson*, *Oriental*, *Timandra*, *Blenheim* and *Essex*, the first six settler ships to New Plymouth are important in the family stories of the descendants of those European pioneers.

Although there were grim ordeals on some vessels, many migrants looked back with romantic fondness on their voyages. So settled were they in the *William Bryan*, for instance, that they were unwilling to leave her and go ashore, the captain resorting to putting the children in the boats so their parents would follow. And (some claimed), “The *Timandra* was a happy craft, and everyone had a good word to say for her”.¹

A ship is a “she”, a mother ship, a vessel, the between decks her womb if you would hazard a venture into symbolism, the voyage a gestation from which our ancestors were reborn—delivered— “came out”—into a new life in the new found world where she berthed.²

1 <https://freepages.rootsweb.com/~ourstuff/genealogy/Timandra.htm>.

2 Berth (n) = a fixed bunk on a ship; (v) = moor a ship in its allotted place. A word of uncertain origin. Often spelt “birth” in contemporary manuscripts.

The story of a life is a biography and the story of a ship might aptly be called a navigraphy—these then are navigraphies of the first six settler ships to New Plymouth.

Three classic accounts of Taranaki history have provided useful material,

B Wells 1878. *The history of Taranaki, a standard work on the history of the province*. Capper Press reprint, Christchurch, 1976.

WHJ Seffern 1896. *Chronicles of the Garden of New Zealand, Known as Taranaki*. Taranaki Herald, New Plymouth.

J Rutherford, WH Skinner 1940. *The establishment of the New Plymouth settlement in New Zealand 1841–1843*. Thomas Avery, New Plymouth.

But early settlers told and retold their stories, so recollections written later relied on waning memories and had often decayed with repetition.

Jubilees are a boon. Fifty years after a settlement there's often a flurry of excitement and the pioneers of the time are urged to write down their recollections. How reliable are the memories?³

Good question: sometimes not very.

The following is based on “Shipboard: the 19th century emigrant experience: Life on board” from the State Library of New South Wales website,

Conditions were cramped on 19th century emigrant ships. Passengers had to provide enough clothing,

3 Jenny Robin Jones 2011. *No simple passage. The journey of the “London” to New Zealand, 1843—a ship of hope*. Random House, Auckland. Page 234.

utensils, and bedding for the long sea voyage and even cabin passengers were required to outfit their own berths.

Their clothing and supplies for the voyage were kept in canvas bags, the remainder of their possessions packed into boxes stowed in the hold. In good conditions they had intermittent access to their trunks during a voyage, but in bad weather many were stuck in damp, dirty clothes and bedding for weeks at a time.

Passengers were divided into messes of six to ten adults. Each mess would cook, eat and draw their rations together. During storms at sea everything could fly off the table.

They had to be out of bed by 7, the children washed and dressed before breakfast at 8 and then sent to school. The decks were cleaned, the bedding aired and lime disinfectant scattered. Dinner was at 1 pm, tea at 6 and lights out at 8. Afternoons were usually free for emigrants to do as they pleased, depending on the weather. Regulations required prayers and weekly musters for inspections by the Surgeon Superintendent.

Single men were accommodated in the bow, married couples in the middle, and single women in the stern where they were sometimes locked in at night. Single women were closely supervised by the matron, who was responsible for their physical and moral wellbeing.

Cabin passengers had exclusive use of the poop deck and entertained in their cabins or the saloon (“cuddy”). Steerage or intermediate passengers could enter this area only by invitation.⁴

⁴ <https://www.sl.nsw.gov.au/stories/shipboard-19th-century-emigrant-experience/life-board>.

Readers seeking a very sensitive account of the experience of a passage to New Zealand in the 1840s might happily read *No simple passage* by Jenny Robin Jones; “narrative nonfiction history at its most intimate and immediate”.⁵

Charles Armitage Brown, who came on the *Oriental*, wrote that all voyages were the same, that one voyage journal was like any other...

Every ship that sails... from England to New Zealand must be so alike in character that a description of one is, with no important difference, a description of another.

... and, furthermore, insipid and boring,

...(in) a detailed account of a long voyage... its insipidity... must be endured, like the voyage, with patience....

Perhaps so, perhaps not. You must judge.

Some words or expressions of the time may be considered inappropriate or even offensive today. Truth is, I believe, more important than propriety and in order to reflect the period honestly, I have not censored them.

For similar reasons I have used the placenames of the period, so Batavia for Jakarta, Madras for Chennai, Calcutta for Kolkata, Cochin for Kochi and so on.

In the text and footnotes ATL = Alexander Turnbull Library Wellington; Archives NZ = New Zealand National Archives, Wellington.

In a transcription [illeg.] = a word or passage I could not read.

⁵ <https://www.amazon.com.au/No-Simple-Passage-Journey-1842/dp/1459672356>.

Acknowledgements

I am grateful to Rachel Sonius who repeatedly searched material in the collections of the Taranaki Research Centre, Puke Ariki, New Plymouth.

I wish also to thank Paul Deacon, Fellow of the Australian Society of Marine Artists for allowing me to reproduce his oil painting of the *Oriental*; maritime historian Len Barnett who sent scans from the National Maritime Museum, Greenwich and the National Archives, Kew; Mark Cordell at Tyne & Wear Archives who sent records of the “particulars” of the *Amelia Thompson* and information on the *Blenheim* and *Essex*; and Richard Holt at Holt’s Family History Research who visited the Guildhall, London and the National Archives, Kew and answered a tyro’s questions readily; Graeme Broxam of Hobart; Joe Baldwin, Archives and Local Studies Assistant at Southampton City Council; Julia Edge at Littlehampton Museum; Lea Bellini at the New Plymouth Genealogy Society, Chloe at Tasmanian Archives; Brian Sherwood at the British Library; Beth Rees at the Otago Settlers Museum; Susan Isaac, Customer Service Manager at the Royal College of Surgeons of England; Sarah Hume, Acting Rare Books Librarian Guildhall Library; Ian Gibson, Researcher, Maritime Museum of Tasmania; Amy Miller, Aberdeenshire Museums Service; Mhairi McKean, Secretary of the Banff Preservation and Heritage Society and Museum of Banff; Kerry Sturmeay of Hobart for information about the *William Bryan* painting; Moira White at Otago Museum; Hannah Verge, Archivist at the Norfolk Record Office; and Amber Laurie, Maritime Museum of the Atlantic, Halifax, Nova Scotia—all of whom answered my questions or searched for material in their collections.

The staff at the Guildhall Library in London, the Alexander Turnbull Library and Archives NZ in Wellington, the Auckland Museum Library and Puke Ariki in New Plymouth were

courteous and helpful in providing access to documents and images on my visits.

I have tried, when possible, to use sources from the times. I particularly acknowledge the Lloyd's Register Foundation Heritage & Education Centre for online access to the *Lloyd's Register of Ships*. I have quoted freely from *Lloyd's List* and other contemporary newspapers online, at *Papers Past*, *British Newspaper Archive* and *Trove* (Australia)—recognising that the papers too can repeat old errors and create new ones—and from other publications, whose authors I thank. I hope I have acknowledged them aptly in the footnotes.

Notes

- A. Ships were “**coppered**”. Copper sheathing is a method for protecting the hull of a wooden vessel from attack by shipworm, barnacles and other marine growth by fixing copper plates to the hull below the waterline; the bottom had to be cleaned less often. The copper bolts used to hold the plates to the hull were found to corrode the iron bolts used in shipbuilding, so vessels were later “copper-fastened” in construction. Merchant ship owners were attracted by the savings possible with copper sheathing, especially in warm waters. As coppering was expensive, only better owners tended to invest in it, so copper sheathing tended to indicate a well found and maintained vessel and in turn attract lower insurance premiums. Gradually copper was replaced by Muntz brass, or yellow metal (60% copper, 40% zinc)—as good as copper but much cheaper. Copper would gradually leach from the alloy in sea water, poisoning any organism that attempted to attach itself to a hull sheathed in the metal.

- B. **Who owned her?** Ownership of trading vessels was often complex so the owners named on documents were just those convenient for the purposes of certification.⁶ Bills of lading, newspaper reports and other documents may therefore be misleading.
- C. **Lloyd's (of London)** is an association of London underwriters, set up in the late 17th century. ***Lloyd's Register (of Shipping)*** is a global professional services society (company), known best for the inspection, classification and certification of ships. The Register is an annual list of vessels, giving details current at the time of publication. It gives dimensions, date of construction and Lloyd's class and is available online from the Lloyd's Register Foundation Heritage and Education Centre. ***Lloyd's List*** is one of the world's oldest continuously running journals, having provided weekly shipping news in London as early as 1734. It was published daily until 2013 and has been in digital form since.

The Guildhall Library in London holds the *Lloyd's Marine Collection*, including the printed and manuscript records formerly held by the library at Lloyd's of London, from 1741 to the present. The Library holds *Lloyd's Register of Shipping*, 1764 to the present. Its main source for shipping movements is *Lloyd's List*, where brief reports of casualties appeared from 1741 onward. *Lloyd's Loss and Casualty Books* are massive handwritten volumes recording major damage and loss of vessels. Board of Trade Casualty Returns began in 1850 with wrecks around the UK associated with loss of life.

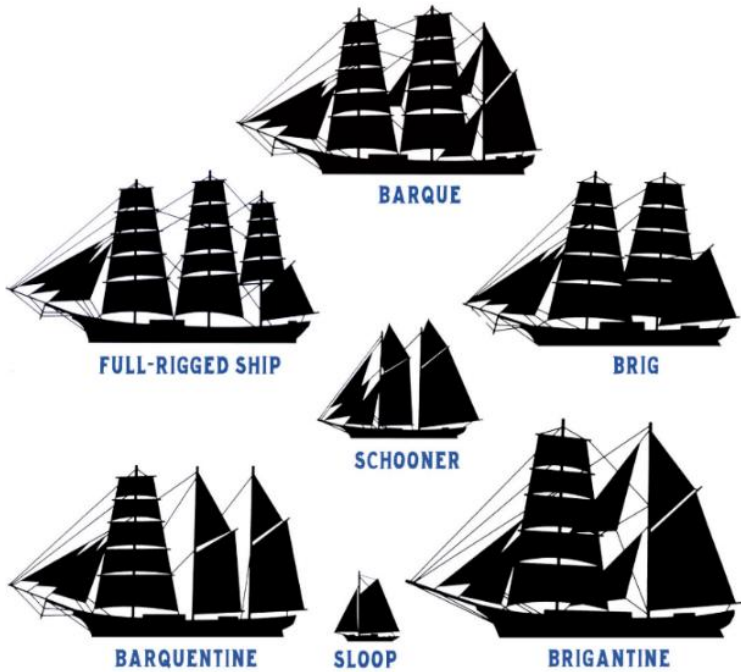
Most resources in the collection are arranged by vessel name but some *Lloyd's Loss and Casualty Books* are

⁶ <http://www.barnettmaritime.co.uk/mainheic.htm>.

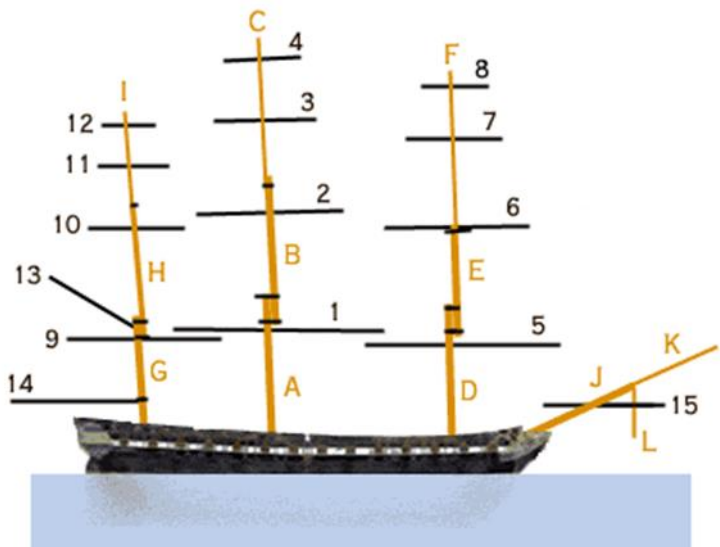
indexed by date and place. *Lloyd's Captains Registers* listed only masters and mates who received their certificates between 1869 and 1948—dates of qualification and names of vessels in which they served—but not earlier. The Guildhall Library does not hold any original passenger and crew lists, journals or ships' logs.

Lloyd's of London *Missing Vessels Books* are available online but the earliest volume to survive is that for 1874-5.

- D. **Shipping reports.** *Lloyd's List* and other newspaper reports of shipping usually gave a vessel's name, where she was berthed and where she came from. Often after the vessel's name came the type of vessel (ship, barque, brig, schooner etc), the tonnage and the name of the captain—in which case identification is easy. But these details were usually incomplete, often inaccurate and at times simply wrong. Often there were more than one vessel with the same name and in those circumstances it was difficult to be confident about the identity of the vessel reported.
- E. **Rigging.** A *ship* is square rigged on all masts. A *barque* has at least three masts, square rigged on the foremast and mainmast but not the aftermost (the mizzenmast) which is fore and aft rigged. Barque rigs were cheaper to make and to manage. They required smaller crews than similar sized fully rigged ships or brigs, as the square sails were labour intensive.



<https://www.facebook.com/pridell/photos/a.83212243638/10157774832698639/?type=3>



A ship rigged three masted vessel. Barque rigged vessels had only fore and aft sails on the mizzenmast.

A, Main Mast; B, Main Topmast; C, Main Topgallant Mast; D, Fore Mast; E, Fore Topmast; F, Fore Topgallant Mast; G, Mizzen Mast; H, Mizzen Topmast; I, Mizzen Topgallant Mast; J, Bowsprit; K, Jib Boom; L, Spear; ; 1, Main Yard; 2, Main Topsail Yard; 3, Main Topgallant Yard; 4, Main Royal Yard; 5, Fore Yard; 6, Fore Topsail Yard; 7, Fore Topgallant Yard; 8, Fore Royal Yard; 9, Mizzen Yard; 10, Mizzen Topsail Yard; 11, Mizzen Topgallant Yard; 12, Mizzen Royal Yard; 13, Gaff; 14, Driver Boom; 15, Sprintsail Yard.

<https://www.sailsofglory.org/showthread.php?202-New-to-the-Age-of-Sails-here-is-a-simple-guide-to-mast-and-sails&styleid=5>.

- F. **Ship portraits.** Wealthy owners of dogs, ships and racehorses did, of course, engage artists to paint portraits of their darlings. But these settler vessels were, for the most part, financial investments by businessmen and politicians and perhaps only we, in fond nostalgia for the days of sail, find them things of great beauty.

The *William Bryan*'s portrait was painted, however, and the portrait remains in the hands of her last owner's family. Whether it was painted when he bought her, or earlier, is not known.

Were they photographed? Louis Daguerre invented the daguerreotype in 1839 and William Henry Fox Talbot developed the negative/positive process in about 1841. What is believed to be the first ever ship photograph was a "calotype" by Fox Talbot of the ss *Great Britain* taken in 1844. We might thus hope historical photographs in their latter years of the vessels that survived beyond 1844 will turn up, but it seems unlikely now.

The names of these vessels have been linked to various images but nearly always incorrectly.

- G. **The Plymouth Company of New Zealand.** The Plymouth Company of New Zealand was formed in January 1840 and soon, after a banking failure, joined the New Zealand Company, though Thomas Woollcombe, as managing director of what was now called the "West of England Board of the New Zealand Company" still seemed very much in charge.

AT a MEETING held at the Council Room of the Borough of PLYMOUTH, on Saturday the 25th January, 1840,

The Right Worshipful the MAYOR in the Chair,

It was Proposed by Sir ANTHONY BULLER, Seconded by THOMAS GILL, Esq., and unanimously Resolved :

That this Meeting, cordially approving the system of colonization pursued by the New-Zealand Company of London, and regarding New-Zealand as one of the most favourable among the emigration-fields of the British Empire, is of opinion, that the Landed Proprietors, and others, interested in the counties of Devon and Cornwall, should be invited to co-operate with the New-Zealand Company, in giving further effect to its views.

Proposed by EDWARD ST. AUBYN, Esq., Seconded by GEORGE LEACH, Esq., and Resolved unanimously :

That, in furtherance of the last Resolution, a Company be now formed, under the title of "THE PLYMOUTH COMPANY OF NEW-ZEALAND," with a Capital of £50,000, in 2,000 Shares of £25 each; and that THOMAS WOOLLCOMBE, Esq., of Devonport, be requested to act as Honorary Secretary, and to open books for the subscription of Shares.

J. C. COOKWORTHY, Mayor.

The Thanks of the Meeting were unanimously given to the Mayor; and it was Resolved, that an Adjourned Meeting be held at the Council Room, Plymouth, on Friday the 31st instant, at One o'clock, to elect a Governor, Deputy Governor, Provisional Directors, and the Officers of the Company.

THOS. WOOLLCOMBE,

Honorary Secretary.

Exeter and Plymouth Gazette 1 February 1840 page 1.

PLYMOUTH COMPANY OF NEW ZEALAND.

Capital £50,000, in 2000 Shares of £25 each.—Deposit £5 per Share.
 Governor—The EARL OF DEVON.
 Deputy-Governor.—THOMAS GILL, Esq.

DIRECTORS.

Sir Antony Buller.
 Capt. Bulkeley.
 C. Biggs Calmady, Esq.
 J. Collier Cookworthy, M. D.
 Mayor of Plymouth.
 Nathaniel Downe, Esq.
 Lord Eliot, M. P.
 Richard Ellis, Esq.
 Thomas Gardner, Esq.
 William John Gilbert, Esq.

George Lench, Esq.
 Sir Chas. Lemon, Bart. M. P.
 Sir W. Molesworth, Bart. M. P.
 G. W. W. Pendarves, Esq. M. P.
 Edward St. Aubyn, Esq.
 Richard Hippesley Tuckfield,
 Esq.
 Right Hon. Sir Hussey Vivian,
 Bart. M. P.

Bankers.—Devon and Cornwall Banking Company,
 Plymouth and Devonport.

Solicitors.—Messrs. Whiteford and Bennett, Plymouth.

London Bankers.—Messrs. Wright and Co.

Solicitors.—Messrs. Few, Hamilton, and Few.

Secretary.—Thomas Woolcombe, Esq., Davenport.

Office (pro tem.) Kerr-street, Devonport.

This Company is formed in strict connexion with the New Zealand Company London, of which it is intended to make purchases of Land, to be resold to capitalists, or to be leased to farmers who may be disposed to emigrate and form a Settlement, to be termed "THE PLYMOUTH COLONY OF NEW ZEALAND."

The Directors are to have the entire management and control of the funds, formation, proceedings, and affairs of the Company; and are empowered to extend the capital, with the consent of not less than two-thirds in value of the Shareholders; to enter into any arrangements whatever which they may consider conducive to the interests of the undertaking; and, generally, to adopt such measures and proceedings, with reference to the grant and disposal of shares, or otherwise, as they shall consider expedient.

The special attention of the Directors will be turned to the immediate preparation of a Deed of Settlement; and, at the earliest possible moment, they will take measures to obtain either an Act of Parliament or a Charter, to incorporate the Company, and to limit the liability of Subscribers to the extent of their shares.

The capital of the Plymouth Company will be invested in the purchase of Stock of the London Company of New Zealand, on advantageous terms, which have been conditionally agreed upon; in the Purchase of Land from the said Company on terms highly favourable to the Plymouth Company, which have also been conditionally agreed upon; and lastly, in Advances on Loan, at Colonial interest, to persons of property settling on the lands of the Plymouth Company.

The investment in the Stock of the New Zealand Company offers a considerable bonus to the Shareholders in the Plymouth Company, the New Zealand Company being in a situation to declare a handsome dividend immediately. In consequence of this, the Directors of the Plymouth Company will be enabled to allow an immediate interest, at 4 per cent., to Proprietors who may be desirous to pay up the whole of their subscriptions, such interest to be receivable from the date of payment. In advance, up to the time that equivalent calls may be made. As this advantage can be extended to a limited number only, a preference will be given to the first applicants, in the order of their applications, which will be registered in the presence of the applicant or his agent.

One of the propositions agreed to by the London Company is, that 75 per cent. of the purchase-money, to be paid for land by the Plymouth Company, shall be expended by the latter Company in defraying the expense of sending young married persons, of the labouring class, direct from the port of Plymouth, as emigrants to the New Plymouth Settlement.

The lands purchased of the New Zealand Company will constitute the New Plymouth Settlement, and will be specially selected by the Surveyor of the Plymouth Company, under the instructions, from such part of the New Zealand Company's possessions as may hold out the best prospects for the commercial and general prosperity of the settlement.

The New Plymouth Settlement will comprise the lands purchased of the New Zealand Company; and a quantity equal to one-tenth of the whole to be added by them; for gratuitous distribution among the native families surrounding the settlement; thus presenting the aborigines with an inducement to embrace civilized life, and, in lieu of the waste they originally sold, investing them with a property rendered really valuable by its admixture with that of industrious settlers.

The undertaking now proposed affords peculiar advantages to the employees of a combined capital, and is further equitable to a Company, inasmuch as it can neither impede individual enterprise, nor is it liable to the competition of individuals. It is capable of being managed at little expense for agency, and upon a system of fixed routine, and therefore is without any other risk than such as can be guarded against by proper management.

A call of £5 per share (in addition to the deposit of £5) will be made, at the discretion of the Directors, with not less than one month's notice; and all further calls will be made at intervals of not less than three months between each call, and of which one month's notice will be given; and no call, at any time, will exceed £5 per share.

The Shares, in the first instance, will be issued in Scrip Receipts, upon which will be endorsed the principal laws and regulations by which the Company is to be governed, until a Deed of Settlement shall have been entered into, or an Act of Parliament or Charter have been obtained.

Further information on every point connected with the Company may be obtained of the Secretary, or to Messrs. Wright and Co., and Cornwall Banking Company, or to Messrs. Whiteford and Co., the London Bankers of the Company, application for Shares may be made, in the following form.

PLYMOUTH COMPANY OF NEW ZEALAND.

FORM OF APPLICATION FOR SHARES.
 I request to have my name entered in this undertaking, hereby engaging to take such shares, or any proportion thereof, hereby engaging to me, upon the terms specified or referred to in the Prospectus dated the 15th day of February, 1840.
 Devonport, February 15th, 1840.

NOTE.—A Pamphlet is published containing a full exposition of the Constitution and Plans of the Plymouth Company; the Regulations adopted for Selling and Leasing its Lands; the Terms on which Advances will be made to Emigrant Farmers; the Regulations for conducting Emigration, and general information for Emigrants. The Publisher, H. Granville, Fore-street, Devonport, will transmit a copy of this pamphlet to any address, free of expense, on receiving sixpence in a pre-paid letter. The pamphlet may also be obtained at the Office of the New Zealand Company, Broad-street-buildings, London.

Liverpool Mercury 28 February 1840
 page 1.

NEW ZEALAND COMPANY,
GOVERNOR.
The Earl of DURHAM.
DEPUTY-GOVERNOR.
JOSEPH SOMES, Esq.
DIRECTORS.

<p>Lord Petre Hon. Francis Baring, M.P. John E. Boulcott, Esq. John William Buckle, Esq. Russell Ellice, Esq. James F. Gordon, Esq. William Hutt, Esq. M.P. Stewart Majoribanks, Esq. Sir W. Molesworth, Bart. M.P.</p>	<p>Alexander Irvine, Esq. John Pirie, Esq. Ald. Sir George Sinclair, Bart. M.P. John A. Smith, Esq. M.P. W. Thompson, Esq., M.P. Sir Henry Webb, Bart. Arthur Willis, Esq. George F. Young, Esq.</p>
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THE DIRECTORS OF THE NEW ZEALAND COMPANY hereby give notice, that they have entered into a conditional agreement with the PLYMOUTH COMPANY OF NEW ZEALAND, in consequence of which they are enabled to recommend the last-mentioned Company as the best medium of Investment and Emigration for the Counties of Devon and Cornwall.

By Order of the Directors,
JOHN WARD, Secretary.

New Zealand Company's Office, 1, Adam Street, Adelphi, London
27th February, 1840.

Western Times 7 March 1840 page 1.

London's *Sun* reported,

This (Plymouth) Company is formed in strict connexion with the New Zealand Company of London; of whom it is intended to make purchases of land, to be resold to capitalists, or to be leased to farmers, who may be disposed to emigrate and form a settlement, to be termed "The Plymouth Colony of New Zealand." The lands purchased of the New Zealand Company will constitute the New-Plymouth Settlement; and will be especially selected by the Surveyor of the Plymouth Company, under their instructions, from such part of the New Zealand Company's possessions as may hold out the best prospects for the commercial and general prosperity of

the settlement. The New-Plymouth Settlement will comprise the lands purchased of the New Zealand Company; and a quantity equal to one-tenth of the whole to be added by them, for gratuitous distribution among the native families surrounding the Settlement; thus presenting the aborigines with an inducement to embrace a civilized life; and, in lieu of the waste they originally sold, investing them with a property rendered really valuable by its admixture with that of industrious settlers. Further information on every point connected with the Company may be obtained of the Secretary, to whom, to the Devon and Cornwall Banking Company, or to Messrs. Wright and Co., the London Bankers of the Company, application for Shares may be made. Devonport, 11th April, 1840.⁷

EMIGRATION TO NEW ZEALAND.
THE NEW ZEALAND COMPANY OF LONDON, are now ready to receive Proposals from parties wishing to emigrate to the Colony. A *free passage* will be granted to Agricultural Labourers, Shepherds, Miners, Gardeners, Brickmakers, Mechanics, Handicraftsmen, and Domestic Servants, being *married*, and not exceeding forty years of age. Also to *Single Females* under the care of relatives, and *Single Men* accompanied by one or more *Adult Sisters*, not exceeding in either case the age of thirty years.
Applications may be made on *Mondays, Thursdays, and Saturdays*, to
Mr. JOSEPH PHIPSON,
11, Union Passage, Birmingham,
Agent to the Company.
And also **AGENT** to the **PLYMOUTH COMPANY** of **NEW ZEALAND** for the **SALE** of **LAND**; full particulars of which may be had on application.

Birmingham Journal 16 May 1840 page 4.

7 *Sun* (London) 14 April 1840 page 1.

The land would be surveyed,

The Directors of the Plymouth Company of New Zealand are about to dispatch a surveying expedition immediately to the colony, to select a site of their intended settlement of New Plymouth. The Sydney people appear to be fully alive to the importance of New Zealand, as two Joint Stock Companies, with capitals of £10,000, are already formed for trading there; and at a sale of land for a new town, 20 building lots, containing 3750 square feet, were sold at the hammer for prices averaging nearly two pence farthing per foot.

Hampshire Chronicle 29 June 1840 page 3.

Passage would be free in the first class cabins,

FREE CABIN PASSAGES to the NEW PLYMOUTH SETTLEMENT of NEW ZEALAND.—The Directors of the Plymouth Company of New Zealand, with a view to encourage the emigration of early settlers possessed of capital, hereby give notice, that such persons intending to establish themselves in the settlement of New Plymouth will have an extra allowance beyond that specified in the terms of sale dated July 18, 1840, towards cabin passages of the first class, for themselves and families, the amount of such allowance to be regulated at the discretion of the Directors.

Application should be made to John Ward, Esq., New Zealand House, London, or to the Secretary, at the office of the company, 5, Octagon, Plymouth.—By order of the Board,

THOMAS WOOLLCOMBE, Secretary.

Dated August 1, 1840.

Morning Herald (London) 6 August 1840 page 1.

The land was divided up and shared out,

SETTLEMENT OF NEW PLYMOUTH.

Under the Plymouth Company of New Zealand.

THE Directors of the Plymouth Company of New Zealand hereby give notice, that the priority of choice for the whole of the Town Sections, (2200 in number,) having been decided, 600 numbers of choice, ranging from 46 to 2199, have been selected from those which have fallen to the Company; and 100 of these choices, added to 100 50-acre Rural Sections, are now offered exclusively to Colonists who depart with the first expedition, or within four months; a second Set of 100 to Colonists who depart with the second expedition, or within six months; and a third Set of 100 to Colonists who depart with the third expedition, or within eight months, from this date respectively.

Each separate set of purchasers will draw for priority of choice as between themselves, and the first set will first choose at pleasure out of 600, then the second out of 500, and lastly, the third out of 400, of the numbers above referred to.

The range of choice offered by the Directors, will enable purchasers drawing consecutive numbers to choose Town Sections adjoining, in many instances to the extent of an acre, and in some of an acre and half. The Rural Sections may in all cases be chosen adjoining, to any extent, in the order of presenting the Land orders in New Zealand.

The price of each double Land-order for the United Sections, is £75; a deposit of £20 to be paid on application; £25 three days before the order of choice is drawn, of which 21 days' notice will be given, and the balance on delivery of the Land-order, or on embarkation. An addition has been made to the Emigration fund, from which liberal passage allowances are made, and a special fund is set apart for extra allowance to Capitalists. Printed particulars of the allowances in detail, with the numbers open for choice, and other requisite information, may be had on application to the Secretary; to JOHN WARD, Esq., New Zealand House, London; or to any agent of the Company.

The Board have suspended sales, except to Colonists, until further notice.

By order of the Board,

THO. WOOLLCOMBE,

Office of the Company, 5, Octagon,
Plymouth, August, 31st, 1840.

SECRETARY.

Suppliers were given patronage,

**PLYMOUTH COMPANY OF
NEW ZEALAND.**

GENERAL OUTFITTING ESTABLISHMENT,
46, ST. AUBIN-STREET, 46,
DEVONPORT.

J. FOSTER & Co.,
MEN'S MERCERS, DRAPER
And General Outfitters,

RESPECTFULLY inform all persons emigrating to
New Zealand, that they are appointed **SOLE
OUTFITTERS** to the Company.
Emigrants will find every thing necessary for an
OUTFIT, at this Establishment, at **WHOLESALE
PRICES.**

*Western Courier, West of England Conservative, Plymouth and Devonport
Advertiser 21 October 1840 page 2.*

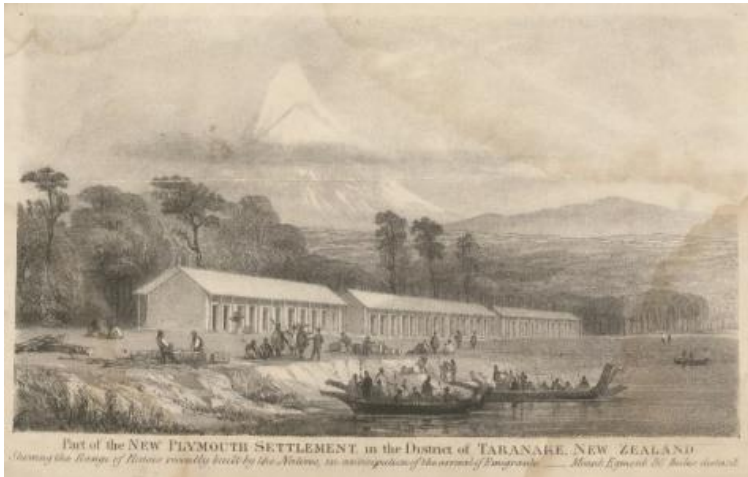
For all its putative faults, the New Zealand Company was laudably careful in the documentation of its requirements. Instructions and fees for agent, surgeon superintendent, his assistant, the matron and the cooks were provided in detail. Dietary requirements were printed with daily and weekly allowances for all classes, "Extras for the Chief-Cabin", Medical comforts, medicines for one hundred persons and lists of extra medicines (to be packed separately).

Emigrants are referred to in these documents, as in much of the reporting of the day, as "males" and "females", almost as if they were stock, commodities rather than people, reduced simply to their reproductive capability. Offensive today.

Available to intending emigrants were copies of a pamphlet, called *Information respecting the settlement of New Plymouth, in New Zealand, from the testimony of eye-witnesses. Together with terms of purchase for lands, regulations for labouring emigrants, &c. &c. Compiled under the direction of the West of England Board of the New Zealand Company*: including an engraving purporting to show the accommodation awaiting them,

And what will they need? what should they bring with them?

Oh, all of the things listed below—available (by the way) to purchase from the Company store.



Part of the NEW PLYMOUTH SETTLEMENT in the District of TARANAKI, NEW ZEALAND
Shewing the Range of Houses recently built by the Settlers, in consequence of the arrival of Emigrants. — Engraved by Charles Heaphy

An optimistically misleading illustration of the accommodation ready for the settlers above Moturoa beach. From *Information respecting the settlement of New Plymouth, in New Zealand*.
Engraving attributed to Charles Heaphy 1820–1881.

SCALE OF EMIGRANT'S OUTFIT.

It is considered that each Male and Female Emigrant should make up a Stock of personal Clothing, &c. equal to the annexed scale; the Articles in which may be obtained, by payment of the undermentioned wholesale prices, at the Company's Office, or of Messrs. FOSTER and Co. St. Aubyn-street, Devonport.

FOR EACH ADULT MALE.

	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	
2 Fustian Jackets, lined, from	4	3	to	5	6 each.
2 Pair ditto Trowsers, from.....	2	10	to	4	3 „
Lined ditto, from	4	3	to	5	3 „
2 Ditto Duck ditto, from.....	2	1	to	2	3 „
2 Round Frocks	2	3	to	2	5 „
12 Cotton Shirts, from	1	6	to	2	0 „
6 Pair Worsted Stockings, at				1	6 per pair.
2 Scottish Caps, at				0	11 each.
6 Handkerchiefs, at.....	0	6	to	0	8 „
6 Coarse Towels, at.....	0	6	to	0	7 „
1 Pair Boots, with Hobnails, &c.	7	0	to	7	6 per pair.
1 Pair Shoes, at	4	3	to	5	3 „
4 lbs. Soap, at				0	8 per lb.
1 Pair Blankets, at	9	6	to	12	0 per pair.
2 Pair Sheets, at	4	6	to	5	6 „
1 Coverlet, at	2	6	to	3	0 each.

FOR EACH ADULT FEMALE.

2 Gowns, or 18 yards Printed Cotton, at ..	4½d.	to	0	5½	per yard.
2 Petticoats, or 6 yards Coloured Calico, at .	4½d.	to	0	5½	„
2 Ditto Flannel, or 6 yards Flannel, at				1	2 „
12 Shifts, or 30 yards Long-Cloth, at	5d.	to	0	6	„
6 Caps, or 3 yards Muslin, at				1	0 „
6 Handkerchiefs, at	7d.	to	0	8	each.
6 Aprons, or 6 yards Check, at.....	7d.	to	0	8	per yard.
6 Neckerchiefs, at				0	8 each.
6 Towels, at.....				0	7 „
1 Pair Stays, at				3	6 „
6 Pair black Worsted Stockings, at.....				1	2 „
2 Pair Shoes, at				3	6 „
1 Bonnet, at				2	0 „
Needles, Pins, Buttons, Thread, Tape, &c. an assortment of				2	0 „

SCALE OF EMIGRANT'S OUTFIT.		23
4 lbs. Marine Soap, at	s. d.	
	0 8	per lb.
2 do. Starch, at	0 8	,,
Knife and Fork, Plate, Spoon, Drinking Mug, &c. say	3 0	,,

Children must be provided with a proportionate outfit.

Each Family should provide a stout Linen Bag, large enough to contain a month's Clothing, which Bag, and a Box, not exceeding 16 inches square, may be kept on the deck where the Emigrants sleep. All other baggage, of every description, will be stowed in the Hold, and the packages should, therefore, be very strong, well corded, and *marked with the owner's name at full length.*

As a general rule, packages which exceed 3 feet 6 inches in length, and 2 feet in breadth and depth, will subject the owner to the charge of 1s 6d. per cube foot, notwithstanding the total quantity of baggage may not exceed that allowed by Rule 13, unless it shall appear to the Shipping Agent that the articles could not have been conveniently packed in a smaller compass.

H. **Barriers to liaisons below decks.** Emigrants were usually segregated on board. Single women were closely supervised by the matron, who was responsible for their physical and moral wellbeing, and they were kept physically separated from the rest of the passengers and sometimes locked down at night.⁸

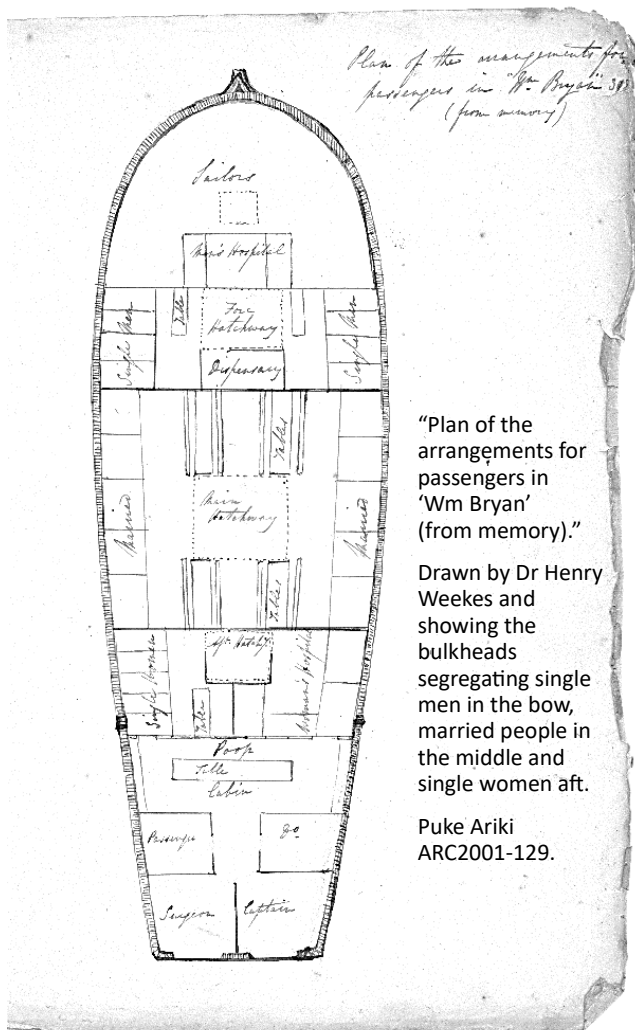
The letter of instructions to the *William Bryan's* Dr Weekes required him to,

*... preserve the most perfect order and decorum amongst the Emigrants, especially the single women whose sleeping-place you will allow none of the male passengers except your assistant to enter on any pretence whatever.*⁹

⁸ <https://www.sl.nsw.gov.au/stories/shipboard-19th-century-emigrant-experience/life-board>.

⁹ Woollcombe to Weekes 9 November 1840 (Rutherford & Skinner page 3).

Dr Weekes showed segregating partitions in a plan of the vessel.¹⁰



10 Weekes's diary. Puke Ariki ARC2001-129.

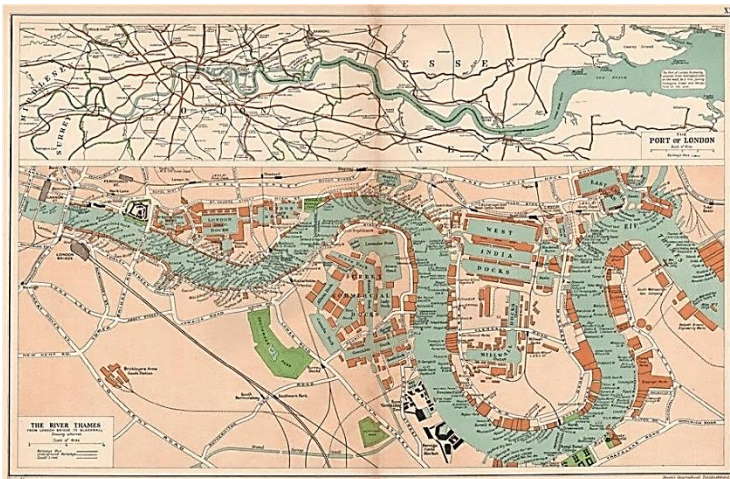
I. East Indiamen

Vessels arriving in New Zealand found difficulty in finding cargo or passengers for the return to Britain, so often tried to pick up custom in Sydney. But judging from the number of advertisements in the Sydney newspapers, it was no easier there.

But by now the East India Company had lost its monopoly in the East, so captains would often seek the lucrative exotic cargoes available from China, India and the East Indies.

They could not safely make the voyages in empty ships, so would take on ballast to provide weight and stability: they sailed “in ballast”.

J. The Thames



The River Thames and the Port of London showing wharves & docks.
Bacon, George Washington & Co 1927.

Book 1

The
William
Bryan



The barque *William Bryan* leaving Port Underwood for New Plymouth.
Enlargement of an ink sketch by Dr Henry Weekes, 28 March 1841.
Puke Ariki ARC2001-129.

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Chapter 1: The launch of the *William Bryan*

She was built by Edward Adams and launched on 31 January 1816, on the Beaulieu river at Buckler's Hard in Hampshire: two decks, three masts. As measured on the stocks she was 102 feet 11 inches extreme length, 26 feet 3 inches breadth at the widest part above the wales, 318^{39/94} tons burden, a square sterned, timber (carvel¹¹ built), ship-rigged vessel with no gallery, the head a bird.

Her owners were recorded as William Curling Junior of Limehouse, Thomas Barnes of Greenwich and Thomas England of Surrey Square, Merchants, with Nathaniel Domett of Camberwell Grove, George Joad and Edward Spencer Curling of Blackheath, William Young of Deptford, Alexander Aitken of the Commercial road, John Huggins of Sittingbourne in Kent, George Young, Adam Young and James Sims of Leadenhall Street all Merchants. Afterwards, probably just for brevity, her owners were usually recorded as Domett & England.¹²

She was registered in London, her master was William Urquhart. At her survey in April 1817 she was copper-sheathed¹³ and classed A1.¹⁴

She was a West Indiaman named the *William Bryan*.

11 Carvel built ships were made by fixing planks to a frame so the planks butt up against one another. In clinker built hulls the planks overlap along their edges. The smooth carvel hull was stronger than clinker.

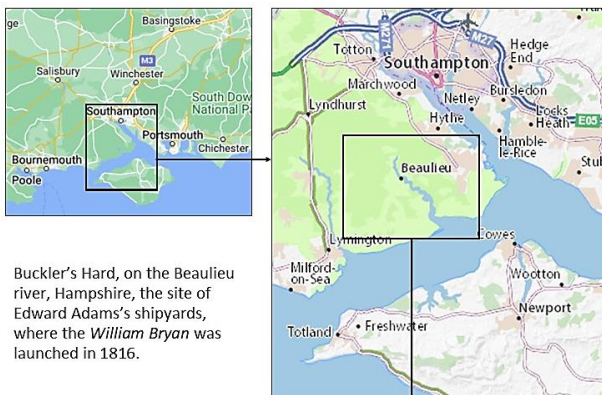
12 *Lloyd's Annual Index*. National Archives, Kew. Full ownership of vessels is often difficult to discern as the full list was often abbreviated on documents for convenience.

13 *Lloyd's Register of Shipping* 1818; shipowners.

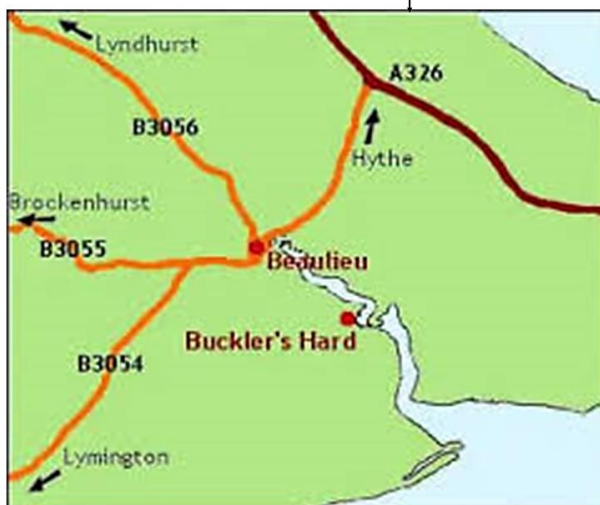
14 *Lloyd's Register of Shipping* 1818; underwriters.

Who *were* these people?

Edward Adams was a third generation ship builder. His grandfather Anthony Adams was a shipwright at Deptford Royal Dockyard. His father Henry Adams worked his apprenticeship there and in 1744 moved to Buckler's Hard in Hampshire.



Buckler's Hard, on the Beaulieu river, Hampshire, the site of Edward Adams's shipyards, where the *William Bryan* was launched in 1816.



Henry Adams acquired the shipyard in 1748 and began an illustrious career in naval and merchant ship building.

The name Buckler's Hard referred to the hard bank of the Beaulieu river, in the New Forest with its plentiful supply of oak. Henry Adams built the 28 gun *Mermaid*, *Triton*, *Greyhound* and *Brilliant*, designing their figureheads. The 64 gun *Agamemnon*, the *Gladiator*, *Indefatigable* and *Illustrious* followed. He lived in what is now known as the Master Builder's House Hotel, overlooking his shipyard. His last naval vessels were the *Swiftsure* and the *Euryalus*.



A model of Henry Adams (left) discussing the plans for *Swiftsure* with Thomas Aulen: the Maritime Museum, Bucklers Hard.
Photograph by Mike Peel (www.mikepeel.net), CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=36168023>



The Master Builder's House Hotel, Buckler's Hard, Hampshire. The white semicircular room was built by Henry Adams, and from it he could observe activity in his shipyard.

But the rewarding naval contracts came to an end, with litigation and bankruptcy to follow. In 1812 his sons Balthazar and Edward took over from their father.

Edward Adams's first vessels were the post ships *Medina* and *Carron* in 1813.¹⁵ He continued until 1838, surviving on a declining order book of merchant and small naval vessels, coastguard cutters and odd jobs, fighting a trend as the industrial revolution moved shipbuilding to the cities.¹⁶

The *William Bryan*, 1816, was one of his orders.

15 Rif Winfield 2005. *British Warships in the Age of Sail: Design, Construction, Careers and Fates 1793–1817*. Seaforth.

16 New Forest Explorers' Guide.

<http://www.newforestexplorersguide.co.uk/heritage/bucklers-hard/henry-adams.html>.

Although twelve merchants were named as her original owners, in later documents “Domett & England” were identified.

Captain **Nathaniel Domett** 1765–1849 entered the navy at the age of twelve but left it for the merchant service in 1781. He prospered, and by 1801 was able to marry Elizabeth Curling, daughter of his partner. They settled in Camberwell Grove, Surrey and had nine children: the sixth was Alfred Domett, poet, friend of Browning, early New Zealand settler, commissioner of Crown lands, politician and, finally, premier during the Taranaki War.¹⁷ Elizabeth Domett died in 1817: “An infant family of eight children deplore the loss of an affectionate mother”.¹⁸

Curling and Domett’s (later Domett and England’s) premises were at George Yard, Lombard St, London.¹⁹

On 17 June 1822 Nathaniel Domett gave evidence before a “Select Committee Appointed to Consider of the Means of the Foreign Trade of the Country”, stating that he and his partners had an interest “in sixteen or seventeen ships in the Jamaica trade, and two or three in the private trade to India”.²⁰

There is a suggestion that Domett was a slave ship owner, but I can find no evidence for that. Alfred Domett’s

... DNZB entry mentions an 1830s’ visit to the West Indies, and also records that his father, Nathaniel, was a ship owner. But the LBS (*Legacies of British Slavery*) also makes explicit the link between the Domett connection to the Caribbean and the family’s involvement in slavery; it reveals Nathaniel Domett’s unsuccessful compensation claims for slaves in Jamaica and Nevis, where several estate owners were indebted to

17 <https://www.wikitree.com/wiki/Domett-7>.

18 *Kentish Weekly Post or Canterbury Journal* 11 April 1817 page 4.

19 *Public Ledger and Daily Advertiser* 4 March 1816 page 1.

20 <https://books.google.co.nz>books>.

him. Alfred Domett’s Caribbean visit at the time of emancipation was quite likely connected to his father’s liabilities.²¹

In 1833 Parliament finally abolished slavery in the British Caribbean, Mauritius and the Cape. The slave trade had been abolished in 1807, but it had taken another 26 years to effect the emancipation of the enslaved.... (Parliament) also granted £20 million in compensation, to be paid by British taxpayers to the former slave-owners.²²

Nathaniel Domett appears in the slave compensation records as one of a group of five assignees of the failed West Indian mercantile firm of Plummer & Wilson. He was therefore not a slave owner, but held a mortgage over the Jamaican sugar estates, Richmond Hill (eg, 191 enslaved people in 1832) and Nevis 20.²³

Little is recorded about **Thomas England**, but the partnership of “Natt Domett and Thomas England, ship and insurance brokers” was dissolved in 1845.²⁴

Similarly there is no record of whom the *William Bryan* was named for, but the likely candidate is **William Bryan**, c.1790–c.1821 Jamaican plantation (and therefore slave) owner, Jamaican parliamentarian, merchant of White Lion Court, Birchin Lane, London and resident of Camberwell—both addresses close to those of Nathaniel Domett.

21 Zoë Laidlaw and Georgina Arnott 2022. National biographies and transnational lives: Tracing connections between slavery and settler colonialism. *Aus. J. Biography & History*.
<https://search.informit.org/doi/pdf/10.3316/informit.489352056590424>.

22 Centre for the Study of the Legacies of British Slavery.
<https://www.ucl.ac.uk/lbs/project/details/>.

23 Nevis 20, Legacies of British Slavery database, <http://www.depts-live.ucl.ac.uk/lbs/claim/view/23746> [accessed 23rd October 2023].

24 *Bell’s New Weekly Messenger* 12 January 1845 page 3.

Kingston, May 8, 1816.

TWO DOUBLOONS REWARD

WILL be paid for apprehending a Creole Negro Girl named FATE, who absented herself in the month of February last from Mr. William Bryan, to whom she was hired by the Subscriber: She is about 25 years of age, marked AMD, heart on top, on right shoulder, and formerly belonged to Miss M'Donald, of Spanish-Town. It is supposed she is harboured about the Barracks or the Camp.

ALEX. HAMILTON.

Royal Gazette of Jamaica 11 May 1816 page 23.

Bryan had three properties in Jamaica: "Bryan's Pen estate (cattle, 77 slaves in 1820), New Ground (sugar and rum, 218 slaves in 1820) and Peckham (sugar and rum, 266 slaves in 1817) and the enslaved people upon them, which and whom appear to have been mortgaged to W., R. & S. Mitchell of London".²⁵

In May 1816 he announced his candidacy for election,

20-22 Clarendon, May 15, 1816.

TO THE FREEHOLDERS OF CLARENDON.

GENTLEMEN,

MR. Nembhard has communicated to me that he does not intend to be a Candidate for the representation of this Parish, at the next Election. I therefore beg to offer myself for your choice, and, if honoured with it, I hope to fulfil the duties of the situation faithfully.

I remain respectfully, Gentlemen, your most obedient humble Servant,

WILLIAM BRYAN.

Royal Gazette of Jamaica 25 May 1816 page 7.

25 Centre for the Study of the Legacies of British Slavery. Hon. William Bryan. <https://www.ucl.ac.uk/lbs/person/view/2146633710>.

He was duly elected Representative for the Parish of Clarendon in the Jamaican House of Assembly in November 1816—a ship named after him perhaps a useful vote catcher among the landed gentlemen who could vote. He had his own wharf at Kingston,

46-49 Kingston, Nov. 15, 1817.
FOR SALE, at Mr. William Bryan's Wharf, a large quantity of Norway LUMBER, consisting of:
389 Undressed Handspikes
189 Fir Planks, 4500 feet
68 Hardwood Planks and Boards, 2000 feet
25 Fathoms Sash Wood
108 Ash Oars
640 Staves
621 Pieces Norway Timber, 54,648 feet
The above will be sold reasonably for Cash or approved Acceptances; and if not disposed of previous to Tuesday the 18th inst. they will, on that day, be put up to Public Sale at said Wharf, in Lots to suit Purchasers. For particulars inquire at said Wharf, or to
SOLOMON FLASH.

Royal Gazette of Jamaica 15 November 1817 page 28.

On 17 February 1817 the Hon. William Bryan and servant John McKenzie left the island. Bryan had become bankrupt in 1803²⁶ and was regularly listed among bankrupts with “Dividends to be made to creditors” in the English press. In 1819 he was

26 In the matter of William Bryan late of White Lion Court, Birchin Lane, London, since of the island Jamaica, and now of Camberwell, Surrey, merchant, bankrupt. Office of the Commissioners of Bankrupts and Court of Bankruptcy: Bankruptcy Commission Files. National Archives, Kew. Reference B 3/219.

published as "William Bryan, late of White Lion-court, Birchin-lane, London, since of Jamaica, and now of Camberwell, Surrey, merchant".²⁷

Despite slave labour, plantation owners, after the boom times of the mideighteenth century, often struggled with falling sugar prices and the high cost of shipping. Bankruptcy was common and apparently no bar to continuing financial and political activity.

William Bryan died in 1821 or 1822. His executors were still paying out dividends in 1825.²⁸

JAMAICA. ss.—IN CHANCERY.

MICHELL & al. per Atty. v. FEARON & al.

IN Pursuance of the Decretal Order pronounced in the above Cause, on the 29th day of May last, whereby I am directed, *inter alia*, to take and state an account of the Demands, if any, of the Legatees of William Bryan, the elder, in the pleadings named deceased, whose Legacies were charged on the Estate of John Bryan, in the pleadings also named deceased, and remain unpaid; and also an account of what is due to other the Legatees of the said William Bryan, deceased, whose Legacies were charged on the separate Estate of the said William Bryan, the elder, and remain unpaid, I do hereby give notice to all and every such Legatees of the said William Bryan, the elder, to come in and contribute to the expence of this suit, and prove their said Legacies before me, at my Office in the Town of Saint Jago de la Vega, on or before the tenth day of July next.

Given under my hand, this tenth day of June, one thousand eight hundred and twenty-six.

23-26 HERBERT J. JAMES, M. C. C.

Royal Gazette of Jamaica 10 June 1826 page 19.

27 *Aris's Birmingham Gazette* 10 May 1819 page 4.

28 *Morning Herald* (London) 7 November 1825 page 4.

JAMAICA, ss.—IN CHANCERY.

MITCHELL & al. vs. FEARON & al.

IN pursuance of the Final Decree of this Honourable Court, pronounced in the above Cause on the 5th day of February last, I do hereby give notice that, in default of payment by the Defendants, some or one of them, on or before the sixth day of August next, of the several Sums of Money therein and thereby directed to be paid to the Complainants, with Interests and Costs, I will immediately thereafter, that is to say, on Tuesday the seventh day of the said month of August, between the hours of eleven and twelve of the clock in the forenoon, at the Tavern commonly called the Cross-Keys, in the Town of St. Jago de la Vega, set up to Sale, and actually sell, either separately or in distinct Lots, to the highest and best bidder or bidders, and for the most Money that can or may be had or gotten for the same, all and singular the Plantation in the Pleadings mentioned, called **NEW GROUND**, and the survivors and increase of the Slaves thereon, originally belonging to John Bryan, in the Pleadings named, deceased, and also the survivors and increase of the Slaves belonging to the Estate of William Bryan, the elder, also deceased, not derived from the said John Bryan, and also the Pen in the Pleadings also mentioned, called **BRYAN'S PEN**, and the **SLAVES** thereon, and all and every the **SLAVES** purchased by or on behalf of William Bryan, the younger, likewise deceased, and placed on the said Plantation called **New Ground**, or such of the said last-mentioned Slaves; and of the Slaves on Bryan's Pen, as now survive, and their increase, and the **CATTLE** and **STOCK** upon the said Plantation and Pen respectively, and the Monies to arise from such Sales, I shall pay and appropriate as directed in and by the said Decree.

Given under my hand, this fifth day of May, one thousand eight hundred and twenty-seven.

18 **HERBERT J. JAMES, M. C. C.**

Bryan had a son named William Bryan, born in 1810. In the late 1820s a planter named William Bryan appears in the Kingston newspapers, probably he.

William Urquhart would be the master of the *William Bryan* for nearly ten years. We know little about him otherwise, except that he was buried on 5 July 1825 in the church yard in Portland, Jamaica.²⁹

Chapter 2: The West Indiaman

She was launched on 31 January 1816 and she was a “West Indiaman”. The *Royal Gazette of Jamaica* of 20 April 1816 recorded her arrival after what must have been her maiden voyage: “The ship William Bryan, Urquhart, from London, arrived at Port Antonio on the 17th inst.”³⁰

She sailed from Manchioneal for London on 1 August³¹ and it was an eventful voyage,

The following particulars of the loss of the brig Mentor, R. Charlton, Master, from New Brunswick bound to Bristol, is extracted from the Captain’s Protest:—
“Sailed from St. Andrew’s on the 12th of August, loaded with timber, deals, staves, and lath-wood, bound to Bristol. Nothing particular occurred until the 9th of September, when, being in lat. 48. N. and long. 27. W. it

29 <http://www.jamaicanfamilysearch.com/Samples/Seamen.htm>

30 *Royal Gazette of Jamaica* 20 April 1816 page 24.

31 *Royal Gazette of Jamaica* 17 August 1816 page 18.

came on to blow very hard from N.WbW. which soon brought us under the reefed foresail, blowing with great violence, and a tremendous high sea running. At eight P.M. it became necessary to take the foresail in, and then we scudded under the fore-topmast-stay-sails. The sea increased, and we were in imminent danger of being poop'd, which obliged us to heave too on the larboard-tack; but finding we lay too open to the sea, wore, and hove to again on the starboard-tack, ship labouring violently, and shipping a great deal of water. At half-past one, A.M. on the 10th of September, still laying to, an uncommon heavy sea struck us on the starboard-bow, which laid us nearly on our beam-ends, and carried away the boats, caboose, spars, bulwarks, and stantions on both sides, and she began to fill with water so fast, as to render any exertion at the pumps totally useless; and, in about 15 minutes, she was completely water-logged. We immediately cut away the mainmast, and, with the help of the fore-topmast-stay-sail, got her before the wind. At day-break, the weather being more moderate, we found the shear-plank on the larboard-side split from the fore-rigging to the main-rigging, and several butts started from the side. At this time no sail was in sight; we cut away the anchors from the bows; set the reefed foresail to keep her before the wind; and swifted her with hawsers, as the only means of keeping her together; and found that we had not any thing to subsist on, except a little salt meat, and about ten gallons of water. In this miserable situation were we on the 11th, when, at eight in the morning, we discovered a brig and a ship; every means in our power were exerted to attract their attention, notwithstanding which, the brig passed close to us, without offering the least assistance; but the ship, on nearing us, hove to, and sent her boat, which, in two trips, conveyed us safe on board the ship, William Bryan,

where we were received by Captain W. Urquhart, with every possible kindness and humanity; and who landed us safely at Blackwall, on the 2d of October.”³²

She was cleared at the Custom-house, London, on 27 December 1816 again for Jamaica.³³ She was back at Deal on 28 September 1817, departed 24 December and 3 March 1818 and was at Port Antonio in May 1818,³⁴ arriving thence at Gravesend in November.³⁵



32 *Public Ledger and Daily Advertiser* 5 October 1816 page 2.

33 *Royal Gazette of Jamaica* 22 February 1817 page 18.

34 *Royal Gazette of Jamaica* 16 May 1818 page 23.

35 *Royal Gazette of Jamaica* 28 November 1818 page 22.

It was usually a six week voyage from England to Jamaica and over the next few years she made two or three such voyages a year.

Urquhart brought her to Deal in September 1821³⁶ but her next voyage to Jamaica in January 1822 was under Captain Davis.³⁷ He brought her back to Deal on 24 July.³⁸ She was back in Jamaica under Urquhart's command in February 1823.³⁹

On 2 March 1823,

The Sloop Portland, belonging to the Ship William Bryan, lying at Port Antonio, swamped and went down opposite the Turtle Crawle, 2d. inst. Hopes are entertained that she will be got up. Crew saved.⁴⁰

Urquhart commanded her from Jamaica, to arrive at Gravesend on 21 June 1824.⁴¹ He sailed her from London, arriving again at Jamaica on 17 February 1825.⁴² He was buried on 5 July 1825 in the church yard in Portland.⁴³

Lloyd's List recorded the "Wm Bryan, Urquhart" arriving off Weymouth from Jamaica on 12 September 1825,⁴⁴ but corrected that when she arrived at Gravesend on the 19th, to "Wm Bryan, England".⁴⁵ Perhaps her part owner Thomas England had brought her back.

36 *New Times* (London) 28 September 1821 page 4.

37 *Public Ledger and Daily Advertiser* 17 January 1822 page 4.

38 *Statesman* (London) 25 July 1822 page 3.

39 *Public Ledger and Daily Advertiser* 26 February 1823 page 4.

40 *Lloyd's List* 28 March 1823 page 1.

41 *British Press* 23 June 1824 page 4.

42 *Lloyd's List* 15 April 1825 page 4.

43 <http://www.jamaicanfamilysearch.com/Samples/Seamen.htm>

44 *Lloyd's List* 15 September 1825 page 4.

45 *Lloyd's List* 20 September 1825 page 1.

Captain Davies, Davis or Davy took over and she continued on the Jamaica run, carried eight passengers to Port Antonio in February 1827⁴⁶ and departed thence for London.⁴⁷

She arrived at Morant Bay from London and Falmouth in 34 days on 3 December 1827 (now under Captain Johnson).⁴⁸ Johnson (or Johnstone) commanded her only until February 1829 when Captain John Roman brought her to Gravesend from Jamaica,⁴⁹ leaving again in March.⁵⁰

She arrived at the West India Docks in London on 30 August 1830 with a cargo, sent by plantation owner W. Beckford, of 145 hogsheads of sugar and 48 puncheons of rum, to be delivered to Messrs Plummer and Wilson, who were to pay freight, primage and pierage. But by then Plummer and Wilson were bankrupt and did not pay. Domett (who was assignee for Plummer & Wilson) and the other owners successfully sued Beckford for their costs in 1833.⁵¹

She was bound for Jamaica but had to put back to Deal in November 1821 having lost an anchor and cable.⁵² After sixteen years her last Jamaica run ended at London in July 1832, Captain John Roman.⁵³

New wales were fitted in 1832,⁵⁴ probably in London.

46 *Royal Gazette of Jamaica* 10 February 1827 page 22.

47 *Royal Gazette of Jamaica* 26 May 1827 page 23.

48 *Royal Gazette of Jamaica* 12 January 1828 page 23.

49 *Lloyd's List* 10 March 1829 page 1.

50 *Morning Advertiser* 10 March 1829 page 3.

51 John Cole Lowber, Thomas Sergeant 1854. *Reports of Cases Argued and Determined in the English Courts of Common Law: With Tables of the Cases and Principal Matters*, Volume 27. T. and J.W. Johnson, & Company, Law Booksellers.

52 *Lloyd's List* 8 November 1831 page 2.

53 *Public Ledger and Daily Advertiser* 18 July 1832 page 4.

54 *Lloyds Shipping Register* 1840.

Chapter 3: to Hobart with convicts

In May 1833 provincial newspapers carried lists of women to be transported from local jails to Australia.

The following female convicts were removed from Fisherton gaol, on Wednesday last, and put on board the ship William Bryan the day following at Woolwich, to be transported to New South Wales: viz., Mary Ann Frowd, for life; Ann Edwards, for 14 years, convicted at the last assizes; Mary Ann King and Maria Marshall, alias Jeffery, for seven years each, convicted at the last county sessions.

Salisbury and Winchester Journal 27 May 1833 page 6.

The following Convicts were taken from our County Gaol and put on board the York Hulk, on Tuesday last, viz., James Hughes, Wm. Patten, John Kennedy, James Scrimshire, Thomas Booth, Isaac Hull, Wm. Price, Samuel Poney, and John Burton, for their natural lives; and Charles Belts, for 14 years. Likewise the following female Convicts, put on board the ship William Bryan, at Woolwich, viz., Mary Brown and Sarah Williams, for 14 years; also Sarah Williams, for 10 years; and Ann Glover for 7 years. Also Maira Lucas, for 14 years, and Daniel Tasker, for 7 years, to the Penitentiary, at Millbank. Also Wm. Williams, for 14 years, and Charles Hurtwell, for 7 years, on board the Cumberland Hulk, at Chatham.

Leamington Spa Courier 1 June 1833 page 3.

Last week the following Convicts were removed from the Gaol at Ilchester:—John Holbrook and Thos. Quarman, for life, to the the Hulk at Woolwich; Sarah Lapham, Sarah Danger, Mary Ann Mullins, Catharine Bullinger, Ellen Gordon, Charlotte Herley, Amelia Hayball, Joan Hancock, and Ann Bradford, to the ship, "William Bryan," lying off Woolwich, bound for New South Wales; Mary Ann Silvester, and Mary Ann Baker, to the General Penitentiary at Milbank.

Bath Chronicle and Weekly Gazette 13 June 1833 page 3.

It was probably at this time that the *William Bryan* was converted from ship to barque rig.

She was to have sailed in midjune, but, “The William Bryan transport, from Woolwich to New South Wales, has been put under quarantine, and remains.”⁵⁵

The William Bryan, having female convicts on board, did not proceed on her voyage... she has been put under quarantine in consequence of the cholera morbus raging on board her: four of the convicts have already died of the malady, and there are several new cases at present of a doubtful tendency.⁵⁶

She was ordered from the Downs to Portsmouth and finally got away on 4 July with “one hundred and twenty-three female convicts, nineteen children, and nineteen free female settlers, with eight children”.⁵⁷ Five women had died before she left. She was bound for Hobart-town, Van Diemen’s Land and she arrived on 23 October.⁵⁸

Her surgeon was Thomas Robertson and he kept a journal of the voyage.⁵⁹ The journal starts with his list of the woman convicts, the jail they came from and their state of health.

Then comes his “daily sick book”, listing each patient, her diagnosis and the date of its start and her discharge from care.

There were seven cases of cholera, of whom six died, and one woman died from “mania”. He kept detailed casenotes of

55 *Sun* (London) 20 June 1833 page 3.

56 *Albion and the Star* 21 June 1833 page 3.

57 *London Courier and Evening Gazette* 8 July 1833 page 4.

58 *Hobart Town Courier* 25 October 1833 page 3.

59 *Medical journal of the William Bryan, convict ship, for 10 May to 28 October 1833 by Thomas Robertson, Surgeon and Superintendent, during which time the said ship was employed in making a passage to Van Diemen’s Land with female convicts.* National Archives, Kew.

Reference: ADM 101/74/6.

symptoms, signs, management and duration for the fatal and serious illnesses—including a severe case of erysipelas, two of “Dysentery” and one of “Gastritis”. Otherwise the women sought care for diarrhoea (about a third of the women were affected during the first fortnight of the voyage), catarrh, ulcers, obstipation, fever, gonorrhoea, syphilis, hepatitis and a burn.

Two of the women who died from cholera were sisters. Ann Clark aged 35 developed symptoms on 15 June and died on the 25th. Susan Manners was 30; she developed symptoms in the Downs on 19 June and she too died on the 25th. Dr Robertson wrote on the 19th,

Has been attending her sister Ann Clark during her illness, was suddenly seized with severe spasms in her Hands Arms and face and soon after in the abdominal muscles. Nausea and vomiting—motions very frequent & watery, considerable Headache, thirst—calls for cold water. Countenance pale. Pulse about 70 small and weak., skin cool. [He gave her an opium and colomel potion, the abdomen to be rubbed with a liniment].

20th. Spasms abated and fell into a sound sleep. She now complains of pain in the abdomen. Motions not as frequent. Vomiting continues of bilious matter, head ache and thirst. Pulse about 80 small & weak. Skin warm, Tongue white. [He repeated the opium mixture and started fomentations to the abdomen]. Vespere purging very frequent.

21st. Has been very ill all night. Vomiting every thing she takes with pain and oppression at the stomach, thirsty. Has now severe spasms in the Inferior Extremities, Motions still very frequent and watery. Pulse 68 weak, skin cold—Countenance pale. [More opium & calomel, fomentations]. Vespere has been tolerably free from pain until now when the spasms have seized the Abdominal Muscles. Pulse very small, skin cold. [Camphor compound liniment].

- 22nd. *Passed a better night. Pulse very weak, skin cool, no vomiting, motions still frequent, getting weaker.*
 [Quinine sulph. three times a day].
- 23rd. *Very Weak—much purged—Pulse 68 small and weak.*
Thirsty. [Continue quinine and wine].
- 24th. *Very Weak, much purged, Pulse weak, skin cool, thirsty.*
 [Continue quinine and wine].
- 25th. *Talking incessantly all night. Pulse very weak, skin cold and is sinking fast.*
Died at 11 p.m.

- At sea on 18 August 29 year old Frances Holliday,
Suddenly leaped out of Bed Roaring loud incoherent Language and making violent exertions of strength—Wildness of Countenance. Pulse 125—has made no Complaint since she has been on Board. [He bled her, but she] *fainted and no more Blood could be taken.*
- 19th. *Slept some during the night and is now sensible complains of headache. Pulse 106 weak—skin cool—Bowels constipated.* [Given a cathartic mixture]. *Vespere continued tolerably well until the Afternoon when she became as bad as the previous evening. Scratching violently. Pulse 120 Weak. Answers questions—put the Strait Waist coat on her. Shaved her head and applied a Blister to the nape of the neck.*
 [Tincture opium and camphor mixture].
- 20th. *Passed a bad night roaring almost constantly and maliciously inclined to some of her mess mates. Pulse 120. Answers question—complains of no pain. Vespere [Opium and camphor].*
- 21st. *No sleep, very violent during the whole night but seems now very much exhausted. Vespere continues in the same state.* [Opium and Digitalis].
- 22nd. *Passed a bad night, answers questions, still roars incoherently....*

- 23rd. *No sleep, refuses her food, talks incoherently. Continues mostly in a sitting position, refuses medicine. [Laxative enema].*
- 24th. *Continued in the sitting position all night refuses every thing offered her, talks incoherently, pulse 100 weak skin cool.*
- 25th *Continues in the same state. Bowels obstinately confined, refuses every thing offered. Pulse 105 weak.*
- 26th *Passed a Bad Night is now very composed and only answers questions, skin cool, Pulse 108 weak.*
- 27th. *Continued quiet all night. Talks little but incoherently, refuses every thing. Pulse 110 very weak.*
- 28th. *Took a little Barly water during the night but is gradually sinking. Pulse small and Weak.*
- 29th. *Died at 4 P.M. [Cause of death: “mania”].*

On 16 September at sea, 22 year old Mary Ann Hammond developed erysipelas.

Was attacked during the night with shiverings succeeded by heat headache & restlessness, her pulse was 110 & soft. Skin hot and dry. Tongue white, no appetite for food, but has considerable thirst. Bowells rather confined.

Catamenia irregular—Weather has been rainy and imputes her illness to getting wet. [Calomel & Mag. Sulph.]

17th. *Passed a restless night, complains of considerable heat of the face which is of a bright red colour and swollen—has considerable fever. Pulse 115 soft. Bowels relaxed and she now seems inclined to sleep. [Mag. Sulph and Antimony, etc].*

18th. *Passed a bad night, redness and swelling increased and has spread over the head which has a smooth shining appearance, the florid red disappears on pressure but returns immediately the finger is removed, the Eyelids so tumid that she cannot see and her countenance is*

exceedingly disfigured. Pulse 118 full, skin hot and dry. Tongue white & dry, and says she is very thirsty, was Delirious occasionally. Vespere says she feels better the tumefaction & redness diffused over the head & neck. Febrile symptoms somewhat abated. Continue medicament.

19th. Passed a bad night talking incoherently. Pulse 115 soft, skin cooler & has less thirst.

20th. Had a bad night her language is sometimes incoherent Pulse 118 soft, skin cool, Tongue more moist. There are several vesications containing a serous fluid.

21st. Complained of severe pain over the abdomen during the night which was relieved by fomentations. The vesications are discharging an irritating fluid, the swelling is subsiding, has now her sight. Her pulse 118, soft, heat of skin natural. Tongue clean & moist. Bowels open.

22nd. Passed an easy night, swelling & redness diminishing, pulse 105 weak, skin cool, Tongue clean, no motion.

23rd. Continues favourable.

24th. Is convalescent but feels very Weak. To have a wine glass of wine twice a day with a nutritious diet and the sulphate of quinine continued until she gains strength.

Thomas Robertson was employed as Surgeon Superintendent on six convict ships to Australia: the *William Bryan* in 1833, *Forth* to NSW in 1835, *Surry* to NSW in 1836, *James Pattison* to NSW in 1837, *Planter* to NSW in 1839 and *Equestrian* to Tasmania in 1845.⁶⁰ His case notes from the *William Bryan* suggest a careful and articulate observer. He summed up her voyage,

On the 23 of May we commenced receiving our Prisoners on Board at Woolwich, daily until the 10th of June when we had on board 100 from the different parts of the Country and

60 Convict Ship Surgeons. Thomas Robertson:
https://www.freesettlorfelon.com/thomas_robertson_surgeon.html

30 from the London Gaols. On the 8th, a Diarrhoea accompanied with considerable Fever was very general amongst them (chiefly the Country Women). On the 11th, 2 Cases of Cholera occurred, on the 15th, 4, on the 16th, 1, on the 19th, 1, which cases were the most important that appeared during the Voyage. The Disease was ushered in, in the following manner. Weakness & griping pain in the Bowels sometimes increased upon pressure. Nausea and Vomiting with frequent Watery Motions, the Pulse became small & feeble scarcely perceptible at the Wrist. Skin cold & dry. Considerable thirst, great internal heat and headache, she then complained of Spasms sometimes first in the Abdominal Muscles, in other cases commencing in the Calves of the Legs, Thighs, Arms, fingers and Muscles of the face. Cold sweats appeared over the face & breast—the Countenance became collapsed and expressive of great pain, the Eyes dull & sunk, the face and Lips livid. Breathing difficult, the Purging and irritability continued, incessant calls for cold water which was rejected immediately, the Spasms began to relax, she became insensible with her Eyes fixed and Death terminated her sufferings.

Method of Cure—was to Cause a reaction, determine to the surface and relieve the Spasms & Evacuations by the exhibition of Opium-Calomel and other stimulants, Hot Brandy & Water—Fomentations—Frictions and wrapping the Patient in Warm Blankets, & immediately the Pulse rose I had recourse to Venesection.

This disease was solely Confined to the Prisoners not affecting the free Women or Ships Company which may be accounted for by change of a Prison Diet to the very full they receive immediately on coming on Board.

The Case of Mania occurred in a Female of the Middle Age & Excentric disposition—she was attacked suddenly at night but for further remarks I must refer to her Case in the body of the Journal.

The Prisoners continued exceedingly healthy during the whole voyage, they were allowed on Deck all Day and employment given them—the Prison was kept clean by dry holystoning at all times the Weather would admit of it, and free ventilation by means of Windsails was strictly attended to. The Weather was extremely favourable until the latter part when we had it cold & wet—at this time a few Catarrhal Cases were entered on the Sick List—which were cured in the usual manner by Purgatives, Antimonial Diaphoretics, Diluents and a mild Regimen.

Thos Robertson, Surgeon Superintendent.

Ensign Abel Best (certainly an articulate, if not always a careful observer), who was a guard on the *James Pattison*, recorded his first impressions of Robertson,

“The Surgeon.” A raw boned sandy hair’d Sawney⁶¹ his appearance not by any means prepossessing; a kind of careworn countenance embellished with a small pair of grey eyes and a huge nose which I suppose nature intended for a Roman but the delicacy of its shape having been destroyed and its having a considerable inclination towards the left ear its effect is not good & it has the appearance of a handle to his whole person. I strongly suspect that it has on some occasion been smashed, his disposition I should pronounce on so short an acquaintance to be a singular compound of easiness, obstinacy & peevishness, he has a *wife* at present on board and is anxious to arrive at Sheerness (I don’t mean to insinuate). The name this animal rejoices in is Robertson. He is commanding officer.⁶²

61 Scotsman.

62 Nancy M Taylor (ed.) 1966. *The Journal of Ensign Best*. Govt Printer, Wellington page 74.

Later Best would revise his opinion. After Mrs Robertson had disembarked the doctor kindly agreed to share his room with Best, whose quarters were cramped. Later still a prisoner “was insolent and used insolent language to the doctor” and the doctor agreed his punishment should be a flogging. The prisoner “bore his four dozen well” but the doctor was upset,

The doctor is not well tonight. Never was a man in a greater state of agitation than he has been since he resolved on flogging—he cried out repeatedly during the night and has been in a nervous tremor all day—he is a man of two mild and soft a disposition to deal with such fellows and is not fit for it although a better creature or more benevolent never lived.⁶³

At this time in Van Diemen’s Land, convicts were “assigned” to private employers.

Ideally, assignment benefitted all three parties: the government transferred the upkeep of the convict, the master gained cheap labour, and the convict gained reformation through industrious work.⁶⁴

Between 1803 and 1853 about 75,000 convicts served time in Van Diemen’s Land;⁶⁵ 12,500 of them were women—most were first offenders, tried and sentenced for crimes relating to poverty.⁶⁶

By 5 November the agents for the *William Bryan* were looking for passengers or freight back to London and these

63 *Ibid.*, page 95.

64 See Richard Tuffin. The companion to Tasmanian history: assignment. https://www.utas.edu.au/library/companion_to_tasmanian_history/A/A_ssignment.htm.

65 Hamish Maxwell-Stewart. The companion to Tasmanian history: convicts. *Ibid.*

66 <https://www.sl.nsw.gov.au/collection-items/records-female-convicts-transported-van-diemens-land>.

advertisements appeared regularly for four months. Freight and passengers were hard to come by for convict ships on their return voyages.

For London.
 **T**HE fine British built fast sailing ship *William Bryan*, burthen 300 tons, will sail for the above port with all possible dispatch, has superior accommodation for passengers. For freight or passage, apply to the Captain on board, or to
KEMP & Co. Agents.
Nov. 1, 1833. [1488]

Colonial Times (Hobart) 12 November 1833 page 1.

Caution.
THE Commander of the ship *William Bryan* hereby cautions the public not to give credit to any of the crew of the said vessel, as he will not be responsible for debts contracted by the same.
Nov. 20, 1833. [1716]

The Tasmanian (Hobart) 29 November 1833 page 1.

There was one unwelcome passenger: the ship was still in port at Hobart in February 1834, when,

William Jupp, for absconding from the Hulk gang on the 22nd instant, and remaining absent until apprehended by Constable Ralph Jacobs, stowed away on board the ship

William Bryan, was sentenced to two years imprisonment at Bridgewater chain gang.⁶⁷

She finally sailed well laden for London on 9 March 1834.⁶⁸ It had been worth the wait,

The William Bryan, Capt. Roman, sailed on Sunday for London, with a full cargo of colonial produce, consisting of 25 bales wool, 425 casks oil, 382 bundles whalebone, 1 cask head matter, shipped by Messrs Kemp & Co.; 27 bales wool Mr. Orr; 9 do Mr. Marzetti; 4 do Mr. Goggs; 107 do Mr. Bisdee; 5 do Mr. Cotton; 5 do Mr. Rand; 4 do Mr. Davidson; 5 do Mr. Goldie; 27 do Mr. Winter; 14 do Mr. Seal; 16 do Mr. Cartwright; 9 do Mr. Tetley; 9 do Messrs. McGan & Co.; 16 do Mr. G. Bilton; 32 do Mr. J.G. Jennings; 33 do Mr. G. Meredith; 23 do and 63 casks oil Mr. Bunster; 38 do Capt. Wood; 2 bundles kangaroo skins Mr. Winter; 18 do Mr. Seal; 7 do Capt. Roman; 54 do Mr. Bunster; 2750 horn tips Mr. Johnson.— Passengers Dr. Robertson, Dr. Dunn, Mr. Alfred Garrett.⁶⁹

It seems Captain Roman had been shooting kangaroos and the good and benevolent Dr Robertson sailed Home as a passenger.

She arrived at Bahia, Brazil on 17 May,⁷⁰ departed on the 20th and arrived off Deal on 25 July 1834.⁷¹

She had new decks⁷² fitted at Curling and Young's shipyard at Limehouse Hole, East London.⁷³ The shipyard owners were

67 *Colonial Times* (Hobart) 4 February 1834 page 6.

68 *Colonial Times* (Hobart) 11 March 1834 page 4.

69 *Hobart Town Courier* 14 March 1834 page 3.

70 *Public Ledger and Daily Advertiser* 15 July 1834 page 4.

71 *Public Ledger and Daily Advertiser* 24 July 1834 page 4.

72 *Lloyds Shipping Register* 1840.

73 *Shipping and Mercantile Gazette* 21 October 1844 page 1.


William Curling and George Frederick Young, both among the owners of the *William Bryan*.



Curling and Young's Shipyard in 1825.

Chapter 4: to Sydney

On 1 November 1834 the *William Bryan* was entered outwards and was loading for Sydney.⁷⁴

	<p>Will be dispatched Immediately. DIRECT for SYDNEY, the fast-sailing British-built Ship, WILLIAM BRYAN, 312 Tons register; JOHN ROMAN, Commander; lying in the St. Katharine Docks. This Ship has a spacious Poop, and good height between Decks, affording excellent Accommodation for Cabin and Steerage Passengers. Apply to the Commander on board; to DOMETT, YOUNG, & ENGLAND, 7, George-yard, Lombard-street; or to WILLIAM MARTIN, 18, East India Chambers, Lendenhall-street.</p>
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Town and Country Advertiser 12 November 1834 page 1.

⁷⁴ *Sun* (London) 3 November 1834 page 2.

She sailed from Deal on 9 February 1835⁷⁵ and arrived at Sydney on 23 June.⁷⁶ She brought the good news of higher than expected wool prices in London⁷⁷ and she brought a passenger, the owner's son William Curling Domett. At Campbell's Wharf she unloaded comforting luxuries and necessities for the colonists,

WILLIAM BRYAN (ship). 311 tons, Roman, master, from London, W. Walker & Co , agents; 50 casks rum, 38 cases wine, 25 hogsheads porter, 199 tierces salt, 72 coils rope, 6 whale lines, 2 bales canvass, 3 cases haberdashery, 1 case pipeclay, 1 case ironmongery, Campbell & Co.; 40 hogsheads rum, 40 quarter casks wine, 359 bars iron, 14 bundles lead, 60 cans 4 cases oilman's stores, S. K. Salting; 5 casks rum, J. Gilchrist; 20 casks rum, 10 casks brandy, 50 hogsheads beer, 5 tierces tobacco, 4 casks refined sugar, 50 casks vinegar, 94 cases pickles and sauces, 1 case haberdashery, 10 bales slops, 1 case apparel, J. B. Montefiore & Co.; 8 casks ironmongery, A. F. Mollison; 1 case haberdashery, 1 case stuff, Marsden & Co.; 11 cases 1 cask 1 bale stationery, 2 cases blankets, 8 packages, a chaise, H. G. Smith; 40 hogsheads beer, 44 tierces bottled beers 2 gigs, J. Lamb & Co.; 1 butt wine, Sir John Jamison; 1 case tobacco, T. Smith; 12 casks wine 50th Regiment; 89 cases [*illeg.*] oilman's stores, R. Jones & Co.; 30 cans 3 casks British goods, H. Mace; 6 casks corks, J. F. Church & Co.; 5 cases mirrors, E. Solomon: 75 hogsheads beer, J. Tooth; 20 hogsheads brandy, 10 casks Geneva, 26 casks 50 cases win, 12 hogsheads beer, 20 barrels beer, 2 bales twine, 1 case apparel, 2 casks British goods, Giles, Richie, & Co.; 1 case books, Rev. W. Cowper; 1 case

75 *Saint James's Chronicle* 10 February 1835 page 1.

76 *Public Ledger and Daily Advertiser* 8 December 1835 page 4.

77 *Sydney Monitor* 24 June 1835 page 2.

brassware, J. Irving; 1 case silks, W. Wilson; 36 packages hardware and ironmongery, 6 packages oils and colours, 1 chest liquorice, 1 bag pimento, 1 bag caraway seeds, 2 caretels currants, 3 bags and 25 bundles ginger, T. [illeg.]; 27 packages apothecary's ware and drugs, P.M. Hosking; 1 cask hardware __ Brodie; 72 cases cheese, 23 packages oil and colours, 16 kegs gunpowder, 1 chest tools, 1 cask chains, 3 cases toys and whips, 2 cases haberdashery, 4 hogshead rum, 36 cases wine, 7 casks and 4 cases tobacco, 1 cask raisins, 6 casks currants, 5 cases fruit, 1 case chocolate, 1 case mustard, 1 cask sugar, 1 cask French plums, 1 case soap, 1 case flint glass, 1 hogshead brandy, 110 bundles 15G bare iron, 60 tons salt, 120 deals, 33 casks beer, 3 bales linens, 2 cases cottons, 3 packages hardware. W.C. Domett; 1 case apparel, E. Robinson; 1 case books, Mrs Southam; 5 cases plate glass, 15 casks 4 hogsheads wine, 10 puncheons 4 hogsheads rum, 4 puncheons 2 hogsheads brandy, 4 puncheons Geneva, 4 hogsheads beer, 1 bale slops, 1 case simples. Order.⁷⁸

Twenty-five year old William Domett had come well equipped. The *William Bryan* began reloading at Aspinall's Wharf and her agents again advertised for passengers and freight,

FOR LONDON DIRECT,

THE fast-sailing British-built
Barque

WILLIAM BRYAN,

311 Tons Register, JOHN ROMAN Commander, has the principal part of her Cargo engaged, and will sail about the 25th August.—Freight or Passage, having good accommodations, apply to

WM. WALKER & CO.

Sydney, 20th July, 1835.


The Sydney Gazette and New South Wales Advertiser 30 July 1835 page 1.

78 *Sydney Gazette and New South Wales Advertiser* 30 June 1835 page 2.

She finally departed on 21 September...

WILLIAM BRYAN, 311 tons, Roman, master, for London, 585 casks sperm oil, 410 bundles whalebone, 105 bales flax, 63 bales wool, 588 hides, 50 chests tea, 16 cwt old copper, 1 case curiosities, and stores.⁷⁹

... and arrived in Gravesend on 26 February 1836.⁸⁰ She was soon reloading for Sydney,



With quick despatch,
Direct for SYDNEY,
THE fast-sailing newly-coppered
Ship WILLIAM BRYAN, John Roman, Com-
mander. 320 tons register. Lying in the London Dock.
For freight or passage apply to
DOMETT, YOUNG, and ENGLAND,
7, George-yard, Lombard-street.

Public Ledger and Daily Advertiser 3 June 1836 page 1.

She left on 23 July and arrived there on 14 November. In her cargo, among the luxuries and necessities, were “179 casks gunpowder”.⁸¹ “The *William Bryan*, landed her gunpowder this morning, she hauls into the Cove to discharge.”⁸²

A party of men were the whole of Monday, employed endeavouring to get up the anchor and part of a chain cable slipped a short time since by the *William Bryan* but were unable to raise it, from its having hooked a rock.⁸³

79 *Sydney General Trade List* 19 September 1835 page 1.

80 *Morning Advertiser* 29 February 1836 page 1.

81 *Sydney Monitor* 19 December 1836 page 2.

82 *Sydney Monitor* 16 December 1836 page 2.

83 *Sydney Monitor* 18 January 1837 page 2.

That was not all; she left on 10 March 1837 for London, loaded with wool and whale oil but,

The *William Bryan*, bound to London, was struck by lightning 13th inst.; the mainmast, maintop, and maintop-gallant masts, &c. are so much injured that the surveyors have recommended their being replaced....

The *William Bryan* stepped a new mainmast 25th inst. and will be ready for sea 1st prox.⁸⁴

She finally left Sydney on 6 April 1837, called at Bahia in July, arrived on 11 September at London and in October was again loading at London Docks for Tasmania, South Australia and Sydney.⁸⁵

FOR CIRCULAR HEAD, VAN DIEMEN'S
LAND, and PORT PHILLIP, SOUTHERN AUSTRALIA,
the fine first-class ship WILLIAM BRYAN, JOHN ROMAN, Com-
mander, 500 tons burden, lying in the London Docks. This ship is
under engagement to the Van Diemen's Land Company for the con-
veyance of tenants to their farms at Circular Head, and must leave
the docks by the 1st day of December next. After disembarking
passengers at Circular Head she will proceed direct for Port Phillip,
only one day's sail distant, and thus afford settlers for the latter
furnishing part of the colony an opportunity of proceeding there at
once without being obliged, as hitherto, to go first to Sydney or a port
in Van Diemen's Land. Has excellent accommodation for passen-
gers, and will carry an experienced surgeon.—For freight or passage
application to be made to the Secretary of the Van Diemen's Land
Company, 53, Old Broad-street; or to GEORGE BISHOP, 13, East
India Chambers, Leadenhall-street.

Morning Chronicle 3 November 1838 page 1.

She sailed from Deal on 9 January 1838,⁸⁶ arrived at Circular Head on 22 May,⁸⁷ Launceston on the 29th,⁸⁸ thence to

84 *Caledonian Mercury* 22 July 1837 page 4.

85 *Shipping and Mercantile Gazette* 12 October 1838 page 4.

86 *Public Ledger and Daily Advertiser* 11 January 1839 page 3.

87 *Morning Herald* (London) 3 October 1839 page 4.

88 *Morning Herald* (London) 18 October 1839 page 4.

Melbourne's Port Philip, where she grounded and the editor of the local paper vented his spleen about the government,

As our commerce extends and communication becomes far and frequent, the neglect of Government becomes more apparent, more grievously felt. Private enterprise has done everything for Melbourne, the Legislature nothing; as an instance of this total want of justice to us, and benefit to themselves, the late detention of the *Midlothian* may be fairly cited, five days elapsed between her entrance within the heads and the moment at which she came to the anchorage ground, *this was for want of a pilot*. Again, the *William Bryan*, on coming into the harbour without a chart, without assistance, in beating through the channel which has neither beacon nor buoy to mark its course, ran aground, it has been found necessary to send a schooner to take part of her cargo before she can hope for removal, *this is for want of a pilot*. It is fortunate for the reputation of the Colony that no reefs or rocks threaten destruction to the ignorant or unwary.⁸⁹

She survived the grounding and was again advertised,

FOR SYDNEY DIRECT,
THE fine first class Bark
William Bryan, 350 tons,
having very superior Accommodations
for Passengers. For Freight or Pas-
sage, apply to Capt. JOHN ROMAN on
board, or
GEORGE JAMES.
Elizabeth-st., July 24 434

Port Phillip Patriot and Melbourne Advertiser 22 July 1839 page 3.

⁸⁹ *Port Phillip Gazette* 26 June 1839 page 3.

She left Port Philip on 16 August and was in Sydney on the 22nd,⁹⁰ and discharged her cargo at Darling Harbour. In September she was on the Patent Slip at Cockle Bay, refitting. In October she was advertised “For freight or charter”,⁹¹ then “hailed to Peacock’s Wharf to refit”.⁹² Then she was loading for London at her agents, Walker & Co.’s wharf—whale oil, whale bone and wool.⁹³ She departed Sydney on 23 January 1840 and arrived at Gravesend on 19 July.


Part owner George Joad had died and his $\frac{4}{64}$ shares were advertised by his executors, the advertisement revealing she had been recoppered over felt during the year. New main decks were also fitted in 1940, presumably at Sydney.⁹⁴

PUBLIC SALES.

At LLOYD'S ROOM, No. 80, BISHOPSGATE-STREET WITHIN,

On THURSDAY, October 1, at Half-past Two,

By order of the Executors of the late George Joad, Esq.

 **FOUR SIXTY-FOURTH SHARES**

of the good Ship WILLIAM BRYAN, burthen per register 312 tons (O.M.), British built; was coppered over patent felt in 1840, and has had large repairs; is in excellent condition, and is abundantly found in stores. Lying in the London Dock.

For further particulars apply to
HENRY THOMPSON, Sworn Broker,
28, Lombard-street Chambers.

Public Ledger and Daily Advertiser 23 September 1840 page 1.

90 *Sydney General Trade List* 24 August 1839 page 2.

91 *Sydney Monitor and Commercial Advertiser* 16 October 1839 page 3.

92 *Ibid.*

93 *Sydney General Trade List* 25 January 1840 page 1.

94 *Shipping and Mercantile Gazette* 21 October 1844 page 1.

Chapter 5: To New Plymouth

And all they asked was a tall ship...

SHIP for NEW ZEALAND WANTED.—
The Court of Directors of the New Zealand Company, on behalf of the Directors of the Plymouth Company of New Zealand, hereby give notice, that they will be ready on **THURSDAY, 17th of September, at Two o'clock precisely,** to receive **TENDERS** for the **HIRE** of a **SHIP** of from **250 to 300 tons, old register,** being of the height of not less than six feet between decks, for the conveyance of passengers and stores from the port of Plymouth to New Zealand; to sail about the middle of October next.
The Tenders to be made according to a form which may be had on application at the Company's House. The Directors do not pledge themselves to accept the lowest tender.
Dated at the House of the New Zealand Company, in Broad-street Buildings, the 10th day of September, 1840.
By order of the Court,
JOHN WARD, Sec.

Globe 11 September 1840 page 1.

The *William Bryan* had arrived at Gravesend on 19 July. She was classed AE1⁹⁵ (AE signifies that the ship was of the first class, 1 that the vessel was “well and sufficiently found”).

On 17 September, six days after the advertisement appeared, Domett and England tendered for the hire of the *William Bryan* (several directors of the New Zealand Company were also members, with Domett, of the Ship-Owners' Society).

Wm. Bryan, 311^{79/94} Registered Tonnage by the Old Act, lying at London Docks, Master John Roman, Length of the Lower Deck 105 feet 3 in., Height Between decks: at

95 *Lloyd's Shipping Register* 1840.

the Stern 6ft 1in, Main Hatchway 5ft 11in., at Stern post 7ft.

SIR, We, hereby offer the above Ship, rated AE 1 at Lloyd's for a Voyage from Plymouth to New Zealand, for the Plymouth Company of New Zealand, at the rate of Five Pounds 2/6 per register ton (old measurement) for the voyage.... We are, Sirs, Your obedient Servants, Domett & England, owners.⁹⁶

The formal tender documents from the Company are the same for all six emigrant vessels (see, e.g., those for the *Amelia Thompson*, below).

From London on 30 September 1840 came the news that the *William Bryan* was entered outwards for New Zealand.⁹⁷ The tender had been accepted and the Company's standard charter documents were signed a week later, on 6 October.

Thomas Woollcombe, Secretary of the Plymouth Company of New Zealand, wrote to Wakefield in New Zealand,

*The Company has chartered the ship "William Bryan" 312 tons, which will sail from Plymouth on the 31st., with seven Cabin passengers and equal to 110 adult labourers and their families....*⁹⁸

96 Puke Ariki ARC2001-373. Box 1 Part 7. *Timandra*.

97 *Morning Post* 30 September 1840 page 8.

98 New Zealand Company: New Plymouth Settlement papers. ATL qMS-1461.

(Copy)

2

Memorandum of Agreement,

made the ~~Sixth~~ day of ~~October~~ One Thousand Eight Hundred and Forty — Between ~~Thomas England~~ in behalf of the firm of ~~Cousell and England~~ of ~~George and Lombard Street~~ Merchants of the one part, and ~~Thomas Woolcombe~~

~~Secretary to the Plymouth Company of New Zealand, of the other part.~~

Whereas the Parties of the first part tendered, or caused to be tendered to the said Company, the ship *William Bryan* ^{of 311 1/2 tons} for the Conveyance of Passengers to New Zealand, upon the terms and with, under, and subject to the Conditions mentioned and particularised in the Tender thereof, dated the ~~seventeenth~~ day of ~~September~~ last; a Copy whereof is hereunto annexed: **Now these Presents Witness**, that they, the said Parties of the first part, hereby promise and agree with and to the said ~~Thomas~~

~~Woolcombe~~ ^{Woolcombe} as such Secretary as aforesaid, in manner following, that is to say — That they, the said parties of the first part, shall and will in all respects observe, perform, fulfil, and keep all and singular the terms, agreements, stipulations, and conditions, matters, and things in the said Tender contained, and on their part to be performed and done. And in consideration of the premises, the said ~~Thomas~~

~~Woolcombe~~ ^{Woolcombe} as such Secretary as aforesaid, hereby agrees with and to the said parties of the first part, that the said Company, and the Directors thereof, shall and will in all respects observe, perform, fulfil, and keep all and singular the terms and agreements, stipulations, conditions, matters, and things in the said Tender contained, and on their behalf to be performed and done. **Provided always**, that the said Directors or their Secretary, except as such Directors or as such Secretary respectively, acting on behalf of the said Company, shall not be personally liable or responsible for the payment of any Monies or Damages that shall or may become due or recoverable by virtue of these presents. **In Witness** whereof the said parties have hereunto set their hands and seals the day and year first above written.

Signed, Sealed, and Delivered by the said

Thomas England

Thomas England

in the presence of *Francis D. Bell*

/Signed/

New Zealand House

Thomas England
(21)

Signed, sealed, and delivered by the said Thomas Woolcombe in the presence of

Thomas Woolcombe
(21)

Agreement for the voyage of the *William Bryan* to New Zealand.

Appendix No.1

Terms of Engagement of Officers attached to the Pioneer Expedition, for the Ship William Bryan.

Mr George Cutfield

Is appointed Emigration agent and Store keeper for two years certain at a fixed Salary of One Hundred and fifty pounds to commence from the date of the foregoing despatch with a further allowance of one per cent on the amount received and accounted for by the Colonial Officers for Lands, Stores and general produce sold in the Colony.

Mr Henry Weekes

Is appointed Surgeon to the Company for two years with the following allowances during and after the voyage viz

A fee of 10s/ for each steerage passenger who shall be above 14 years of age at the time of Embarkation from England.

Half that sum for each steerage passenger from seven to fourteen years of age and one third for each child under seven years of age.

A deduction of twenty shillings is to be made for every death on the voyage and an addition of 20s/ for every birth. On landing in the Colony the Storekeeper is authorised to allow the Surgeon the above amounts together with a bonus of Fifty pounds if his conduct on the voyage has been in every way satisfactory, of which a certificate must be transmitted to England by the Storekeeper approved by the Captain of the Ship. The Surgeon is to be allowed a Salary of Twenty five pounds per annum to commence from the date of the above mentioned certificate in consideration of which he is required to attend gratuitously to such of the Labouring Emigrants as are actually employed by the Company

whose circumstances shall in the opinion of the Company's principal agent require gratuitous medical assistance for themselves or their families. For midwifery cases amongst the Labouring Emigrants generally the Surgeon will be allowed an extra fee of £1 per case provided the mother is safely delivered of a living child.

The sum of £100 has been advanced to the Surgeon on his leaving England to complete a purchase of Land from the Company consequently the Storekeeper will see that the same is discharged by the allowances to which the Surgeon may become entitled before any payment is made on account of Salary and that in case the said allowance become forfeited that the Land order which is made special is cancelled.

John Nairne

He is appointed assistant to the Surgeon Superintendent, during the voyage to New Zealand and he is also to act as Schoolmaster.

His wife is to act as Matron and with her daughter is to render every assistance which the Surgeon may deem necessary. In consideration he is to be allowed £25 on arrival in New Zealand subject to a deduction of 5/s for every death of a steerage passenger and with an addition of 6/8 for every birth.

William Marshall and Alfred Dawe

Are appointed cooks for the free emigrants with an allowance of 8/s per week during the voyage.

Deduction will be made from the amount due to them at the end of the voyage to cover the debts owing to the Company specified in the enclosed account of the same.

They did not yet know where the New Plymouth colony would be: attached to the Charter party agreement is a *Memorandum* initialled by Maclean and Woollcombe,

It is agreed between the undersigned Alexander Maclean on behalf of Messrs. Dommett and England that the Companys agent may direct the Ship to proceed to Port Underwood instead of Port Nicholson as provided in Sec: 4 of the within Charter party in consideration of which the undersigned Thomas Woollcombe agrees that the running days which are occupied from the arrival of the William Bryan at Port Underwood to the time when the Companys agent shall dispatch her to the port of final discharge shall count as lay days and be deducted from those to which the company is entitled after arrival of the Ship at her final destination.

Signed AM, TW.

The *Exeter and Plymouth Gazette* of 17 October –

Plymouth Company of New Zealand.—The Company's ship, the *Wm. Bryan*, is expected to arrive at this port in about a week, and will sail on the 31st inst., with 110 steerage passengers for the settlement of New Plymouth in New Zealand. The expedition, we hear, is under the command of Mr. Cutfield, of this Dock-yard, and is accompanied by the Colonial Surgeon to the Company, and several purchasers of land as cabin passengers. It is the intention of the Directors to give a splendid *de'jeuner* at the Royal Hotel, at Plymouth, on Friday the 30th inst., in celebration of the departure of this expedition. The Ball room of the Royal Hotel, it is expected, will hardly contain the guests who are invited. The Earl of Devon takes the chair; and the Earl of Morley, Lord Eliot, Sir William Molesworth, and several of the nobility and leading gentry of the two counties are expected to be present.⁹⁹

99 *Exeter and Plymouth Gazette* 17 October 1840 page 3.

Our readers are aware, that the Plymouth Company of New-Zealand intend, on Friday next, to celebrate the departure of their pioneer expedition, by an entertainment to the principal families of the two counties. Every one who has at heart the moral and physical advancement of the mass of our over-crowded population, must wish the mission “God speed.” For many reasons, we believe, that by provincial emigration will be promoted in the best and most efficient manner the ends of improved colonization. As the days of Elizabeth, so in these of Victoria, Plymouth herein has boldly set the example; and companies, we doubt not, will by and bye be established with like objects in other coast towns of Britain. We are especially glad to know that, as in the London Company, one-tenth of the whole lands sold by the Plymouth Company of New Zealand, is held in trust for the native chiefs, to whom this is the only fitting and adequate indemnification that can be made. It is a curious circumstance, that the native reserves at Wellington are now in the London market, worth more than the price paid to the New-Zealand Company for their whole preliminary settlement, deducting the drawback to purchasers in the shape of labour and passage money.¹⁰⁰

Most of the 400 invited (“a very large proportion of the resident nobility and gentry... as well as the respectable middle classes”¹⁰¹) attended the luncheon at the Royal Hotel, Plymouth on Friday 30 October. It was a splendid *dejeuner*, the “viands comprised every delicacy... the wines were exquisite... so much taste and elegance”.

100 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 28 October 1840 page 3.

101 *Patriot* 5 November 1840 page 5.



The Royal Hotel, Theatre and Athenaeum, Plymouth.

There was a ball in the evening. In reply to a toast to the health of the Directors of the New Zealand Company, Sir William Molesworth spoke,

SIR WILLIAM MOLESWORTH, in returning thanks, said the directors the New Zealand Company were not animated by any desire of pecuniary gain; their chief object was to give effect to certain principles of colonization, which careful scrutiny and mature deliberation had convinced them were the best. They were impressed with the conviction that our native land had become too narrow for our augmenting numbers; and were urged on by the desire of affording in another hemisphere the means of comfortable existence to a portion of our suffering population [cheers]. Our flourishing settlements in Australia and Van Diemen's Land attest the undecaying vigour of the spirit of colonisation, and that we still aspire to give our all but universal empire the name and language of the Anglo

Saxon. But how different are our conquests from those of our progenitors! They acquired their possessions by the sword and the spear. Fury, havoc, and desolation accompanied their steps. Before them the earth was laid waste, and became barren. Mighty cities perished even with their names; and the miserable inhabitants were destroyed or enslaved. Society was dissolved, and for a time art, science, and civilization fled affrighted from the Western World. How different, I repeat, and rejoice in repeating, are our conquests! Instead of the weapons of war, we make use of the plough-share and the steam-engine [cheers]. Under our influence, the forest and the morass are changed into fertile and cultivated fields, rich with waving harvests, or covered with numerous flocks and herds [cheers]. Great cities spring up, as it were by magic, in the wilderness, containing all that art, science, and civilization can contribute to redeem and improve mankind. The wretched savage, who wanders naked in the desert, becomes the object of our protection and regard, and is carefully instructed in the sacred mysteries and morality of our holy religion, and the result is knowledge, happiness, peace, and good will amongst men [cheers]. This is true and not exaggerated picture of the benefits which colonization has conferred on America and Australia. Nor less conspicuous are the advantages that have redounded to the parent state. I will not mention the glory, honour, and renown of having planted the thirteen English colonies of America, inhabited by one of the greatest, most prosperous, and happiest people that the earth can behold. What, I ask, is this but the result of colonization? Could it have existed without colonization? Would America have been the same source of wealth and enjoyment to us, if its forests had been unfelled by Englishman, and its fierce savages had remained undisputed lords of the soil? Could the

same results have been brought about by any other people? I point to South America, with its scattered and rude population, its intestine wars and constituted anarchy; I point to the colonies of the Spaniard, the Portuguese, and the French; and I answer, none but the Anglo-Saxon could have worked the wonders of North America. We are by nature a colonizing people. God has assigned to us the uninhabited portions of the globe, and it is our duty to take possession of them [hear, bear, and loud cheers]. Influenced by these views the directors of the New Zealand Society projected the colonization of that country. Their object was to plant an English community, and to found an empire which might in future ages become the Britain of the Southern Seas. A noble and worthy project [cheers]! I will not trouble you with a lengthened description of that country. I will merely observe that it is situated in the direct road from Australia to England; in a general and temperate climate, exempt from either extreme of hot or cold, well adapted therefore to the constitutions of our race. It is intersected by a chain of lofty mountains, whence numerous rivers descend to the ocean, and which protect it from those droughts that afflict the neighbouring continent of Australia. Its hills are covered with luxuriant forests, adapted for every purpose of building, and whose spars surpass the finest of the Norwegian pines. Its valleys are rich with the peculiar flax of the country; the soil is fertile, well suited for the growth of corn, so that it must ultimately become the granary of Australia. Its coasts are indented with excellent harbours; and the ocean that surrounds it is the seat of the great sperm whale fishery. In short, as an agricultural and commercial country it is without a rival in the southern hemisphere [cheers]. The materials of wealth exist there in abundance; they only require to be extracted from the earth. To turn the

advantages of New Zealand to account. therefore, all that is wanting is the united labour of industrious and intelligent men. To send, however, any considerable number of emigrants from these shores to the Antipodes would, on the score of expense, have been an arduous if not an impossible undertaking, were it not for the conception of a gentleman whom I am proud to call my friend, I mean Mr. Wakefield [cheers]. The object of the New Zealand directors was to carry out Mr. Wakefield's great conception of raising a fund for the purpose of emigration by the sale of waste land. Thus with every acre of land which becomes private property in New Zealand, the proprietor obtains at the same time sufficient supply of labour to make that land valuable. In this attempt to colonize New Zealand my colleagues have as yet been most successful, notwithstanding the opposition which has been offered them, one which even went far as to lead some persons to propose the surrender of the sovereignty of that country. That opposition I understand will henceforth be discontinued, and all persons, hope, who have the interests of their country truly at heart will approve of the endeavour to extend our commerce and industry in that portion of the globe. At all events it is satisfactory to state that New Zealand is declared to be an integral portion of the British dominions, and consequently open to British colonization. This is a great and most important step for the prosperity of those emigrants who sailed last year to New Zealand. Hitherto they had been disowned by the government, treated almost as outcasts, refused the protection of English laws, and yet threatened with the penalties of those laws, if they attempt to preserve peace and order in their infant community. They were, nevertheless, undaunted. In the very schemes devised by their enemies to work their destruction, they discovered

the path to their objects. What cannot the energy and shrewdness of Englishmen accomplish even in the greatest difficulties? Denied the right of British citizens, they made themselves the subjects of the New Zealand chiefs, whose independence the government had recognised, and with the sanction, and under the authority of those chiefs, established an independent state, governed by English laws [cheers]. This was a wise, bold, and a decided step. Now, however, that New Zealand is included in the British empire, they will return to their allegiance, and become again our fellow-subjects; and the vigour which they have displayed in this trying emergency affords ample promise of future and unbounded success [load cheers]. I say this with honest pride and exaltation, being most deeply interested in the prosperity of these emigrants, because (as you probably know) my youngest brother was one of the men who formed that expedition, and has taken an active part in those proceedings; and he did with my cordial approbation and concurrence. For, in my humble judgment, a young man with active body and vigorous understanding, who has his fortune to make, cannot seek it in a better manner than in the colonies, especially in those of the southern hemisphere, where the climate is similar to our own. In this country every occupation is overstocked; in every employment competition is excessive; the profits of capital are scanty, and there is no room for competitors. Look at the number of barristers without briefs; of lawyers without fees; doctors without patients. Behold the swarms of clergymen that crowd into the church without any special vocation for that sacred office, and awaiting in vain expectation for some scanty living. The army and navy are equally overstocked, and without a European war (which God forbid, the greatest of calamities) [the

cheering prevented the remainder of the sentence being heard]. You, intrepid men, who are about to leave these shores, emigrants to New Zealand, bright prospects are before you. Go, then, accompanied with every auspicious omen. Be the pioneers of civilization. Imitate your forefathers, subdue the forest, carry your name, and your language, and your arts, and your institutions into the wilds of the southern hemisphere. Let the sea and the land be alike witness of your toils. Become the founders of mighty empire in a new world of your own creation. Thus accomplish the destiny of your race. It is true you are few in number, but not more numerous were those who first landed in this kingdom with Hengist and Horse, and still fewer were the pilgrim fathers of the thirteen millions of America. Go, then; be bold, yet prudent. Place firm faith and reliance in yourselves, and remember, in the hour of peril, that there are no dangers nor difficulties that the energy of the Anglo-Saxon man has not already overcome. Go then and prosper. And that happiness and every success may attend your steps, is the humble prayer which all here present offer up in your behalf [loud cheers].¹⁰²

London's *Globe* reported Wakefield's speech, which followed and which divulged the fresh, exciting and reassuring news of Hobson's proclamations,

*SETTLEMENT of the CONTROVERSY BETWEEN
the GOVERNMENT and NEW ZEALAND.*

The following is extracted from the proceedings at a grand fete given by the Plymouth New Zealand Company, from which it is gathered that the differences between the Companies and the Government are now happily settled:—

102 *Evening Chronicle* 4 November 1840 page 1.

E.G. Wakefield, Esq., said, within the last two or three years the subject of the colonization of New Zealand had given occasion to a number of disputes between the government and the parties engaged in colonising the country. He rejoiced at being able to announce to them that those disputes were at an end. The main question in dispute was, whether these magnificent islands should or should not remain under the dominion of the Queen of England. Some said that they were British territory, others that they were not; and this difference of opinion was the source of many more. The main question, on which in truth all the others depended, had been settled by the civil boldness of a military man—Captain Hobson, of the navy. (Cheers.) Captain Hobson, who had been despatched to New Zealand in a diplomatic character, as her Majesty's Consul, accredited to the native chiefs, finding that great disorders prevailed for want of a sufficient sovereign authority, and that there was much risk even that the Company's settlers might in self defence, in order to avert the evils of complete anarchy, set up for their own protection a sort of independent republic in the South Seas; Captain Hobson, he said, thus impelled, took upon himself to issue two proclamations in her Majesty's name, by which the whole of the Islands of New Zealand were declared part and parcel of the Queen's dominions. Those proclamations her Majesty's government had republished in the London Gazette. The main subject of dispute was thus disposed of. (Cheers.) The principal question being settled, it became comparatively easy to adjust the others, and this had taken place. (Loud cheers.) He begged permission to read a letter which the Governor of the Company had received yesterday from one of the Under Secretaries of State for the Colonies.

The directors of the London Company, who deserved some credit for caution as well as boldness, for prudence as well as courage, had authorised him (Mr. Wakefield) to state that they were entirely satisfied with the purport of this letter, and fully expected that arrangements would be immediately made by which all the questions in dispute would be set at rest. (Cheers.) The meeting would have seen from the letter of Mr. Vernon Smith that the directors of the London Company were not in possession of the details of the arrangements which Lord John Russell had promised to submit to them; but they had one among other very strong reasons for believing that the details of those arrangements would be perfectly satisfactory. He begged the attention of the meeting to that reason. The step Lord John Russell had taken had not been the consequence of any importunity on the part of the Company, but was a voluntary act of the Secretary of State (Loud cheers.) The government had not given way—it had come forward. (Cheers.) The proposals of the government were not made in the spirit of unwilling concession, but in that of a free-will offering, suggested by the adoption of the principle that it is the part of duty and wisdom in the government to foster such enterprises as these, and to make use of colonising companies as instruments of the State for accomplishing great public objects. (Cheers.) The New Zealand Company, of which the Plymouth Company of New Zealand was a branch, would meet the confidence and good will of the government in a similar spirit. (Cheers.) They had already, in the course of 14 months, despatched 2,274 persons to their settlement of Wellington, in New Zealand; and they were about to double their large capital for the purpose of carrying into the fullest effect

the present views of her Majesty's government. (Loud and long-continued cheers).¹⁰³

The *Western Courier* could barely contain its jingoistic pride,

The magnificent entertainment given by the Plymouth Company of New Zealand on Friday last, which we have reported to the utmost extent of our available space, must be regarded, not merely at the munificent act of a successful and patriotic company, but the solemn recognition of the propriety of colonization, and of certain principles of action, by a part of the country which sent out the earliest and boldest colonizers to those regions now inexhaustible sources of greatness and glory, wealth and magnificence to Great Britain.¹⁰⁴

The *Western Courier*, *West of England Conservative*, *Plymouth and Devonport Advertiser* of Wednesday 4 November 1840 devoted six full columns to its report of the great occasion.

On the following Tuesday, 3 November, at the Freemasons' Hall, Plymouth, the Company (somewhat less generously)

... entertained with a substantial dinner of roast-beef and plum-pudding about one hundred and fifty of the emigrants about to sail for New Plymouth in New Zealand, in their ship the *William Bryan*. The general appearance of the emigrants was respectable, and their children were neatly dressed.¹⁰⁵

The *William Bryan* was at Deal on 1 November and arrived at Plymouth on the 2nd.

103 *Globe* 3 November 1840 page 3.

104 *Western Courier*, *West of England Conservative*, *Plymouth and Devonport Advertiser* 4 November 1840 page 2.

105 *Liverpool Albion* 9 November 1840 page 3.

On 9 November Thomas Woollcombe wrote from New Zealand House at 5 Octagon, Plymouth, with instructions to Dr Henry Weekes,

Sir, I have the honour to inclose the printed regulations for your guidance as Surgeon Superintendent of the Company's Ship Wm Bryan during her voyage to New Zealand, and am to draw your serious attention thereto as also the regulations to be observed on board the Ship by the labouring Emigrants.

I also inclose copies of the appointments of your assistants and the Cooks with fresh forms for your use in case you find it necessary to suspend them or make fresh appointments.

In these cases however you are required to submit the circumstances to the Company's principal agent, Mr Cutfield, together with the parties proposed to be appointed for his sanction and approval; and whatever is done is to be specially noticed in the journal which you are required to keep and transmit, to the Board.

Mr Cutfield is particularly instructed to cooperate with, and aid you in every practicable manner in the discharge of your duties and I am especially to impress on you the positive injunctions of the Board that you preserve the most perfect order and decorum amongst the Emigrants especially the single women whose sleeping place you will allow none of the male passengers except your assistant to enter on any pretence whatever.

In consideration of your duties the Directors will allow you a free passage to the settlement, and on your arrival, a fee of 10/s for every steerage passenger who shall be above 14 at the time of embarkation from England. Half that sum for each steerage passenger from 7 to fourteen and a third for each child under seven.

A deduction of 20/s will be made for every death on the voyage and an addition of 20/s for every birth. On landing in the Colony the Storekeeper Mr Cutfield is authorised to allow you these amounts together with a bonus of £50 provided that

you obtain from him a certificate that your conduct, on the voyage has been in every way satisfactory which certificate must be approved by the Captain of the Ship.

The Directors also allow you a salary of Twenty five pounds per annum to commence from the date of the above mentioned certificate and continue for two years in consideration of which you are to attend gratuitously such of the labouring Emigrants as are actually employed by the Company whose circumstances shall in the opinion of the Company's principal agent require gratuitous medical assistance for themselves and families.

In midwifery cases amongst the labouring Emigrants generally you will be allowed an extra fee of £1 per case provided that the mother is safely delivered of a living child.

The Storekeeper is apprised that £100 has been advanced to you by the Company to complete the purchase of your land and he is consequently instructed to see that this amount is discharged out of your salary and allowances before the Land-order which is made special will be considered as valid.

There follows a chart setting out the “Dietary for passengers in the Cabin to New Zealand” (ie, the first class passengers), showing the weight of foodstuffs to be allowed each weekday—with the extra advice,

NB Fresh meat and poultry three times per week (in adequate proportions) in lieu of the salt. Soft Bread three times per week in lieu of Biscuits. 1 lb Rice in lieu of 3 lbs potatoes. Wine 1 bottle 3 persons per day. Beer 1 bottle 2 persons per day. Spirits ¼ pint 1 person per day. No wine or spirits to Children under 14 years of age but a proportion of Bottled Beer.

Stores were loaded. Bills of Lading have survived in Archives NZ, Wellington [Immigration Office papers, New Plymouth—relating to immigrants and immigrant ships—“William Bryan” (ship): R15417369].



SHIPPED, in good Order and well Conditioned, by The Company
Company of New Zealand in and upon the good Ship called the
William Bevan whereof W. Bevan is Master
 for this present Voyage, and now riding at Anchor in the Bay of Islands
 and bound for New Zealand to say,

- ✓ 1/5 Pine Cases
- ✓ 1/17 1/2 Do Bundles
- ✓ 1/18 Do Cases
- ✓ 1/19 1/2 Kegs
- ✓ 1/20 1/2 Do
- ✓ 1/21 1/2 Do

Bay of Islands
Containing provisions
45

being Marked and Numbered as in the Margin, and are to be delivered in like good Order and well-conditioned, at the aforesaid Port of New Zealand (the Act of God, the Queen's Enemies, Fire, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation, of whatever Nature or Kind soever, save risk of Boats, so far as Ships are liable thereto excepted,) unto W. Bevan

or to his Assigns, Freight, &c. for the said Goods paid at the Charterparty

with Primage and Average accustomed. In Witness whereof, the Master or Purser of the said Ship hath affirmed to two Bills of Lading, all of this Tenor and Date; the one of which two Bills being accomplished, the other two to stand void.

Dated in London this 12th Oct. 1800 to Wm. Bevan
Master

Sold by S. Rowwell & Son, 31, Cheapside.

R. White Stevens, Printer & Chart-Seller, Parade, Plymouth.

SHIPPED in good Order, and well Conditioned, by *Edward Bayley of Boston* in and upon the good Ship called the *Michigan* *Bayley* whose is Master for this present Voyage *And a M. Legu* and now riding at anchor in the *Port of Plymouth* and bound for *New Plymouth* *New Zealand* a *Spain* *and a He Brak* being marked and numbered as *1846* and are to be delivered in the like good Order and well Conditioned, at the aforesaid Port of *New Plymouth* *(All and every the Dangers and accidents of the Seas and of Navigation, of whatever Nature and Kind sever, excepted) unto* *George Badger of P. Bayley* *and* *or to his Assigns, he or they paying Freight for the said Goods at Ft. N. Charles* *Bayley* with *Wages* and *Average* accustomed. In witness whereof, the Master or Purser of the said Ship hath affirmed to *James* Bills of Lading, all of this Tenor and Date; the one of which *James* Bills being accomplished, the other *James* to stand void.

Dated in *Plymouth* *12th* day of *September* 1846

James McLean



the black and white will be printed in
 one or two large sheets
 the printed will be
 has been sent in the
 the last with
 strength
 the small package
 the no
 the called three
 the called three
 the called three
 twenty three packages of books
 for the
 for the
 for the

PC
No. 154

77 Barrels of Flour - two in dipbale
if on board to be delivered

One Sack Red Wheat
one Sack White Wheat
one Sack Yellow Prolific

PC
No. 155

1, 2, 3, 4, 5, 6, 14, 15 - Eight Casks
7, 8, 9, 10, 12, 13, 16, 18 - Eight matted packages
11 - Two Grindstones

Two ^{no} marked C
Sixty three Barand Bolls
of Iron
Two packages of Iron
one Cask
two packages of Lead

17 -
18 -

PC
No. 156

1, 10, 15 - Fifteen Tierces of Beef
1, 10, 4 - Four Barrels of Pork
11, 2, 19 - nine Pickins of Butter
11 - one Hogthead Vinegar
6, 10, 11 - one Cask of Mustard
1 - one Cask of Mustard
2 - one Cask of Sparek
3 - one bag of Pepper
4 - one Cask Pickled

1, 10, 15 - Fifteen half topped Valencia

376, 377, 377, 378 - Four barrels of Sugar
103, 114 - Two mats of sugar
13, 14, 15 - Three bags of Coffee
481 - a Chest of Tea
11, 21 - one Box of Tea
11, 12 - one Cask of Leaf Sugar

PC
No. 157

1, 10, 60 - Sixty boxes of Soap
72, 73 - Two casks of Salt

PC
No. 158

1, 10, 14 - Four Casks of Rope
one Cask of Spun Yarn

PC
No. 159

one Cask of Starniff
Three packages - containing Scent
Margarite Bags - 100 at Helgards

PC
No. 160

one 2^d and one Stamp - Stationery
one Cask Iron

PC
No. 161

1, 10, 3 - Three packages
1000

Lo. Coy.

Thirty three and a half hundred in
dispute of above
to be delivered

PC NZ 1/2 One bale of Slaps.

PC NZ 1/4 Four half Barrels Salt

PC NZ 1-2. Two native bundles Larpwings

PC NZ 1/2 Two Cases Painty Hatching

1/2 Ten Cases Basket - Cal

18/16 Four cases c.

7. One tray

10 - One Bundle

14/20 - Two Larkins Dist

21 - One Barrel Coal Iron

PC NZ 100. - One Case Brass

PC NZ 104 Four Cases

PC NZ 1/3 ^(Slaps) One ~~bundle~~ One Basket
one Bundle 20 a trunk
one Iron Tray

PC NZ 1/3 Three Cases Slaps

PC NZ 1/9-11-12 Seven packages of gunpowder

10 - One Case

13 - One small box of lewis for c.

PC NZ 1-2 One Box Packets Lr
2 - One Bundle Stears

PC NZ 20/21 Two Cases

22 One Case, 23 One Barrel Powder

24 One Tray c. 25 One Case. Hot Head

26 One Case

PC NZ 27. One Corrier Case Powder

One small Box of books for Emigrants

PC NZ 34/35 Saw-tie powder gun with carriage

37 One Bundle Knives, Spoons, Laths, Prying bar
bits, sockets, Powderhorn

37 One Copper Magazine

38 One Case Shot

38/40 Four Cases Shot

In all about two Packages of
British manufactured Goods
No Mark. List 5-5-57

A note on the cover of the charter party, initialled by Thomas Woollcombe, records,

The Emigrants were embarked on the 11th Nov. when the victualling commenced. Delivered Capt. M. his sailing orders at ½ past one p.m. 12 Nov. wherein it is stated that nine lay days have been expended in the harbour of Plymouth.

Dr Weekes came aboard “the *Wm. Bryan*, a barque 312 tons (old)”¹⁰⁶ on the 11th. He was MRCS LSA 1836, an ardent teetotaler, “one who has been habitually a water drinker from a time when total abstinence was an un-invented term”.¹⁰⁷ He was a romantic, though: he wrote years later,

*Ever since my first acquaintance with Robinson Crusoe I had possessed a wish to live on an island, to be gloriously independent, and to be monarch of all I surveyed. Boyish fancies such as these are seldom realized; yet by a chain of circumstances I afterwards had my desire....*¹⁰⁸

The Surgeon Superintendent was not just the ship’s doctor: he had many other duties.

The cabin passengers boarded on the 12th. Weekes noted,

*At last the *Wm Bryan* arrived, and shortly afterwards the day of embarkation. It rained in torrents and the decks were ankle deep in dirt. Boats and barges arrived at the ship’s side with the emigrants and their luggage, Some, poor things, in a most woeful plight. Each family had on the average about four children, making seventy in all. There were one hundred and forty-one steerage emigrants and how they possibly could be stowed away was to me a problem. Now just imagine a number of people, almost all strangers to each other,*

106 Weekes quoted in Rutherford & Skinner page 15. She was 24 years old.

107 *Lancet* 1877; 2: 752, quoted by Rex Wright-St Clair in *Historia Nunc Vivat: Medical Practitioners In New Zealand 1840 to 1930*.

108 Henry Weekes. My island. Puke Ariki ARC2001-129.

*endeavouring to squeeze themselves and part of their things into little dark places called berths; grumbling all the while and expressing a wish to return; sailors swearing, pigs grunting, and children crying their little lungs out. What a treat this would have been for Hogarth's musician! Travelling indeed makes us acquainted with strange bedfellows.*¹⁰⁹

The passengers "stated to have been embarked" are listed,

Cabin

CUTFIELD George (40, Esquire).

WEEKES Henry (25, Surgeon).

AUBREY Fred. Wm. (19, Esquire),

AUBREY Alexander (18, Esquire).

CHILMAN Richard (24, Agent),

CHILMAN Agnes (26).

KING Thomas (20, Agent).

Steerage

FAULL Richard (35, miner), wife (34), 2 boys, 3 girls.

HENSWOOD William (21, millwright & smith).

ROWE Richard (27, agric labourer).

JAMES John (27, blacksmith).

BRAY Thomas (31, agr. labourer), wife (32), 3 boys, 2 girls.

INCH Paul (31, shoemaker), wife (33), 1 boy, 2 girls.

PEARN Jonathan (34, carpenter), wife (36), 2 boys, 2 girls.

CURTIS Samuel (26, mason), wife (28).

JURY Jesse (37, sawyer), wife (32), 5 boys, 1 girl.

PHILLIPS Ann (36, widow), 1 boy, 2 girls.

CLIMO James (20), wife (19).

PHILLIPS Ann jr. (17).

PHILLIPS Richard (15, agr. labourer).

MARSHALL William (37, agr. labourer), wife (36), 3 boys.

MARSHALL Mary (18).

COWLING William (28, quarryman).

109 Rutherford & Skinner page 11.

SHAW James (21, carpenter).
 HARPER Henry (27, miner), wife (24), 1 boy, 2 girls.
 LYE John (40, ag. labourer), wife (38), 2 boys, 2 girls
 LYE Ann (19).
 LYE Mary (17).
 LYE William (16, ag. labourer).
 SARTEEN Edward (22, wheelwright), wife (21), 2 boys.
 FRENCH John (28, agr. labourer), wife (24).
 NAIRNE John (43, gardener), wife (44), 2 boys.
 NAIRNE Elizabeth (21).
 NAIRNE Thos. Edwd. (19, gardener).
 EDGCUMBE William (29, labourer), wife (37), 2 boys, 1 girl.
 HICKS John (22, mason).
 BAILY Enoch (38, carpenter)
 HOSKIN Peter (27, sawyer).
 REID Nathaniel (28, ag. labourer).
 GILBERT Henry (29, ag. labourer).
 MEDLAND Edwin (24, plumber).
 HARRIS Edwin (32, painter &c.), wife (30), 1 boy, 2 girls.
 BROWN Mary (18).
 PUTT Richard (47, agr. labourer), wife (49), 1 boy, 1 girl.
 PUTT Ann (23, straw plaiter).
 PUTT Catherine (20).
 PUTT John (17, ag. labourer).
 PEPPERELL Nicholas (41, ag. labourer), wife (38), 4 boys, 1 girl.
 PEPPERELL John (17, ag. labourer).
 REVELL Samuel (45, ag. labourer), wife (32), 4 boys, 1 girl.
 REVELL Mary Ann (21).
 HARRISON Valentine (40, carpenter), wife (35), 2 boys.
 HARRISON Thomas (19, carpenter).
 CROCKER John (35, shipwright), wife (35), 3 girls.
 DAWE Arthur (45, ag. labourer).
 TUCKER Edward (50, ag. labourer), wife (47), 4 boys, 2 girls.
 TUCKER Edward jr. (17, ag. labourer).

In steerage then, 21 married men, 21 married women, 19 single men, 10 single women, 67 children: 141 individuals. The Surgeon and the Captain signed the list,



Henry Weekes Surgeon-Superintendent.
Rufus M. Swan Commander of the Ship.

On 13 November a tremendous S to WNW gale, with rain and a heavy sea, lasted all night and through the day. “Ships in the Sound—the American barque *Strabo*, and barques *William Bryan* and *Eliza*—rode out the gale safely.”¹¹⁰ The gale was more furious on the afternoon of the 17th and the *Elizabeth* broke her cable and ran aground at the mouth of the Catwater¹¹¹ but the *William Bryan* survived—finally to sail for New Zealand on 20 November 1840.¹¹²

Dr Weekes’ medical journal has not been found but he kept a diary of the voyage, *Journal of common things*,¹¹³ a raw, vigorous, lively manuscript, full of on-the-spot observations, jottings and quick pen sketches. Later, he drew on this material for a more comprehensible—but less lively—narrative, his *Voyage in the Barque William Bryan from Plymouth to New Zealand, 1840–41*, which forms the basis of Rutherford and Skinner’s Chapter II.

The following is a transcript of his *Journal*.

110 *Shipping and Mercantile Gazette* 16 November 1840 page 3.

111 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 18 November 1840 page 3. The *Elizabeth*, not the *Eliza*.

112 *Sun* (London) 21 November 1840 page 1. The date on the plaque is 19 November (Seffern has “the afternoon of November 19th”) but contemporary sources clearly state the 20th.

113 Puke Ariki Accession No ARC2001-129.

Journal of common things.
Voyage in the Barque William Bryan from Plymouth to
New Zealand, 1840-41.

The observns. of Thermometer etc. taken at 10 o'clock a.m.
Bar. etc. at 12. Henry Weekes.

1840

Novr. 11th Embarked on board Wm. Bryan—Plymouth Sound
Friday 13th A tremendous gale. It began in the night and
lasted until 4 or 5 in the evening. We had been riding with
one anchor but Captain MacClean wisely taking a hint
from a fall of the barometer put out his best bower also. We
had a dance last evening—some thought the fiddler had
raised the Wind. It made us all sea-sick but did no injury to
the Ship.

Saty. 14th A little finer. Got up another dance in the evening in
which Messrs. Woollcombe and Haswell joined, having
come on board to see if the gale had damaged us.

Sunday 15th Read prayers in the afternoon, being prevented
in the morning from the operations of the sailors etc. There
are indeed prayers every evening by a Methodist on board;
singing in the usual style.

Monday 16th Rain every day as yet.

Tuesday 17th Another thundering gale. Some vessels passed in
in a very dilapidated state. A schooner had lost her
Captain and a boy, a brig two seamen etc. It is a
consolation to find people worse off than ourselves.
In each of these storms. or rather a few hours before their
commencement I observed a towering cloud rise in the
direction of the wind with a ragged hole near the top of the
murky mass.

Thursday 19th Th. 45. Ba. 29.75 Wd. E. Sailed from Pth.
Sound at 12½. Rainy until 6 p.m. From the wind being
behind us the ship rolls much. Most of women sea-sick.

- Lizard Point and light about 6 p.m. Sea slightly phosphorescent.*
- Nov 20th Th. 50. Ba. 29.9 Wd. E.N.E. (Lat. 48.18 at 12). We have had a beautiful run so far. The day has been fine with a cold wind. We are now off the Bay of Biscay but the sea has been gradually becoming smoother and the wind less up to this time (3½). The Prince Albert Steamer has been ahead all day; she is bound for the Mauritius. Ba. rising all day.*
- Saty. 21st Nov. Ba. 30.3. Storm from W.N.W. Ship rode well but we pitched about in a dreadful manner. Obligated to heave to and drift backwards. Lost thereby about 35 miles. We have had quite enough of the Bay of Biscay. A man nearly lost at night (Hilliard). Shipped some spray down the aft-hatching which alarmed the young women. Captain suggested placing boards round the hatchway about 1 ft. high to prevent a similar recurrence.*
- Sunday. Nov. 22nd. Th. 55. Ba. 30.3 Wd. N. Lat 47.47. Long 9. Finer weather but a heavy swell. Have not been sick since leaving the Sound. Some are very ill. Even Mr Cutfield felt ill yesterday. Great mortality among the poultry; 76 found dead today.*
- Monday Nov 23rd. Th. 55. Ba.30.45. Fair wind N.N.E. People recovering from their sickness. We are now off the middle part of the Bay and hope to escape any more squalls. Ship rolls a great deal from the wind being behind and not much of it. We have had many birds following us, gulls of course. On Tuesday last some Stormy Petrels, and since them few divers—brown ducks with white wings*
- Tuesday Nov. 24th. Th. 57 Ba. 30.15 Wd. S.E. Lat. 44.31. Long 13.36. A good side breeze, ship going 8 miles an hour. Some 160 miles or more since yesterday from noon to noon. We have had ships in sight every day since our departure, three or four today. We signalled one yesterday*

but she having no signals hoisted her ensign. The Captain signalised again today but our friend could not "talk". Some porpoises were seen last night at 11, and again today after dinner. The passengers are getting a little settled down. We have generally a group of young and some pretty females sitting about outside our cabin doors, to these succeed a line of women and children on the leeward side of ship—some looking woe-begone enough.

Wedy. Nov. 25th. Th. 58 Ba.30 Lat 43.19 Long A beautiful day such as seldom occurs in England. The sea reflects the rich blue of the sky, but of a darker tint. We have had some dry weather this week which makes it very pleasant. We are now off Cape Finisterre and the air is much milder. The Rebecca of Bremen passed us with emigrants. American build. Cheered each other.

Nov 26th Th. 60 Ba.20.8 Lat 41.33 Long 17.8. Strong S.W. breeze. Gone since yesterday 147 miles—nearly off Oporto. Ships seen every day and most of them run away from us. The mate has been sharpening his harpoon for the porpoises which generally pass by every day.

Friday, Nov 27th Th. 65 Ba.29.95 Lat 40°12' Long S.W. A lovely day again but not much wind. The Top Gallant masts have been put up today—the Captain does not like to be passed so easily by other ships. Westerly swell rolling on.

Saturday Nov 28th Th.65. Ba. S.E. Lat 39.4 Long 19.57. Not much wind but still too much ahead. Westerly swell still continues in a minor degree. Ship rolled about very much in the night. Some Stormy Petrels have been flying about today. It feels as warm as summer in England but the sun does not scald so much.

Sunday, Nov 29th. Th. 68. Ba. 30.1 Lat 38 Long. Read the morning prayers and a sermon afterwards. People behaved in an orderly manner. The sun-set both this evening and the previous one the most beautiful I ever saw.

- It was a sheet of amber bordered below with brilliant scarlet-crimson clouds. We have only sailed about 1 mile an hour today.*
- Monday, Nov. 30th. Th. 67. Ba. Lat. 37°49'. Long 21°20'. Still a calm. The weather is indeed beautiful but we want more wind. A westerly and N.W. swell has been rolling for some days.*
- Tuesday, Dec 1st. N. Th. 65 Ba 30.05 Lat. 36.40 Long 21. Brisk breeze. Going from 7–8 miles. Fine moonlight night. Walks very pleasant on quarter deck. Mr. & Mrs. Harris are musical; he plays the guitar and flute and she sings with taste. There is a sort of glee club among the young men also. Edgcumbe is a methodist preacher and we have singing and prayers every evening down the main hatchway.*
- Wed., Dec 2nd N.W. Th. 63 Ba 30.1 Lat 33.39 Long 22. Capital run since yesterday, 187 miles (geographical). We hope to be soon in the N.E. Trades. Carried away two stud sail-booms since yesterday. It appears that they are very dry and weakened by having lain for a long time in the ship unused. We have not been accompanied by any porpoises for some days—not since the visit of the whale.*
- Th. Dec 3rd Th. 65 Ba. 29.96 N.W. Lat 31 Long 23. A stormy night and morning. Swell increasing but wind fair. Gone nearly 3 deg. since yesterday. The Wm. Brian is a terrible roller. Much sickness among the children.*
- Friday, Dec 4th Th. 63 Ba 30.05 N. Lat 28.44 Long 23.4. A beautiful day. Sea cerulean blue. Some summer lightening last night from S.W. School commenced.*
- Saty. Dec 5th Th.70 Ba 30 N. Lat 26.41 Long 24.6. Fine and warm. It appears we are at last in the trade-wind. Saw a fine black-fish [whale] yesterday; it followed the ship and swam under the keel and rudder. Just as he came up with us he gave a leap over the water and showed us his whole body. Saw a fish in the water this morning, probably a*

dolphin. The moon and stars are now very brilliant at night, such as is not seen in England excepting only on frosty nights. The sun-sets are very beautiful—there is a great deal of olive in the tints of the sky. The sea is much bluer than the sky. We enjoyed our dance last night in a great degree—the ship was more steady.

Sunday, Dec 6th N.N.E. Fine Th. 72 Ba. 30.25 Lat 24.20 Long 24.45. Prayers and singing are continued every evening by the Bryanites. We are now entering the Torrid Zone.

Monday, Dec 7th Th. 75 Ba. E.S.E. Lat. 21.51 Long 25. Some flying fish have been seen today. Very warm. A schooner crossing our bows—no other vessel in sight for some days.

Tuesday, Dec 8th E & by S. Th. 75½ Ba. 30.2 Lat. 18.58 Long 26.20. Strong breeze. Some seasick. Poorly myself—ate no dinner. Two flying fish caught in chains. Ship pitches a good deal.

Wed. Dec 9th Th. 75½ Ba. 30.1. Lat Long . I'm better today. The island of St. Antonio (one of the Cape Verd Islands) was seen before sun-rise this morning. A ship crossed our bows very near in the night. The nights are lighter than I ever saw them—the moon is so bright. Saw a whole shoal of flying fish yesterday. They are in appearance white and easily mistaken for birds at first. They fly straight and keep within a few feet of the water. Emigrants getting up their boxes today, they being allowed to do it once a month. The steward lost his shoes when running up the rigging to see land, and King this morning having dressed himself up in some of Mrs. Chilmans clothes and not tying the bonnet, let it take its flight into the sea in a puff of wind. To complete the day's disasters, Aubrey flung King's cap overboard.

Thurs., Dec 10th Th. 77 Ba. 30.1 Lat 14.40 Long 25.32.



Saw Island of Brava about 6½ a.m. 38m. dist. Had a bathe but not a very pleasant one. The Captain fastened a rope around my waist and I jumped off the side into the sea, but could not long keep up with the ship, so was obliged to be pulled up. Saw some dolphins following the wake of ship—we could not tempt them to taste our bacon fastened to a hook. Commenced serving out the lime-juice to emigrants. It is very agreeable drink.

Friday, Dec 11th Th. 79½ Ba. 30.1 E. Lat 12.50 Long 24.44. More breeze today and for myself feel cooler. Saw two or three shoals of flying fish again today. Reading the *Absentee* of Miss Edgeworth. They got up a dance again last night but I should think it rather warm for such exercise. Very pleasant sailing, the swell having abated for two or three days.

Saty., Dec 12th Th. 81 Ba. 30.1 E & by E. Lat. 10.35 Long 23.13. Good breeze. Fine.

Sunday Decr. 13th. Th. 82 Ba 30.2 E.N.E. Lat 8.44 Long 22.31. Wind slackened. We have had no rain for a long time, several days in fact, since the storm off the Bay of Biscay. I read prayers & a sermon this morning—they tell me I deserve to have a surplice. Alarmed as we were going to bed by an outing among the single women. We all thought it fine, but it turned out to be one of the girls in fits, brought on by the heat. I took off a tolerably good quantity of blood on finding their return. A Sparrow-hawk was caught this afternoon on the rigging—it appeared exhausted, but able to bite.

Monday Decr. 14th. Th 82 Ba 30 Lat 7.55 Long __ Calm, dry & hot. Lightening last & this morning. A Boobie (bird) seen about the ship.

Tuesday Decr. 15th. Th. 82 Ba 30 Lat. 6.34 Long 21.10. N.E.
Fine; although a very slight breeze we have gone 97m. The Captn. has placed an awning for us over the deck.

Weds. Decr. 16th. Th. 81 Ba 30.5 Lat 5.41 Long 20.59 Wind S.
Some rain this morning. Caught sone Physelia which our sailors erroneously call "Portuguese Men of War". They are seen floating along on the surface with a firm thin spine which acts as a sail. The body is flat & deep blue at the margin corrugated underneath—about 2½ in long—spine 1½ high. The wind is very little and what there is unfavourable. We have tacked twice today. A peal or two of thunder about 11½ a.m. We are getting used to the heat, it is not felt excepting when we exert ourselves.

Thurs., Dec 17th Th. 80 Ba. 30 Lat 5.14 Long 20.9. Showery.
Wind changed many times in the day. We now occasionally practise gymnastic exercises on the poops. The Captain is the best man. Going very slow.

Fri., Dec 18th Th. 82 Ba 29.7 S & by E. Lat 4.49 Long 20.31.
Fine and more wind. Captain has given me the choice of two hens and a cock from the poultry for my "farm" in New Zealand.

Sat., Dec 19th Th. 79 Ba. 30 Lat. 4.31 Long 20.18 Calm.
Heavy rain all the morning—fine evening. Heard some fish snorting at night but could not see them.

Sunday, Dec 20th Th. 82 Ba. 30 Lat 4.13 Long 20.20. Very warm, complete calm. This is a weeks calm weather and no prospect of better at present. We are rather vexed that we have made so bad a week of it.

Monday, Dec 21st Th. 82 Ba. 30.1 Lat 3.59 Fine. A slight breeze from N. Several "dolphins" and flying fish about. We were yesterday amused by looking at some pilot fish when a large shark turned up for our inspection. I this morning shot a white bird which Mr. Skinner calls a flamingo but I think it a wrong name. Mr. Cutfield and

myself have skinned it. The people are asking what I am going to give them for a Xmas dinner.

Tuesday, Dec 22nd Th. 83 Ba. 30 Lat 3.45 Long 20.22 Good breeze from S. Heavy shower at 1 p.m. The rain near the Equator is heavier than the most severe thunder storm in England. Two ships passing us about 2 miles to windward. The water has been very disagreeable for some days past, containing sulphuretted hydrogen. Boiling corrects it in some degree.

Wednesday, Dec. 23rd Th. 82 Ba. Lat 3.17 Long 21.12 Good S. breeze but cannot keep our course. We signalled with a ship yesterday and held a very interesting conversation with her. We first sent up four flags which told her our



name. She then gave us hers but from the distance we could not understand her. We then asked her where she came from. "Newcastle". Where bound.

"Calcutta". How many days out.

"40". She then asked from whence we came and where we were bound and "hoped we were all well", to which we answered "All's well". There not being

any signal for "Good morning" we sent up our ensign, to which she immediately answered by showing hers. There was an American ship near our friend who sent up signals to our first but they were unintelligible—although at the finish (she having been a spectator of our movements) she hoisted her starry ensign. The sailors last night broke open a bulk-head which separated them from the men's hospital where some spirit was kept for the sick. There has been a muster and a lecture and one sailor (Hayes) is now drunk and in irons on the poop. He twice very nearly jumped over-board until he was tied to the mast.

Thursday, Dec 24th Th. 80 Ba. 30 Lat 2.35 Long 22.24 S.

Showery. Another sailor drunk last evening which created

quite a disturbance in the ship, so much so that the Captain and myself loaded our pistols. Hayes is still confined on the poop. (Set free at 12).

Friday, Dec 25th Th. 80 Ba. 30 Lat 2.7 Long 24.2. Fine. Being Xmas Day had a general muster. The steerage passengers have had for the occasion an addition of raisins and flour for puddings, preserved meat and grog. The warmest Xmas I ever spent. A very pleasant day and a good dinner—1st. Mock Turtle Soup; 2nd. Salmon; 3rd. Roast Goose, boiled Fowls and Beef; 4th. Plum-pudding; 5th. Bread (very good) and cheese; 6th. Almonds and raisins, nuts etc., good wine. We indeed live daily like princes.

Saturday, Dec 26th Th. 80½ Ba. 30 Lat 1.23 Long 25.25 Fine S.S.E. We amuse ourselves by trying to catch fish. We have hooked three but they manage to get away by some means, before we can get them on deck. Saw a shoal of black fish—they crossed our bows.

Sunday, Dec 27th Th. 80 Ba. 30 Lat 19' Long 26.13 Fine S.S.E. Read prayers and a sermon. Could not get up any singing. Crossed the line at about 6½ p.m. It was intended to have had some fun among the sailors this evening, but Edgcombe's sermon was not over till late and it was not anyones wish to interrupt him. There has been a good breeze all day and the ship going 5 knots close to wind. A strong current exists in these parts which has carried us much to westward. It sits round the Cape of Good Hope to Gulph of Florida and from thence to coast of Europe. The temperature is very agreeable—not so warm as it was a fortnight since.

Monday, Dec 28th Th. 82 Ba. 30.05 Lat South 1.10 Long 27.21 S.E. Fine. Awoke this morning before 6 by the laughing of the women and noise of men with slashing about of water. Although the sailors were quiet last night they were determined not to cross the line quietly. All who appeared on deck got a complete soaking and many of the

passengers followed up the game. The two Aubreys, Mrs. Chilman and King came in for their share.

Tuesday, Dec 29th Th. 80 Ba. 30 Lat 2.30 Long 27.27 Fine. The Logan, American ship which was with the ship we signalised, came up with us today—she must have been becalmed as she kept more to the eastward which Captain Chaffers objects to.

Wednesday, Dec 30th Th. 82 Ba. 30.05 Lat. 4.27 Long 28.9 Water very bad, though we manage occasionally to get a better cask for the cabin. We begin at times to feel rather weary of our voyage already, but endeavour as well as we can to pass it away with chess and cards, reading, talking and staring at any fish that may be seen accompanying the ship. We have found out within this day or two that the 1st mate and 2nd have been too intimate with some of our single women. We are now talking about putting into Rio Janeiro—it depends on my opinion whether it be necessary for the welfare of the passengers—it would delay us probably more than a fortnight, which would not be desirable.

Thursday, Dec 31st Th. 82 Ba. 30 Lat. 6.19 Long 28.32 E.S.E. Fine. Stiffer breeze and rather more motion. About 5 p.m. we spoke an American ship “Phoenix of New London”. The Captain (Fitch) sent his boatswain on board us, by whom we sent letters for England. She is a whale-ship, has been cruising near the Sandwich Islands, has been out 37 months and has on board 1900 barrels of sperm oil and 700 seal. We made a present of potatoes and a few newspapers.

1841

Friday, Jan 1st. Lat 8.33 Long 29.22 Th.82 Ba. 30 E.S.E. Fine. Stiff breeze and much motion.

Saturday, Jan 2nd Lat 10.58 Long 29.38 Fine E.S.E. Run 150 miles.

Sunday, Jan 3rd Th. 81 Ba. 30 Lat 12.40 Long 30.27 Fine E.S.E. Performed divine service. Discovered in the evening that the moon's face is upside-down to us in the southern hemisphere.

Monday, Jan 4th Th. 79 Ba. 30 Lat 14.35 Long 30.51 Showery E.S.E. A child in convulsions—great alarm at first and a rush for the doctor. The sky beautifully soft and sea a delicious blue.

Tuesday, Jan 5th Th. 79 Bar. 30 Lat 10.23 Long 31.27 Fine E.S.E. Stopped Harper's rations for insolence to Mr. Nairn.

Wednesday, Jan 6th Th. 80 Ba. 30 Lat 18.18 Long 31.27 Fine E & by N. Showery in evening. Potatoes hauled up in a stinking state, but many of them good when separated.

Thursday, Jan 7th Th. 80 Ba. 30 Lat 20.20 Long 30.20 Fine, E. People amused this morning in looking at the sailors harpooning porpoises. One or two were struck and severely wounded but they managed to escape like all our hooked fish. We had some singing last night and the captain had a couple of "twelfth cakes" made, which being rather heavy for want of eggs, produced sundry dreams on those who ate of them.

Friday, Jan 8th Th. 80 Ba. 30.5 Lat 22.43 Long Fine E. We have today crossed the sun and are now to the south of him.

Saturday, Jan 9th Th. 79 Ba. 30.5 Lat 24.33 Long 29.35. Fine E. Variable. We are now out of the tropics. The Emigrants are looking over their clothes in their boxes, being a fine day.

Sunday, Jan 10th Th. 78 Ba. 30.25 Lat. 25.55 Long 29.32 Fine N.N.E. Performed divine service. An event happened last Sunday which, I fear, destroyed any little good effect which my sermon might have produced. Mr. King having entered

the w.c. on deck happened to be blockaded by something placed outside the door. Now, as I began before he had finished, he, rather than disturb the congregation, remained in confinement during the whole service. But, no sooner were the last words of the sermon spoken, than out he pops his head, with his peculiar plaid cap, from his "pew", to the amusement and edification of the audience. Saw a flying fish, I suppose the last.

Monday, Jan 11th Th. 78 Ba. 30.15 Lat. 27.44 Long 27.39



E.N.E. Fine. We signalled yesterday with the ship Augustus, from Bourdeaux to the Mauritius. She had been out 43 days from Bourdeaux, we 52 from Plymouth. We asked her to report us as all well at Lloyds. Saw a molemawk, a kind of Albatross.

Tuesday, Jan 12th Th. 79 Ba. 30.1 Lat. 29.20 Long 24.40 Fine.

N. Stiff breeze. Gone 186 miles. One of the single men (James) has applied to me to marry him to Ann Philips which I have promised to do on Thursday. The appearance of the sea is peculiar and beautiful when the sun is overhead. It takes a silver bronze tint over its natural one of deep blue. We have made an excellent run today and we hope to make a good passage to New Zealand notwithstanding our delay on the other side of the line.

Wednesday, Jan 13th Th. 77 Ba. 30.16 Lat. 30.14 Long 19.35

Fine. N. Wind slackened.

Thursday, Jan 14th Th. 75 Ba. 30.1 Lat. 30.58 Long 19.35

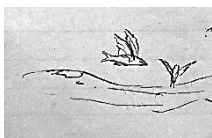


Fine, W.N.W. Ship rolls somewhat. I have just married J. James and Ann Phillips, two of our steerage passengers. The ceremony was conducted with great order. The cabin passengers stood on one side, the bride and bridegroom, bridesmaid and ci-devant father

opposite, and the young women and young men separately,

at each end of the cabin. The ring was a borrowed one of the bride's sister and a tight fit. Fourteen flags are flying; as soon as the ceremony was over one fellow struck up with a box of bells and another on the fiddle. The Steward has made some very good bridecake for the occasion. They are now about to dine in a party on deck and we shall doubtless finish the evening with dancing. The bride has since claimed me as a husband from my having put on the ring on finding the bridegroom unable to do so.

Friday, Jan 15th Th. 75 Ba. 30 Lat. 31.31 Long 17.19 Fine



W.N.W. Coolness is now perceptible in the air, though the sun feels hotter from contrast. This will be understood when we recollect that the difference between the heat of the air and that of the direct rays of the sun was not so great under the tropics as at present. Saw flying fish again yesterday. Ann Revell has taken to her old hysterical fits again. There was an "outcry wild" just as I was going to bed.

Saturday, Jan 16th Th. 75 Ba. 30.25 Lat. 32.8 Long 15.6 Fine

W.N.W. Ship very steady, one forgets that one is at sea. We have, I believe, without a single exception except Sundays, had a rubber every evening since our leaving the Bay of Biscay. The time indeed passes very pleasantly; I am sure we have much less to trouble us than when on shore, and were we not anxious to see New Zealand and get to our journey's end, I should rather if possible prolong the voyage. We have lately made it a rule to sing songs and drink punch every Saturday night. Every one must sing, and as some have never sung before, some ditties are very comic; at least cause a great deal of laughter.

Sunday, Jan 17th Th. 75 Ba. 30.25 Lat. 32.35 Long 13.5. Fine

N. Performed divine service. A shoal of Bonetoes amused some of us at 9.10 this morning. Many took the meat off the hook—we shall probably never catch any thing. A ship

in sight. There is one generally to be seen every Sunday. Since writing the above the Ship has come up and spoken with us. She is the same we signalled with last Sunday—the Augustus, Captain Purchase for Mauritius. We have



had a long chat notwithstanding our captain was sadly deficient in small talk. The conversation was commenced by the stranger asking us how we had had the wind. He was a gentlemanly sort of fellow and a humourous one too. He told us he had met a French Corvette which had asked him if it was “peace”. “I certainly,” says he, “should not have told him it was war.”

Monday, Jan 18th Th. 75½ Ba. 30.2 Lat. 33.27 Long 10.31

Fine N. A squall or two last evening.

Tuesday, Jan 19th Th. 74 Ba. 30.3 Lat. 33.42 Long 9.3

Showery morning. S. Fine from 11 a.m. Some of the water today is as thick as train-oil of a light brown colour, but does not taste badly. It was a complete calm this morning, the surface of the sea quite smooth. I slept last night with a cotton counterpane for the first time since entering and passing the tropics. An Albatross and Molehawk are now flying about at my stern windows. One was seen this morning (Albatross) which the captain says could not be less than 14 ft from tip to tip of wings. Mr. Skinner (the mate) says not more than 8 ft.¹¹⁴

Wednesday, Jan 20th Th. 74 Ba. 30.3 Lat. 33.16 Long 8.34

Fine S. Nearly a calm. Very bad rain since yesterday.

Water very good yesterday and very bad today.

Thursday, Jan 21st Th. 76 Ba. 30.4 Lat. 8.23 Long 33.39 Fine.

N. Calm. The Captain let down the boat for us this morning and we have been rowing about on the sea, a

114 This may have been James Skinner, later to command the *Timandra* to New Plymouth.

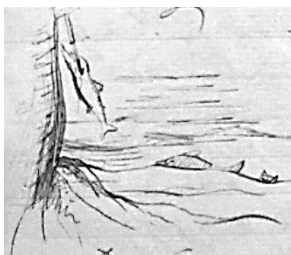
pleasant way of passing the time during these calms. Many Medusae passed the ship yesterday. Also a singular gelatinous zoophyte of a long snake-like appearance, one of which I caught in a basket. Its back is beautifully coloured in the sun with all the tints of the rainbow. It consists of two flaps and between where many insects, a sort of sea-flea and a pupa of brilliant colours. Its name I cannot discover. It could move its flaps with some regularity just as Medusae do. A shark seen yesterday.

Friday, Jan 22nd Th. 71 Ba. 30.3 Lat. 34.19 Long 6.22 Fine S.W. Good breeze—going 8 knots an hour. A change about 2 p.m. in wind. Feels cold and people are putting on their woollen coats.

Saturday, Jan 23rd Th. 67 Ba. 30.3 Lat. 34.7 Long 3.44 Fine S.W. Feels cold and waistcoats are again put on. Shark seen this morning. Birds with brown beaks and white rumps are often seen, others dark all over with a speckled head. Some sea-weed found with barnacles adhering to it.

Sunday, Jan 24th Th. 69½ Ba. 30.05 Lat. 35 Long 1.8 Dead Rec. W.S.W. Fine breeze. Showery. Going from 9 to 10 knots. Kept it up rather late last night singing. The air feels warmer today.

Monday, Jan 25th Th. 70 Ba. 30 Lat. 35.20 Long 0.58 East.



Fine. S.W. Very little wind, a calm all night. Caught a good size porpoise with a harpoon. It excited quite a commotion. It was no sooner hauled on board then the sailors began to skin it, or as it is called taking off the blubber.

Tuesday, Jan 26th Th. 68 Ba. 29.9 Lat. 36.37 Long 3.49E Fine. W. Went 10 knots during the night. The Emigrants have made a good breakfast off the Porpoise caught yesterday. Birds are becoming numerous—5 Albatrosses have been

flying about the ship. We have been firing at them and I think killed one for he was obliged to sit on the water.
 Wednesday, Jan 27th Th. 64½ Ba. 30.05 Lat. 36.18 Long 6.18E
Fine. S. Cold. Some more porpoises passed us this morning but we harpooned none. The Mate is towing the head of the one we caught, astern, to clean it for me.
 Thursday, Jan 28th Th. 68 Ba. 30.15 Lat. 36.17 Long 6.36
*Fine. Dead calm. Several *Hegalsae corneae*¹¹⁵ swimming, passed us. They look like little crabs swimming. Also "Blubber fish" etc in great numbers.*
 Friday, Jan 29th Th. 67 Ba. 29.9 Lat. 37.25 Long 8.7 Fine
W.N.W. Good breeze. The wind sprung up last evening. Several "whale birds" seen.
 Saturday, Jan 30th Th. 63½ Ba. 30.15 Lat. 37.56 Long 10.28
Fine, Calm, Cool. We are very unfortunate in having so many calms. Without some good winds it must be a long voyage, for we should have by this time passed the Cape.
 Sunday, Jan 31st Th. 64 Ba. 29.9 Lat. 38.56 Long 12.27 Fine
N.N.W. Wind behind and we have a return of the rolling which sends the gravy about. Performed divine service and nearly rolled over when reading the Epistle. 'Tis very pleasant cheerful weather.
 Monday, Feb 1st Th. 67 Ba. 29.6 Lat. 39.48 Long 15.32 Fine
N.N.W. Half a gale. It became almost a calm again last evening, but now we are going along gloriously.
 Tuesday, Feb 2nd Th. 61 Ba. 29.85 Lat. 40.19 Long 19.34 Fine
S.W. Cold. Rain last night. Made an excellent run 197m. It blew hard yesterday but nearly behind 'till about 10½ when it suddenly shifted and split down the foremast stuns'l. We had previously carried away a stunsail boom. There is little wind today but a great swell. We hope now having passed the Cape to have more wind than we have hitherto had.

115 This binomial is unclear.

Wednesday, Feb 3rd Th. 67 Ba. 29.75 Lat. 40.51 Long 21.53
Fine W.N.W. Milder. Good breeze. The swell last evening was greater than that in the Bay of Biscay during the storm. A peculiar appearance presented itself in the water this morning—streaks of apparently muddy water. This was probably animalculae—we could not approach near enough the skeats to get up any of the water in a bucket. Mr. Skinner says he has seen it before but that it was then red.

Thursday, Feb 4th Th. 66 Ba. 30 Lat. 40.40 Long 34.5 Fine S.W. Little wind. We caught some of the animalculae today in a bucket. They are curious little things and move briskly through the water. The sketch at the margin is the natural size. There were millions of them. The body is transparent and hollow, and the head like a small daisy with an orange disk. They propel themselves by ejecting water from the mouth behind the head. There is also a mouth at the extremity. The Emigrants have their boxes up again today for the last time.



Friday Feb 5th Th. 69 Ba. 29.92 Lat. 41.2 Long 26.13 Fine. N. & by E. Stiff breeze. The ship has been jumping about very disagreeably.

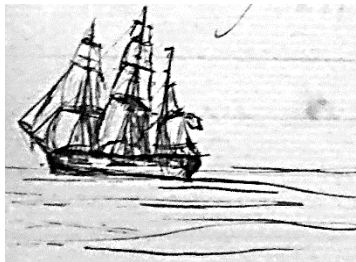
Saturday, Feb 6th Th. 64 Ba. 29.9 Lat. 41.41 Long 29.25 Fine. W. Pleasant sailing. Caught an albatross with a hook and line. We have skinned him to send home. The measurement from wing tip to do. was 10ft—from tail to beak 6ft 4in. Several took the hook but broke away. When being killed it brought up a number of stomach worms, nearly straight and of a pink colour.

Sunday, Feb 7th Th. 64 Ba. 29.7 (fell to 29.5 after n.) Lat. 41.11 Long 31.29 Fine morning, but stormy evening with heavy rain. The wind had been blowing hard from N. & E. up to tea-time when a calm for about 2 m. succeeded, followed by a gale and violent rain from the opposite

quarter. It was very interesting to see the wind taking off the tops of the waves as it was dashing towards us from the S. whilst we were in a perfect calm. The topsails were soon reefed and the men afterwards regaled with an extra glass of grog for their drenching etc.

Monday, Feb 8th Th. 65 Ba. 29.5 Lat. 41.43 Long 33.55 Fine.

N.W. We are now going along beautifully with stunsails set.



Got up this morning to see a ship which crossed our stern. She was an American whaler. The idea of making a model log-house was started this morning and Messrs.

Chilman King & Aubrey have been very busy all day cutting up rafters etc. A whale was seen this morning and one spouting water yesterday to a great height.

Tuesday, Feb 9th Th. 62 Ba. 29.8 Lat. 41.55 Long 38.39 Fine.

W.S.W. A splendid run 222 miles by observation and 223 m. by log. A very heavy swell is running, but comes after us. A sudden squall came on last evening which frightened one or two of the ladies, but by the time we got up the mainsail it ceased. We carried away the fore-topsail yesterday after dinner. Some white porpoises were seen today. I could not sleep until the morning from the rolling of the ship—my mattress is about as hard as a brick-bat.

Wednesday, Feb 10th Th. 65 Ba. 29.9 Lat. 42.5 Long 41.58

Fine. N.N.E. Good breeze—pleasant weather. A shoal of black-fish (Mr. Skinner) or bottle-noses (Hayes) fell astern of us this morning—There were at least 30. A ship seen at 7 a.m.

Thursday, Feb 11th Th. 65 Ba. 29.50 (No observn) Long 46.47

Rain. W & by S. Passed a stormy night. Sailors were setting and taking in sails during a greater part of the

night. We have run 218 m. of long. The Th. has fallen a degree or two since 10 o'clock and it feels damp and cold. There has been a heavy sea running for some days.

Friday, Feb 12th Th. 55 Ba. 29.9 Lat. 42.8 Long 51.30 Fine. W. Cold. Run 213 miles. Caught another porpoise before I was up. Put in some seeds in a box in my cabin window. Compass getting very unsteady.

Saturday, Feb 13th Th. 57 Ba. 29.8 Lat. 42.34 Long 56.5 Stormy. W & by N. Run 213 m. Very heavy sea running. Does not ship much water a little spray now and then and sometimes some is taken in at the holes in the bulwarks. Had a poor nights rest last night from the rolling about.

Sunday, Feb 14th Th. 58 Ba. 29.98 Lat. 42.35 Long 58.58 Fine. W.N.W. Pleasant weather but not going very fast. However, we have made an excellent run during the past week. Performed divine service. Caught an Albatross but the poor wretch broke away with about 30 yards or more of line. An unusually merry "Saturday night" last evening.

Monday, Feb 15th Th. 65 Ba. 29.50 Lat. 43.1 Long 63.25 Fine. N. Good breeze. Warm. Run 200½ m. Did not expect so fine a breeze yesterday. Rained all the evening.

Tuesday, Feb 16th Th. 59 Ba. 29.88 Lat. 43.13 Long 67.12 Fine. W.N.W. Cooler. A squall came on yesterday which changed the wind.

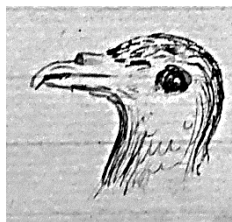
91st day begins at 12 noon. Wednesday, Feb 17th Th. 60 Ba. 29.9 Lat. 43.19 Long 71.9 Fine. N. Good breeze. Altho' our passage has been a very pleasant one we are now getting anxious about good days runs, so as to shorten our voyage. We hope to be in New Zealand in about 30 days and we are frequently engaged in conversation on the time that will probably be spent before we reach it. The weather today is beautiful and so it was yesterday, but we have a stiffer breeze now.

92nd day. Thursday, Feb 18th Th. 60 Ba. 29.5 Lat. 3.74 Long 75.29 Rain. S.S.E. From the leaky nature of the decks the

rain has found its way into the births below in many places. This rain is very like the N.E. rain in England—in large drops. The Cape-hens were flying about the ship with the other birds yesterday. They are about the size of our domestic fowl, are heavy on the wing, have web-feet and are spotty under the wings.

93rd day. Friday, Feb 19th Th. 51 Ba. 29.6 Changeable. S. Very cold. We caught four birds yesterday of the Albatross kind and have been skinning them today. They were very ravenous.

94th day. Saturday, Feb 20th Th. Ba. Lat. Long Fine—changeable. S. Very cold. Run about 200 m. Began



skinning a large black bird we caught but it was so coated with fat that I gave up the attempt. It is smaller than an Albatross and the bill is different—the two nostrils entering together under an arch over the centre of the bill. I have saved the wings. The bird

measured 3ft & ½ from tip to tip. Some porpoises with white faces passed us this morning.

95th day. Sunday, February 21st Th. 52 Ba. 30 Lat. 43.7 Long 85.7 Fine. E. Good breeze. Read prayers as usual on deck. The people (sailors) have made a good dinner off the Albatross cooked in the form of a sea-pie. They say that by soaking them in water overnight they get rid of any fishy taste they may be supposed to have. Mr. McClarty, the third mate, told me they were “very good indeed”.

96th day. Monday, Feb 22nd Th. 56 Ba. 29.75 Lat. 43.19 Long 90.12 Raining. N. Hard wind. Run at least 224 m. As the sun is not visible no observation can be taken, so we judge of our situation from the log. We are much on our side but take no notice of little inconveniences when we know that we are sailing fast.

- 97th day. Tuesday, Feb 23rd Th. 52 Ba. 29.87 Lat. 44.5 Long 94.19 Fine. Cold. W.N.W. Had an attack of colic in the night but having some castor oil etc. have recovered from it at last.
- 98th day. Wednesday, Feb 24th Th. 51 Ba. 29.95 Lat. 44.25 Long 99.0 Fine. W. Cold. Heavy sea running but as we are running before the wind do not feel it much. This morning from the rolling of the ship my water jar got adrift, and having emptied its contents, they made their way through the deck into Mr. Cutfield's bed below, making it rather unpleasant.
- 99th day. Thursday, Feb 25th Th. 51 Ba. 29.91 Lat. 43.54 Long 103.7 Fine. S.W. Cold. Not so much rolling. I did not expect to find it so cold in this lat. in a month corresponding to our August. The Py. Mag. states that the sum. heat in London averages 62° (& winter 39°57'), Vienna 69° and Manheim 67°—the average cannot be so much here tho' so much nearer the equator.
- 100th day. Friday, Feb 26th Th. 57 Ba. 30.08 Lat. 43.57 Long 100.12 Fine. N.W. Good breeze, warmer. We have been talking today of raising a little fund, one half of which is to be given to the first person who sees land, when we arrive at New Zealand, the other to him who from this time happens to be most correct in prognosticating the day of our anchoring in Port Underwood. Saw the new moon for the first time last evening. Very near Venus.
- 101st day. Saturday, Feb 27th Th. 53 Ba. 30 Fine. W.S.W. Hard wind. We have received more thumps in the ship's side from the S.W. swell today than at any time since our departure. One sea shipped flew over the poop and came down through the skylight (tho' shut) on the cabin tables.
- 102nd day. Sunday, Feb 28th Th. 53½ Ba. 30.15 Lat. 44 Long 115.49 Cloudy. W. Too cold for service on deck. Mr. Aubrey Junr drank a little too much punch last night (Saturday night) and feels a loss of appetite etc. We have kept up our

- Saturday nights with great spirit. We have at least three rounds of songs and afterwards a general chorus of "Green grow the rushes O!" or "Rule Britannia". The Captain makes very good punch and we seldom break up until near 12. The decks appeared this afternoon like a fair in a country town; so many people walking up & down and children at play.*
- 103rd day. Monday, March 1st Th. 55½ Ba. 29.9 Lat. 45.2 Long 120.18 Fine—cloudy. N.N.E. Ship much on one side and a disagreeable pitching motion from our sailing so close to the wind.*
- 104th day. Tuesday, March 2nd. Th. 58 Ba. 29.8 Lat. 45.59 Long 123.53 Rainy. E.N.E. Same unpleasant sailing as yesterday. This is the most uncomfortable weather one can have—the ship is too much inclined for walking and she is what sailors call pile-driving. The head-sea gives her such thumps indeed, that one might easily fancy it striking on a rock.*
- 105th day. Wednesday, March 3rd. Th. 58 Ba. 29.95 Lat. 46.24 Long 127.22 Fine. Calm. Warmer. The finest day since we passed the Cape—I suppose to make up for the tumbling about we have so much experienced. The Aurora Australis was very distinctly seen last night; I saw it myself about a week ago.*
- 106th day. Thursday, March 4th. Th. 57 Ba. 30 Lat. 46.8 Long 128.5 Misty. Calm. S.S.E. Unpleasant. A bad day's work. Caught an Albatross.*
- 107th day. Friday, Mar 5th. Th. 58 Ba. 29.82 Cloudy. S & by E. I better breeze. We have today subscribed 2/6 each for the fund I have before mentioned. The day I have mentioned for anchoring is Saturday, 20th March. I have been making a sort of case to put one of my watches in to be used as a time-piece.*
- 108th day. Saturday, Mar 6th. Th. 54 Ba. 29.9 Lat. 44.49 Long 134.53 Fine. Cloudy. E.S.E. Good breeze. Not going our*

- course. *Feel annoyed at Mrs. Harris, who being very near her confinement, has brought on a dangerous illness by taking Morrison's Pills.*¹¹⁶
- 109th day. Sunday, Mar 7th. Th. 56 Ba. 29.8 Lat. 44 Long (no observn) Fine. Cloudy. E.S.E. Mrs. Harris confined with a girl and doing better than I could expect. No service this morning, the person acting as midwife.¹¹⁷
- 110th day. Monday, Mar 8th. Th. 56 Ba. 29.8 Lat. 43.59 Long 140.6 Fine. S.W. Light breeze. A beautiful day. People amusing themselves by making the boys run a race around the decks.
- 111th day. Tuesday, Mar 9th. Th. 57 Ba. 29.9 Lat. 44.20 Long 143.13 Fine. S. Light breeze. A squall last evening.
- 112th day. Wednesday, Mar 10th. Th. 59 Ba. 30.15 Lat. 44.49 Long 145.45 Fine W. Good breeze. Mild. We are now off Van Diemen's land but are rather too far south to see any part of it. The weather is very pleasant, the Th. 63° now I am writing (2½) in my cabin.
- 113th day. Thursday, Mar 11th. Th. 58 Ba. 30.20 Lat. 44.32 Long 149.53 Fine. W. An occasional light shower. We are now going straight towards New Zealand and hope to see it in a week. Saw a whale this morning and some sea-weed yesterday.
- 114th day. Friday, Mar 12th. Th. 60 Ba. 30.2 Fine. S.S.W. Mrs. Harris's infant which was prematurely born on Sunday died this morning—of no apparent cause.
- 115th day. Saturday, Mar 13th. Th. 60 Ba. 30.25 Lat. 43.1 Long 157.7 Fine. W. Mrs. Chilman had very severe fits this morning (Epileptic). Saw a large mass of sea-weed yesterday and some blubber-fish (we were told) pass us, beautifully luminous about 9 p.m. Mr. King ran in about

116 Morison's pills, with rhubarb and myrrh, were laxatives sold in chemists, grocers and even libraries from 1825; a number of deaths followed overdosage.

117 That is, himself.

10½ when we were having a rubber, exclaiming that he had seen a splendid meteor. The infant was dropt into the sea this morning at six, sewn up in a piece of canvas.

116th day. Sunday, Mar 14th. Th. 62 Ba. 30.15 Lat. 42.8 Long 161.8 Fine. Cloudy. S.S.W. Performed divine service. An immense flock of Ice-birds (a petrel with white underneath) are about the ship.

117th day. Monday, Mar 15th. Th. 62 Ba. 30.1 Lat. 41.16 Long 163.9 Fine. S. Strong breeze. Going along at a good rate.

118th day. Tuesday, Mar 16th. Th. 62 Ba. 30 Lat. 40.38 Long 169.42 Cloudy. S.S.W. No observn. We are now all expecting to see land tomorrow if the wind continues favourable. The Captain took a "Lunar" on Sunday and found that the cronometers were nearly right. A change of some sort is now desirable for we are by this time rather short of subjects for conversation. During the first part of our passage many good stories were told but a decent stock will in a voyage of this nature soon become exhausted. As stories flagged, cons. & riddles were had recourse to, and some few good, but a great number of very bad ones, were coined. But perhaps the bad ones answered the purpose better, for they generally raised a louder laugh. Among the bad we can laugh at such ones as "Why is the whale an orator?" "Cause he's a spouter!" "What town in Europe will the people name when they see land?" "O'port'O!!" etc. etc. etc. Well, after a little time punning became fashionable, and the same remark may be made on these productions as on the former ones. Punning has, indeed, continued more or less up to the present day; not many hours ago Mr Chilman remarked that when in America he was fond of molasses and pork and he hoped he should be able to procure some in New Zealand—yes, he was answered, we all hoped to have more lasses, and pork. Another pastime has been to form a corps of Marines of those gentlemen who were most frequently making

mistakes in the technical names used at sea etc. Mr. Aubrey Junr was appointed Captain and Mr. King Lieut., Mr. Chilman Sargent and Aubrey Senr the private. The corps was dubbed R.H.M. which being interpreted means royal horse marines. Every morning on meeting at breakfast the following intellectual conversation would take place. Captain Aubrey, "Well Sargent, have you inspected the muskets? Lieut., have you been to the main-top this morning to look at the horses? Private, you have behaved so well that we'll promote you—we make you—the band!" I believe we have all tried to study something useful and Mr. King and myself have learned some Spanish grammar and some Geometry; but it is impossible to do much in a rolling ship—the mind is almost as unsettled as the body. With our rubbers every night and songs and punch on Saturdays, we have passed the time very pleasantly, for indeed we have few cares at sea.

119th day. Wednesday, Mar 17th. S.W. Fine—N.E. p.m. Got up to see land at 5½. It presented a very bold antiquated appearance, the tops of the mountains rounded off. We are now about 9 miles from the nearest port. The hills within a few miles of the shore, beautifully wooded over the tops (8 bells and hungry) and from thence almost to the waters edge.

119th day. Wednesday afternoon Th. 62 Ba. 30.1 Lat 40.27 Long 173.4 we passed Cape Farewell when I was writing the above at 8 o'clock a.m. about 8 miles distant. It is one of the finest days we have enjoyed, but the wind is faint and has gone round to the N.E. We shall probably be to somewhere tonight. We could indistinctly see some portion of the N. Island this morning and Durville's Is. etc. which all appear very mountainous. Saw Mount Egmont at 5½ about 80 or 90 miles distant. Snow on the top very distinct.

120th day. Thursday, Mar 18th. Th. 65 Ba. 30.17 Lat. 40.23 Long 173.19 Calm a.m. W p.m. Fine. A lovely day as

yesterday. We were obliged to cruise about last night as the wind was blowing out of the straits. A faint breeze is springing up from the west at present (2 p.m.). I can now see Cape farewell to S.W. about 30 miles distant and Durvilles Is off the lee-bow between 20 and 30 miles.

121st day. Friday, Mar 19th. Th. 65½ Ba. 30.18 Fine. Calm. Beautiful day. We are a long time getting to Cloudy Bay, quite becalmed. 8 miles off Capiti Is.

Saturday, Mar 20th Th. 65 Ba. 30.18 Fine. Passed Cape Koamaroo in the night with a 4 and 5 knot breeze, and entered Cloudy Bay at day-break. We had some difficulty in finding the entrance to Port Underwood and we had no sooner discovered it than we were becalmed. At length a breeze sprung up which blew directly out of the harbour. Mr. Cutfield then went in with a boats crew to find if any dispatches were left for us which had there been, the ship would have sailed directly to our destination. As we neared the land with much difficulty and many tacks, we discovered a ship lying just within the mouth of the harbour. Altho we had previously prepared ourselves for the deception which the mountainous and bold nature of the coast would cause with regard to the size of objects, we were much surprised to find what appeared to be a boat under the shore—a three-masted ship. She was soon observed to be making sail; and as she approached we saw with our glasses Mr. Cutfield and boats crew on board her. The Captain soon hailed us, and singularly enough, had, about 3 weeks before, taken our surveyors to Taranaki which they had fixed on for our settlement. The Brougham (ship's name) had now been taking in oil, and her route being to Mana, he took Mr. Cutfield with him, from which place he could walk to Port Nicholson in a day and get instructions left with Col. Wakefield. We expect him back about Wedy. Well, the Captain then worked in and anchored much to our satisfaction, this being the 122nd

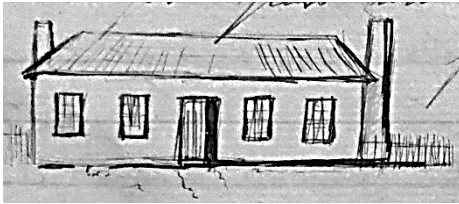
since our leaving Plymouth. The land looked very brown and dry as we approached, woods appeared in patches and in the valleys. Altogether it had an unpromising appearance.

Sunday, Mar first Th. 65 Ba. 29.9 Fine. Cloudy Bay has had a name for being a very wet place but they are now much in want of rain having had none all the summer. After service we were visited by Mr. Guard and three or four New Zealanders who rowed him. The natives were much lighter and better looking than I expected to find them. We afterwards went inshore at Mr. Guards establishment, where lives Mr. Winen a little above him. The houses are very large and comfortable. Mrs. Guard is a fine woman and has some very hearty looking boys. The beach was strewn with bones of whales and many whale-boats were lying about. The whaling season commences in May. We found three or four natives, one fellow tattooed was very ready in telling us the N. Zealand names of different things though he only knew a few English words. Two native women were seen. They were neatly dressed in printed cotton gowns, their long black hair neatly tied round to the head with a string. Their upper lips were thicker than I expected to find them, they are almost always laughing and have a pleasing expression. We rambled up the hills and found numbers of evergreen shrubs, laurels and myrtles, a sort of privet many with red berries, and very large evergreen trees. The evergreens have all a bright green appearance. We were much pleased with some singing birds, which Aubrey thought to have knocked down with a stick so near were they.

Monday, March 22nd. Th. 66 Ba. 29.9 Cloudy. Two native women and several men have been aboard this morning with fresh pork, pumkins, cabbages, and tobacco. P.S. Mr. Ironsides and a crew of natives has been on board. He is the Weslean Missionary of the station and lives at the

head of the Bay. The Chief he brought took luncheon with us and behaved in a very gently manner.

Tuesday, March 23rd Th. 62½ Ba. 30 Fine. Paid a visit to Mr. Ironsides. He has quite a town about him, most of the houses are being built. He has been here about four months. He has a very nice house much better than what we find on many large farms in England. The chiefs are building equally good ones tho' they will hardly be able to



get glass windows. The houses are wattled and plastered inside and out with a whitish clay,

which I mistook at a little distance for whitewash. They are very neatly thatched. After some refreshment we went into the woods pigeon shooting. This is much like rook shooting in England. These are beautiful birds and as big as a chicken killed rather early in the season. We afterwards had a good dinner provided by Mrs. Is. The native village is rather extensive. The people are seen sitting or standing about talking, for they can do nothing without talking. They are much superior in every respect to what I expected to find them. They had some letters which some friends had sent them from Queen Charlte. Sound. Mr. I. translated one—it was very affectionate. One of the men wrote me one at my request.

Wednesday, March 24th Th. 65 Ba. 30.1½ Fine. Went with Mr. Wynen to the end of the Bay to shoot some pigeons but only could kill two as they have nearly all migrated. Nothing could exceed the beauty of the trees and shrubs, all evergreen. An English gentleman would be proud indeed could he have such beautiful shrubs in his greenhouse. The weather is still lovely. We had a bathe on the beach.

Thursday, Mar 25th Th. 66 Ba. 30.1½ Fine. Mr. Ironsides and Mr. Wynen dined with us today. A great number of natives on board. Cani, a chief, is a very gentlemanlike fellow. As he was smoking and talking to us Mrs. Nairn came over and joined us, at which he said, "Smoke no good," and went at a distance.

Friday, Mar 26th Th. 66 Ba. 30.12 Fine. Went on shore to see Mrs Williams and servt.

Saturday, Mar 27th Th. 67 Ba. 30.1 Fine a.m. Rain and gale N.W. afternoon.

Sunday, Mar 28th. Th. 62 Ba. 30.24 Fine S.E. Set sail for Taranaki. The soil in Port Underwood looks poor and clayey, but is very good. They grow very fine Indian corn, Wheat, Pumkins, etc. Mr. Winen put in a quart of wheat thinly and had a return of 10 bhls.! There are several nice little bays still in the possession of the natives. Queen Charlotte's Sound is spoken of as being an excellent place. At the head there is 15 miles of level land covered with wood.



The William Bryan sets sail from Port Underwood for Taranaki.

Monday, Mar 29th Th. 63 Ba. 30.12 Fine. Passed the two brothers, two rocks very similar in appearance off Queen Chts. Sound, at Sunset.

Tuesday 30th. Th. 65½ Ba 30.21 Fine. Sighted Mount Egmont at 5 ½ a.m. It had a towering appearance & some patches of snow on the top. The country around is flat & beautifully wooded to within 3 or 4 miles of the water's edge. P.M. Anchored about 5, having previously answered

a cannon fired on the shore by Mr. Barrett. A boat shortly came off with the Messrs. Carringtons the surveyors.

Weds. 31st. Thm. 66 (ship). Landed all the Emigrants, having beautiful weather for the purpose. Walked up with Mr. Carrington & Cutfield to see the situation of the town-spot—a lovely tract of land between streams about 2 miles from the Sugar Loafs N.E.

Thursd. Friday & Saty. April 1st—3rd 1941. Th. 70-75. Fine. All hands engaged, in loading the goods which was effected with more expedition than we had anticipated. Slept on shore in Mr. Cutfield's tent on Saty. night & found my clothes & shirt wringing wet in the morning. The dews fall very heavily at night, and appear to penetrate the tents, while they are excessively hot in the day time.

Sunday Apl. 4th. Therm. 70. Fine. Dined on board with the Captn. after having attended prayers by Mr. Wallace, who is a Wesleyan Missy. From Waikatu.

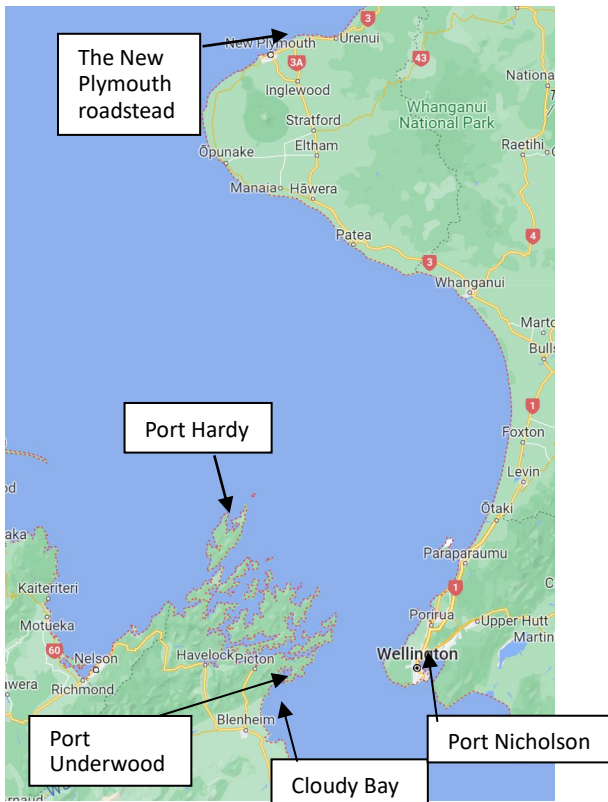
Mondy. 5th. Ther. 70. Fine. Commenced putting up my house, which being made of pannels was easily done.

Tuesday 6th. Ther 70. Fine. Roofed in my house. The ship sailed for Port Hardy for ballast & will return in about a fortnight. We hope she will bring some pigs with her as they are very scarce here. The natives, who are few in number; bring us potatoes for biscuit &c. The Emigrants are placed for the present under tents but they are to have $\frac{1}{8}$ of an acre each to build on near the town.

The *William Bryan* had arrived off the site for New Plymouth on 30 March and by the following evening all the passengers and their stores had been landed. The speed and simplicity of that process inspired a belief that the roadstead was a safe alternative to a harbour. But this was late summer and the norwesters had not yet begun.

Cutfield wrote to Woollcombe on 21 September 1841,

With respect to unloading the Emigrant Ships, it is absolutely necessary to do so on their arrival as speedily as possible, and for this purpose all available means must be resorted to; for a ship could hardly lie here 28 days from the end of March till September without having to “slip” & go to sea two or three times. Not that all the N.W. gales are so heavy that a Ship could not ride them out, but when they come on, it is impossible to say how violent they are to be....¹¹⁸



118 Colonial Office NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.



"Entrance to (Port Underwood) from Cloudy Bay,
looking from Port Underwood, looking SW."



The *William Bryan* off Taranaki.

Watercolours by Edwin Harris, passenger on the *William Bryan*; artist, farmer, surveyor, drawing master, who during the Taranaki Wars moved from New Plymouth to Nelson where his daughter Emily Cumming Harris flourished as a painter of New Zealand plants.

Chapter 6: The East Indiaman

She became an East Indiaman, still with Maclean as captain. She left New Plymouth on 6 April 1841¹¹⁹ to take on ballast at Port Hardy, returned to New Plymouth to unload bricks and finally departed on 6 May,¹²⁰ arriving at Singapore on 4 July.¹²¹ She left Singapore for Calcutta on 10 July.¹²² She was then in the Straits of Sunda (between Java and Sumatra) on 14 August.¹²³ She had taken letters from New Plymouth and they reached England via Java in November.¹²⁴ She left Penang for Mauritius on 28 August,¹²⁵ arriving on 5 October, left to return to Penang on the 16th and arrived back at Mauritius from Penang on 16 November.¹²⁶

She was in Singapore from Mauritius on 6 April 1842 and then returned: “The William Bryan, McLean, arrived here (Mauritius) the 26th May from Singapore, is leaky, and will be hove down.”¹²⁷ She sailed for Bombay in November¹²⁸ and must have experienced bad weather in the Arabian Sea, for, “The William Bryan, McLellan (*sic*), from the Mauritius, passed this port (Bombay) yesterday (6 December), with mainmast and mizentopmast gone.”¹²⁹

119 Cutfield to the Plymouth Company 2 May 1841 (Wells page 61).

120 Weekes's *Journal of Common Things*.

121 *Lloyd's List* 7 October 1841 page 3.

122 *Lloyd's List* 8 November 1841 page 4.

123 *Lloyd's List* 23 October 1841 page 2.

124 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 17 November 1841 page 3.

125 *Bombay Gazette* 14 October 1841 page 3.

126 *Lloyd's List* 16 February 1842 page 2.


127 *Morning Advertiser* 23 September 1842 page 4. Heaving down, or careening, is a way to clean or repair the hull of a sailing vessel without the use of a dry dock.

128 *Morning Advertiser* 24 November 1842 page 4.

129 *Morning Advertiser* 7 December 1842 page 4.



She came in for repairs, including recoppering and on 15 March 1843 she left Bombay for London,¹³⁰ was at Galle in Ceylon on 28 April,¹³¹ St Helena on 12 June,¹³² and was in the Downs off Deal on 13 August.¹³³ Then, in 1844, she was for sale.

To be peremptorily sold,
AT LLOYD'S ROOM, No. 30, BISHOPSGATE-STREET WITHIN,
On FRIDAY, NOVEMBER 1, at Half-past Two o'Clock precisely,
 (If not previously disposed of by private contract).
 **THE Barque WILLIAM BRYAN, 311 tons**
 O.M.; built at Bucklershard, in Hampshire; copper-
 fastened, had new wales and topsides in Curling and Young's dock
 in 1834, new main decks in 1840, and was coppered in Bombay in
 1843; sails fast, and carries a large cargo. Now lying at the east side
 of St. Katharine Docks.
 For inventories and particulars apply to
HENRY THOMPSON and Co., Cowper's-court, Cornhill.

Shipping and Mercantile Gazette 21 October 1844 page 1.

¹³⁰ *Public Ledger and Daily Advertiser* 10 May 1843 page 3.

¹³¹ *Public Ledger and Daily Advertiser* 7 July 1843 page 3.

¹³² *Morning Post* 27 July 1843 page 4.

¹³³ *Kentish Gazette* 15 August 1843 page 3.



St Katherines dock in the Greenwood London map of 1828, next to the Tower itself.

She was bought in half shares by George Frampton, shipowner and Lawrence Tulloch, merchant, both of Poole, Dorset. She was reregistered at Poole on 27 November 1844. She now had a “Man Bust” head. Her captain was to be William Finch.¹³⁴ He took her to Sierra Leone, leaving Deal on 7 December.¹³⁵ On 19 June she was back, off Deal on her way to berth at Sunderland on 3 July.¹³⁶

On 1 August she was again off Deal, “from Sunderland, for Poole and North America”.¹³⁷ On 10 August news came from Portsmouth,

The *Eliza*, Jones, from London for the West Indies, leaky and larboard-quarter badly stove and much damaged, having been in collision with the barque *William Bryan*, Roman (*sic*); also put in here from London, for the West Indies. The *Eliza* will come into harbour for repair.¹³⁸

The *William Bryan* lost her bulwarks.¹³⁹

134 *Lloyd's Annual Register of Ships*. National Archives, Kew.

135 *Morning Post* 10 December 1844 page 4.

136 *Sun* 20 June 1845 page 11.

137 *Public Ledger and Daily Advertiser* 4 August 1845 page 4.

138 *Shipping and Mercantile Gazette* 11 August 1845 page 2.

139 *Public Ledger and Daily Advertiser* 12 August 1845 page 3.

She was at Bristol from “Buctush” (Bouctouche, New Brunswick) on 4 December 1845,¹⁴⁰ captain now John Heiter (his name was misspelt Heater, Hector, Heifer, Helter, Hetter, Haiter, Hater, Hayter, Hefter, Hester, Hestor, Heerter, Heyter, Huter, Surtor, Slater or Plater in the following years’ newspapers). She brought timber—deals and deal ends, fir, lathwood.¹⁴¹

On 17 July 1846 she arrived at Bristol from Odessa,¹⁴² with 2500 qrs of wheat and 1300 dennage mats.¹⁴³ On 12 August she left for Quebec¹⁴⁴ and on 1 December was back in England, at Weymouth.¹⁴⁵

She was at Constantinople on 2 April 1847.¹⁴⁶ By now Ireland was in the midst of the great potato famine and the people were starving. Among “Food Arrivals” reported at Enniskillen were 2800 quarters of Indian corn, carried by the *William Bryan* from Bataom.¹⁴⁷

She left Liverpool (John Hallett, master) for Sierra Leone in September,¹⁴⁸ was back at Gravesend (David Alexander Ewan, master) on 4 June 1848,¹⁴⁹ departed for Payta (Heiter, master) and Callao (Peru) in August,¹⁵⁰ arriving at Callao on 23 January 1849.¹⁵¹

140 *Public Ledger and Daily Advertiser* 6 December 1845 page 2.

141 *Bristol Times and Mirror* 13 December 1845 page 4.

142 *Public Ledger and Daily Advertiser* 20 July 1846 page 4.

143 *Bristol Times and Mirror* 25 July 1846 page 4. Dennage = brushwood, branches, boughs, bark, etc, placed as a mat on which dried fish was laid.

144 *Public Ledger and Daily Advertiser* 14 August 1846 page 2.

145 *London Evening Standard* 5 December 1846 page 1.

146 *Public Ledger and Daily Advertiser* 29 April 1847 page 3.

147 *Enniskillen Chronicle and Erne Packet* 29 July 1847 page 1. Bataom (Battoom, Batoon) was probably the Black Sea port Batumi.

148 *Morning Herald* (London) 2 September 1847 page 8.

149 *Morning Advertiser* 6 June 1848 page 4.

150 *London Evening Standard* 12 August 1848 page 3.

151 *Lloyd’s List* 9 April 1849 page 3.

She put in at Rio de Janeiro on 29 May 1849 “to repair damages” (unspecified),¹⁵² and arrived at Queenstown on 17 September with her cargo of guano.¹⁵³ Possibly fertiliser for the potatoes.

The next time she was mentioned in the press was when she arrived again in Queenstown from Callao on 18 October 1851.¹⁵⁴ She left Havana for Matanzas (Cuba) and Trieste on 27 March 1852¹⁵⁵ and was back off Falmouth (from Odessa) on 6 January 1853 with a cargo of wheat¹⁵⁶ for Cork on 10 February.¹⁵⁷

She left Queenstown (in ballast¹⁵⁸) for Honduras on 22 March 1853¹⁵⁹ (James, master), arrived back at Gravesend on 22 September¹⁶⁰ and imported into the Port of London “304 ps mahogany, 7,200 coker nuts,¹⁶¹ 40t logwood”.¹⁶² Auctioned at Garraway’s Coffee House, Cornhill, on 27 October, were 299 logs Honduras mahogany and 5 logs Honduras cedar “of excellent quality and dimensions, just landed at the East Wood Wharf, West India Docks, the entire cargo ex William Bryan”.¹⁶³ Mahogany furniture was by 1800 fashionable throughout Europe.

152 *Glasgow Chronicle* 1 August 1849 page 7.

153 *Cork Examiner* 17 September 1849 page 3.

154 *Morning Chronicle* 21 October 1851 page 8.

155 *Shipping and Mercantile Gazette* 20 April 1852 page 2.

156 *North British Daily Mail* 10 January 1853 page 4.

157 *Public Ledger and Daily Advertiser* 14 February 1853 page 2.

158 *Cork Examiner* 28 March 1853 page 2. Ballast, often sand or gravel, is used in sailing vessels to provide moment to resist the lateral forces on the sail. Insufficiently ballasted vessels would tip, or heel excessively in high winds.

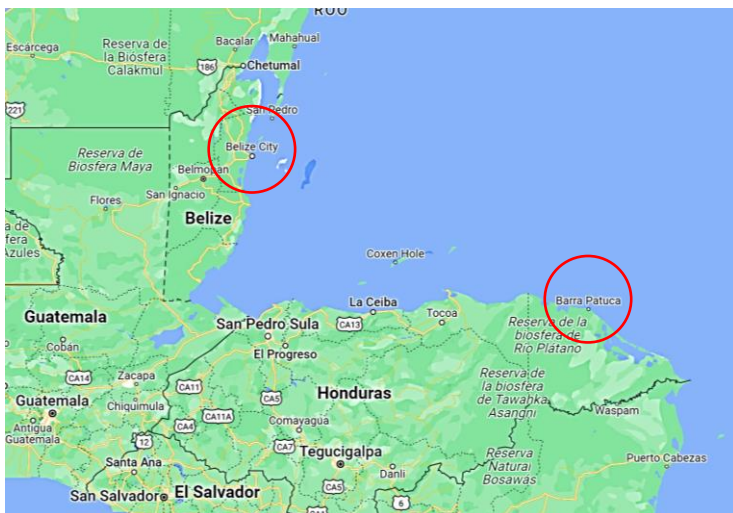
159 *Lloyd’s List* 29 March 1853 page 1.

160 *Public Ledger and Daily Advertiser* 23 September 1853 page 2.

161 The edible seed of the coquito palm (*Jubaea spectabilis*) of Chile enclosed in a fruit like a small coconut.

162 *Shipping and Mercantile Gazette* 30 September 1853 page 6.

163 *Public Ledger and Daily Advertiser* 18 October 1853 page 2.



Belize City and Barra Patuca today

She left Poole for Honduras again on 25 March 1854¹⁶⁴ and was back in September with 435 mahogany logs,¹⁶⁵ leaving again in October for Belize (British Honduras).¹⁶⁶ The logs sold for 6d to 11¾d per foot.¹⁶⁷

Tulloch died and his widow remarried and transferred her inherited shares to her new husband and others: there is an entry in the *Lloyd's Annual Register of Shipping* dated 8 June 1854 to that effect,

The Widow Executrix of Lawrence Tulloch has transferred by Deed of Assignment dated 25 Feby 1852 ³²/₆₄^{ths} shares to Walter Sturmey of Longfleet aforesaid—Gentleman and Thomas Blandford of Hook aforesaid—Master Mariner—for

164 *London Evening Standard* 27 March 1854 page 2.

165 *Public Ledger and Daily Advertiser* 17 October 1854 page 2.

166 *Public Ledger and Daily Advertiser* 14 October 1854 page 3.

167 *Shipping and Mercantile Gazette* 27 October 1854 page 7.

the uses, Trusts, intents, and purposes declared and contained in a Deed of Trust of Settlement of Marriage bearing the same date 25 Feby 1852—made between the said Eliza Tullock of the first part; the said Thomas Blanford of the second part; the said Walter Sturmey and the said Thomas Blandford of the third part; and James Wickman Insham, and Charles Crane of the fourth part. Note Probate, granted to Eliza Tullock, dated 4 July 1846.

Walter Sturmey, a Poole coal merchant, was Eliza's father; in 1848 the firm owned at least one other vessel, the *Caroline*.¹⁶⁸

On the voyage to Belize,

George Herbert Froud, Mate of the "William Bryan" from London to Belize, was thrown into the hold of the vessel by a sudden lurch. Insured for £50. Compensation paid £5.¹⁶⁹

She arrived at Belize on 17 December¹⁷⁰ and was back in May 1855 with more mahogany.¹⁷¹ She was cleared outwards from London on 14 June for "Patook" (Patuca), Honduras,¹⁷² was back in London with more mahogany in November,¹⁷³ left again for Honduras in January 1856, returned in July with mahogany and cedar,¹⁷⁴ sailed again and returned in January 1857 with mahogany.¹⁷⁵ In February,

The ships Jane, Nova Bella, Stratford, and the William Bryan, having discharged in the West India Dock, have

168 *Dorset County Chronicle* 6 July 1848 page 3.

169 Report of the Maritime Passengers' Assurance Co.

Shipping and Mercantile Gazette 19 March 1856 page 8.

170 *Shipping and Mercantile Gazette* 6 March 1855 page 4.

171 *Shipping and Mercantile Gazette* 21 May 1855 page 6.

172 *Morning Advertiser* 15 June 1855 page 6.

173 *Public Ledger and Daily Advertiser* 25 January 1856 page 1.

174 *Public Ledger and Daily Advertiser* 6 August 1856 page 1.

175 *Public Ledger and Daily Advertiser* 29 January 1857 page 2.

been hauled into the river Thames to be dry docked and overhauled.¹⁷⁶

After the overhaul she was back in Poole in March,¹⁷⁷ left again for Honduras, returned in October, left again in January 1858¹⁷⁸ and was back at Gravesend on 7 July,¹⁷⁹ to unload her mahogany and cedar at the West India Dock.

Chapter 7: Stranded on the Mosquito Coast

She was entered outwards from London in ballast on 24 August 1858, again for Honduras.¹⁸⁰ It would be her last voyage.

The William Bryan, and the Ellen Simpson, were driven to sea from Patook [*Patuca*], in a norther, on the same day.¹⁸¹ [*9 November 1858*].

A fortnight later, on 24 November, the *Ellen Simpson* was driven ashore on the Honduras Mosquito Coast,¹⁸²

We have advice from British Honduras.... Several gales had prevailed along the coast and many shipwrecks are reported, amongst them the barque Ellen Simpson....¹⁸³

176 *Morning Chronicle* 26 February 1857 page 8.

177 *Dorset County Chronicle* 19 March 1857 page 6.

178 *Public Ledger and Daily Advertiser* 6 January 1858 page 6.

179 *Morning Chronicle* 8 July 1858 page 7.

180 *Lloyd's List* 25 August 1858 page 5.

181 *Morning Advertiser* 20 January 1859 page 6; *Lloyd's List* 19 January 1859 page 5.

182 *Lloyd's List* 20 January 1859 page 4.

183 *Morning Post* 16 February 1859 page 6.

The *Ellen Simpson's* captain and crew were saved and her cargo of valuable Brazilwood¹⁸⁴ later salvaged and auctioned in London. The *William Bryan* survived that northerly, but two months later,

The *William Bryan* and *Cygnnet*, loading at Patook, were both stranded on Jan. 10.¹⁸⁵

“Stranded” means she was on shore, on the beach or on the rocks. The *Lloyd's Annual Register of Shipping* has an annotation in red handwriting, “Vessel & Certificate lost off Central America no date given per letter from Poole dated 23/3/59”,¹⁸⁶ but the *Lloyd's Loss and Casualty Book* for 1859 (page 100) has a brief note of her fate,

William Bryan & Cygnnet, both loading at Patook were stranded 10th January.

The captain (Dobson) and crew of the *Cygnnet* were all saved¹⁸⁷ and so, presumably, were those of the *William Bryan*.

She was 43 years old, a long life for a sailing ship of her day. She had carried convicts and emigrants, cargoes of sugar, rum, guano, wheat, corn and fine timber. She had been owned by many merchants, endured collisions, groundings and storms, been commanded by at least ten men.¹⁸⁸

Her last, John Heiter, was her master for 15 years and survived her stranding on the Mosquito Coast.

184 Pernambuco wood or brazilwood: a dense, orange red heartwood that takes a high shine, and is favoured for making bows for stringed instruments.

185 *Morning Herald* (London) 1 March 1859 page 8.

186 Another note says “Lost 10/5/58 per Ann. List 1859” but this must be an error.

187 *Hampshire Advertiser* 26 March 1859 page 6.

188 Urquhart, Davies, England, Johnson, Roman, McLean, Finch, Heiter, Ewan, Hallett.

Chapter 8: Captain Alexander Maclean c.1814–1857

Alexander Maclean commanded the *William Bryan* for her New Zealand voyage in 1840–41 and for the voyages in the East Indies until her return to London late in 1843 and her sale in 1844.

Dr Weekes made little mention of him in his *Voyage in the barque "William Bryan"*, simply "our skipper is rather deficient in small talk" and "the captain makes very good punch". But a passenger told William Seffern that Maclean "proved himself a good sailor"¹⁸⁹ and "Captain Maclean has shown great energy in landing the stores, and has done everything in his power for our welfare," wrote George Cutfield.¹⁹⁰

An interesting snippet appeared in 1846: the Banff Museum (Scotland) reported receiving, among other things, "eight rare birds from the Straits of Malacca, from Captain Alexander Maclean of the ship *William Bryan*".¹⁹¹ They are no longer in the Museum collections, victims of infestation.¹⁹²

There are many Scots named Alexander Maclean (McLean, etc) and several "Captain Alexander Macleans" of that period—but almost certainly he was the man who commanded the *Ramilies (Ramillies)* on her maiden voyage, London to Sydney leaving 8 August 1845,¹⁹³ thence to Ceylon from Sydney in May 1846.¹⁹⁴ She was 750 tons, a Sunderland built barque owned by D Dunbar, registered in London.

189 Seffern page 58.

190 Cutfield to the Plymouth Company 2 May 1841: Wells page 61.

191 *Aberdeen Herald* 30 May 1846 page 3.

192 *Pers. comm.* Mhairi McKean.

193 *Shipping and Mercantile Gazette* 8 August 1845 page 2.

194 *Lloyd's List* 21 May 1846 page 3.

She loaded in London for New Zealand in April 1847,¹⁹⁵ carrying 80 fencibles, 56 women and 120 children, Dr Cunningham RN, surgeon. They arrived at Auckland on 5 August after 111 days at sea.¹⁹⁶ The Royal New Zealand Fencibles were retired soldiers enlisted to serve for seven years in exchange for a cottage and an acre of land. Howick was the largest of the Fencible settlements, with 804 people in three companies in 1848.¹⁹⁷

The *Ramillies* left New Zealand for Singapore, arrived in Cochin in March 1848 and departed for Bombay,¹⁹⁸ whence she was off Hastings in September.¹⁹⁹

She left for Sydney and Hobart Town with 271 bounty emigrants in March 1849, Maclean in command,²⁰⁰ Surgeon Superintendent Dr James Trimble.

It wasn't all plain sailing...

We have had complaints made to us of some extraordinary acts on the part of the Captain and Surgeon of the emigrant-ship *Ramillies* towards some of the passengers. It appears that on one occasion two women were locked up for three days in the water-closet, and fed on biscuit and water for some offence real or imaginary. At another time, a married man with a wife and three children on board was put into irons for several days, manacled at the feet, and his hands tied behind his back, and not suffered to be at large for any purpose whatever,

195 *Public Ledger and Daily Advertiser* 12 April 1847 page 4.

196 *Ramillies*–1847. <https://www.rter.co.nz/ramillies.html>.

197 The Fencible story. <https://www.historicalvillage.org.nz/the-fencible-story>.

198 *Lloyd's List* 22 April 1848 page 4.

199 *Lloyd's List* 21 September 1848 page 1.

200 *Lloyd's List* 20 March 1850 page 5.

and all for having used language which displeased the authorities.²⁰¹

FLOGGING FEMALES ON BOARD THE “RAMILIES.”

.... four female emigrants were flogged during the passage. Their names are Catherine Morgan, Phoebe Spooner, Jane Downey, and Margaret Mack. Of their conduct we hear conflicting accounts, but this is of no material consequence. The fact is certain that fully grown girls—seventeen or eighteen years old—were flogged by the surgeon with his own hand, a rope’s end being the instrument of torture used. Besides the surgeon and captain we cannot learn that any persons were present but two men who acted as constables or surgeon’s assistants. The particulars of what passed in the “Chamber of the Question” we cannot give, but we have spoken with several, both male and female, one a married, and apparently respectable woman, who examined the girls’ backs and found them scored with wails of red and blue as large as the finger, and one was bleeding. The mind can hardly dwell on the revolting idea of men holding a half naked girl and flogging her till the blood starts from her skin....²⁰²

She arrived in Madras from Adelaide in June,²⁰³ left for Lahore in August²⁰⁴ and arrived back in London from Mauritius in February 1850.²⁰⁵ Many of Maclean’s crew, including Dr Trimble, had stayed in Australia and, as an Adelaide paper recorded,

201 *Cornwall Chronicle* (Launceston) 12 May 1849 page 571.

202 *South Australian* 27 Apr 1849 page 2.

203 *Shipping and Mercantile Gazette* 20 August 1849 page 2.

204 *London Evening Standard* 31 August 1849 page 1.

205 *Lloyd’s List* 4 February 1850 page 4.

... the *Ramillies*... left this port some time ago for Calcutta, with a pressed crew. The Captain narrowly escaped the loss of his ship through the dogged insubordination of his men, whose conduct was so outrageous during the voyage, that they were again imprisoned at Calcutta, and he had to find his way home with such men as he could pick up....²⁰⁶

In London the Colonial and Land Emigration Commissioners “instituted a searching inquiry” into the correctness of the reports; they had received the captain’s and the surgeon’s report which did not even allude to the flogging, so

It was, therefore, their opinion and their hope that it had not occurred.²⁰⁷

The Earl of Mountcashel spoke in the House of Lords,

In the case of the emigrant ship *Ramillies*, if a select committee were appointed, he would undertake to prove the evidence of persons now in London, that four females were flogged on board that vessel, and flogged in sailorlike fashion, being stripped to the waist for the purpose. The conduct of the surgeon of that vessel was one continued course of cruelty and bestiality throughout the voyage—more especially at the latter part of it; and the conduct of the captain had also been grossly improper.... Earl GREY said that the noble earl who had occupied the attention of the house, no doubt believed in the mass of idle gossip which he had collected from various quarters, but he could assure the noble earl that the statements he had made had not a tittle of foundation in fact.²⁰⁸

206 *South Australian Register* 26 December 1849 page 3.

207 *Weekly Dispatch* (London) 21 October 1849 page 16.

208 *Weekly Freeman’s Journal* 30 March 1850 page 3.

An accidental choice of words? or hatched from Earl Grey's sweet imagination? whose conduct was outrageous, then?

Trimble, a Royal Navy surgeon, would later move to Canada and would serve as mayor of Victoria and as Speaker of the House.²⁰⁹

In March 1850 the *Ramillies* was again loading in London for Hobart Town and Sydney,²¹⁰ with 196 passengers, including some convicts' wives and families.²¹¹ Her master was Captain Carvell.²¹²

On 22 April a vessel putting in at Falmouth reported she had passed "the barque *Ramillies*... from London for Australia, with loss of jibboom, and head damaged, as if she had been in contact".²¹³

Maclean, however, was by then in command of the convict ship *Rodney*—on three voyages to Hobart 1850–1853,

RODNEY built 1850 at Sunderland, England. Wood ship of 877 Tons. She carried 312 male convicts to Hobart, Tasmania and had four deaths en-route. She departed Portland, England on the 23rd of August 1850 and arrived in Hobart on the 28th of November 1850. Master: Captain Alexander Maclean. Surgeon: Frederick W. le Grand.²¹⁴

RODNEY ... carried 300 male convicts to Hobart and had no deaths en-route. She departed Queenstown, Ireland

209 <https://www.knowbc.com/limited/Books/Go-Do-Some-Great-Thing/Chapter-Six>.

210 *Public Ledger and Daily Advertiser* 28 March 1850 page 3.

211 *Sun* 23 April 1850 page 3.

212 *Sydney Morning Herald* 12 August 1850 page 2.

213 *Shipping and Mercantile Gazette* 22 April 1850 page 2.

214 Final Quarter of Convict Ship Register 1850–1868.

<https://colonialtallshipsrayw1.blogspot.com/2012/04/second-half-of-convict-ship-register.html>.

on the 24th of September 1851 and arrived at Hobart on the 20th of December 1851. Master: Captain Alexander MacLean. Surgeon: Frederick W. Le Grand.²¹⁵

RODNEY ... carried 342 male convicts to Hobart and had three deaths en-route. She departed Cork, Ireland on the 24th of November 1852, arrived at Hobart on the 12th of February 1853. Master: Captain Alexander MacLean. Surgeon: Joseph Caldwell.²¹⁶

The *Rodney* was at Madras from Hobart Town on 2 May 1853²¹⁷ and was entered inwards at the East India Docks, London from Pondicherry and Cuddalore on 13 October.²¹⁸ She was entered outwards for Sydney, still under Maclean, on 26 October,²¹⁹ to be cleared out on 28 November.²²⁰

FOR LONDON.—To sail 22nd April.—The A 1 ship *RODNEY*, 900 tons, belonging to Messrs. D. Dunbar and Sons, ALEXANDER MACLEAN, commander, will sail punctually as above. The accommodations of the ship are very spacious, and only a limited number of cabin passengers can be taken. The tween decks will be fitted up in a superior manner for intermediate and steerage passengers, for which, or for freight immediate application is requested to be made to Captain Maclean; James Molison; or to SMITH, CAMPBELL, and CO., Macquarie-place. Sydney, 22nd March.

Sydney Morning Herald 23 March 1854 page 1.

In September 1854, “The *Rodney*, Maclean, from New South Wales, has arrived in the Downs, with 7,950 oz. of gold and 6,500 sovereigns on board”.²²¹

215 *Ibid.*

216 *Ibid.*

217 *Shipping and Mercantile Gazette* 20 June 1853 page 2.

218 *Public Ledger and Daily Advertiser* 14 October 1853 page 3.

219 *Shipping and Mercantile Gazette* 27 October 1853 page 2.

220 *Shipping and Mercantile Gazette* 29 November 1853 page 2.

221 *Morning Post* 16 September 1854 page 6.

The *Rodney* was entered outwards for Adelaide in October but left without Maclean. She continued ferrying emigrants to Australia and she was wrecked on Kenn reef, Queensland, in 1858.²²²

By then Maclean was commander of a new ship, the *Thames*. On 18 June 1855 the *Thames* was cleared outwards for Geelong from London.²²³ She was a 737 ton ship, built in 1854 in Nova Scotia, owned by D Dunbar of London and intended for the Australian passage.²²⁴ She left Plymouth on 10 July²²⁵ with 299 government immigrants to Australia;²²⁶ this was her maiden voyage. She arrived at Adelaide in October,

ARRIVED. Thursday, October 11—The ship *Thames*.... This splendid ship arrived at Point Henry yesterday forenoon.... The *Thames* did not get out of the Channel till the 12th July, having been detained with calms, and has met with great detention for the last nine days on the coast, about Cape Northumberland, with south east winds and calms. She arrived off Port Phillip Heads on the 10th October, the immigrants being in excellent health. Some births took place on board; and one death, an infant of eleven months, occurred on the 26th August.²²⁷

The *Thames* was at Hobart on 17 January 1856 and left soon afterward for London. She was entered inwards at London on 6 May 1856²²⁸ and on 28 May began loading again for Geelong (brokers, Devitt & Co.).²²⁹ She sailed on her second voyage in

222 *Age* 12 October 1858 page 4.

223 *Lloyd's List* 19 June 1855 page 5.

224 *Lloyd's Register of Shipping* 1856.

225 *Lloyd's List* 12 July 1855 page 1.


226 *Adelaide Times* 22 October 1855 page 3.

227 *Adelaide Times* 17 October 1855 page 2.

228 *Lloyd's List* 7 May 1856 page 4.

229 *Shipping and Mercantile Gazette* 28 May 1856 page 8.

mid-August but had to put back to Deal for some reason. By January 1857 she was again advertising in Melbourne for passengers and gold for London.²³⁰



FOR LONDON.—The fine A 1 ship
THAMES,
A. Maclean, commander, (late of the
Rodney) 200 tons register, belonging to
Messrs. D. Dunbar and Sons.
This vessel is now on her first voyage, and has
proved herself a fast and comfortable ship; will
take a limited number of cabin passengers, and
having the greater portion of her wool engaged will
meet with despatch.
For freight of wool and gold, or passage, apply to
Dalgety, Robertson and Co.; or, Holmes, White and
Co.
Geelong, 14th November, 1855.

Geelong Advertiser and Intelligencer 14 November 1855 page 3.

She was cleared out from Geelong on 19 January 1857.²³¹ On 14 May 1857 the *Inverness Courier* reported a death,

At sea, on the 23d of March, on his homeward passage from Geelong to London, in the prime of life, ALEXANDER MACLEAN, Commander of the ship "Thames" youngest surviving son of the late Captain Francis Maclean, R.N. His relatives have to lament the loss of a most devoted son and an affectionate brother.

Inverness Courier 14 May 1857 page 8.

Captain Alexander Maclean, unmarried, son of a naval man, died at age 43 in 1857, so had been about 26 when he brought the *William Bryan* to New Zealand.

230 *Argus* 3 Jan 1857 page 1.

231 *Hobart Town Advertiser* 28 January 1857 page 2.

Chapter 9: Captain John Heiter 1808–1861?

John Heiter was captain of the *William Bryan* for most of her voyages after her sale in 1844. In July 1859 the “*Lady Middleton* (*sic: Milton*), Heiter, for Honduras” was reported as having arrived from the river and anchored off Deal. In 1861 one Francis John Brown joined Captain Heiter on the *Lady Milton* as seaman”.²³²

The details of John Heiter’s life can be found under the name John Hayter on “Ancestry”. He was born in 1808 at Wool in Dorset, his father George Haiter, his mother Anne Whittle. He was employed in the British Merchant Service as a seaman and was a Master Mariner when, at age 33, he married Jane Dolman in Wareham. They would have three children.

His Master’s Certificate of Service dated 11 December 1851 at Poole states, “Has been employed in the Capacities of Seaman, Mate and Master 25 years in the British Merchant Service in Foreign Trade.” His Certificate was renewed at Poole on 9 May 1859—four months after the stranding of the *William Bryan* on the Mosquito Coast.

In 1861 his home was in Ringwood, Hampshire. The date of his death is not recorded but there is a reference to Capt Heiter, *Lady Milton* in the Mariners’ Unclaimed Letters section of the *Quebec Morning Chronicle and Commercial and Shipping Gazette*, Tuesday 20 August 1861.²³³

In 1864 the *Lady Milton*, Captain Houston, arrived at Bluff with emigrants (including Robert Stout) and other live cargo,

232 <https://archives.collections.ed.ac.uk/agents/people/23588>.

233 <https://www.ancestry.com/family-tree/person/tree/178322665/person/192389727997/facts>.

Several shipments of English field singing birds have been made lately by Mr John Morrison, agent for New Zealand. By the *Lady Milton*, which sailed from the East India docks on the 30th ultimo, a considerable number of larks, linnets, goldfinches, &c., as well as a select quantity of live game, including two deer, which were the gift of Lord Petre, were shipped on account of the Provincial Government. The shipment was prepared by Mr Bartlett, of the Zoological Gardens, and the care and attention during the voyage of these was assigned to a young man from the gardens.²³⁴

In 1865 the *Lady Milton*, with a new captain, WC Davis, arrived at Adelaide from Plymouth with assisted immigrants.²³⁵



Said to be the *Lady Milton*.

[https://www.wikitree.com/wiki/Space:The %27Lady Milton%27](https://www.wikitree.com/wiki/Space:The_%27Lady_Milton%27).

234 *Otago Witness* 27 February 1864 page 13.

235 <https://www.theshipslist.com/ships/australia/ladymilton1865.shtml>.

Appendix

A. Images of the *William Bryan*.

The *William Bryan* was a three masted ship rigged vessel at launch but after about 1934 she was nearly always called a barque and she was barque rigged on her New Zealand voyage.



The *William Bryan*.

From a colour transparency at Puke Ariki PHO2017-0034 of an oil painting owned by a descendant of Walter Sturmey, one of her owners in 1852.

The image usually identified as the *William Bryan* is a painting in the style of the English school, of a fully rigged barque, stuns'ls set, in a flat sea in the Downs off the White Cliffs. The painting belonged to the late Captain Dick Sturmey of Rose Bay, Tasmania,²³⁶ and is currently owned by his daughter Kerry Sturmey in Hobart. They are descendants of Walter Sturmey,

236 Ian Nicholson 1990. *Log of logs*. Roebuck Society Publication No. 41. Australian Society for Maritime History. Vol 1 page 589.

part owner in 1852. Walter Sturmeay (who died in 1864) had two children, Eliza who married Lawrence Tulloch and later Thomas Blandford, with no offspring, and James, the ancestor of Dick and Kerry Sturmeay.

Neither Kerry Sturmeay nor her father were able to find out who painted the *William Bryan* or when, though the barque rigging in the painting suggests it was done after 1834 (the painting could have been bought with the barque when the family bought her in 1852, or painted later to their own order) but the provenance suggests strongly that this is indeed a true image of the *William Bryan*.



The *William Bryan* sets sail for Taranaki. Pen sketch by Dr Henry Weekes.

Dr Henry Weekes made little pen sketches in his shipboard journal, mostly of passing vessels, sea creatures or fellow passengers. Three of them are of barques and clearly relate to entries in his journal: the *Augustus*, an American whaler and one (frontispiece and above) clearly representing the *William Bryan* as she departed Port Underwood for Taranaki.

One of her passengers, Edwin Harris, made a watercolour of the *William Bryan* off Taranaki.



The *William Bryan* off Taranaki. Watercolour by Edwin Harris.

One image, claimed as the *William Bryan*, is identified elsewhere as the brig “Castle Eden 258 Tons, off Tynemouth, Tyne and Wear” painted by John Scott 1802–1885 (Hartlepool Museums and Heritage Service).



This is the two masted brig *Castle Eden*: not the barque *William Bryan*.

Book 2

The
Amelia
Thompson



The *Amelia Thompson* off New Plymouth.
Enlargement of an ink sketch by Dr Henry Weekes, October 1841.
Puke Ariki ARC2001-129.

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Chapter 1: The launch and the lunch

On 3 August 1833 the *Newcastle Journal* was the first to announce that on Thursday 1 August,

... a fine ship, burthen 477 tons,²³⁷ named the Amelia Thompson, after the lady and daughter of Mr. Alderman Thompson, was launched from the building-yard of Philip Laing, Esq., at Deptford.

She was, “One of the largest vessels ever built on the Wear,”²³⁸ timbers English and African oak, copper sheathed and nailed.

The *Westmorland Gazette* expanded,

SHIP LAUNCH.... Several thousands of spectators assembled to witness the scene. A number of colours were hoisted at the mast-heads of the ships in the harbour, and on the most conspicuous places near the building-yard. A band of music attended, which played several enlivening airs. The preparations being completed, at high water, about 4 o'clock in the afternoon, the vessel was launched, amidst the acclamations of the company on board and the spectators on shore, to whom the scene throughout was most interesting. The beauty and symmetry of the vessel reflect the highest credit on the builder. Immediately after the launch, the friends of Mr. Alderman Thompson were invited to the green in front of Mr. Laing's house, where tables and seats were arranged, and an abundant supply of wine, punch, fruit-cake, &c. &c. provided. The band was also admitted; and when the throng had

237 Builder's Old Measurement was used in England 1650–1849 to calculate cargo capacity. It estimated the tonnage of a ship based on length and maximum beam and is expressed in “tons burden” (burthen).

238 *Newcastle Courant* 10 August 1833 page 4.

dispersed, the gates were thrown open to all who chose to enter. Mr. Laing proposed, as the first toast, “The health of the company,” whom he was glad to see on that occasion. Drunk with 3 times 3.²³⁹ Mr. Laing next observed he had that morning received a letter from the worthy Alderman, who was quite well, and had not forgot the public dinner which he had proposed to take place on his next visit to Sunderland; but as yet he had not time to attend. His friend, Mr. Pirie, had nearly recovered from his late illness. This announcement was received with 3 times 3. A gentleman, named White, proposed “The health of Mrs. Amelia Thompson and her daughter, and success to the ship that had just received their name”—3 times 3. The same gentleman proposed “The health of Mrs. Laing”—3 times 3. Mr. Laing proposed “The health of Mr. Alderman Thompson”—3 times 3. Mr. Laing then proposed “The health of Captain Mackeller, the gentleman appointed to command the new vessel”—3 times 3. Dr. Clanny proposed “The health of Mrs. Laing, together with her daughter, Miss Laing, the young lady who had given the name to the new vessel”—3 times 3. R. Ord, Esq. proposed “The health of the 574 electors who returned Mr. Thompson for the borough of Sunderland”—3 times 3. The music after each toast was appropriate and enlivening, and the greatest order prevailed throughout the scene.²⁴⁰

Who *were* these people?

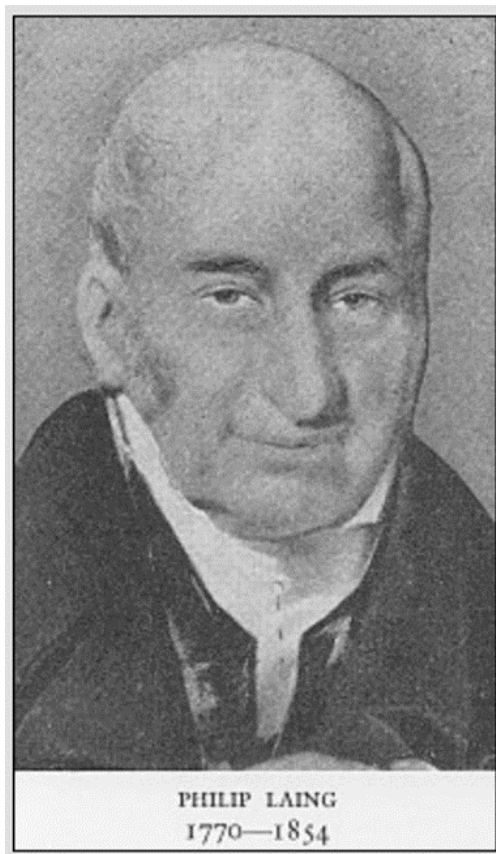
Philip and John Laing from Fife had established themselves as shipbuilders on the River Wear by 1793 and in 1818 were on the south bank at Deptford. The 1st edition Ordnance Survey

239 3 times 3 means three cheers—Hip Hip Hooray three times.

240 *Westmorland Gazette* 17 August 1833 page 2.

plan shows the site. Philip had trained as a doctor. The brothers lived on Church Street, Monkwearmouth, near their yard. They dissolved the partnership in 1818, leaving Philip to carry on the business himself. He moved into Deptford House in the Deptford shipyard and lived there until 1856.

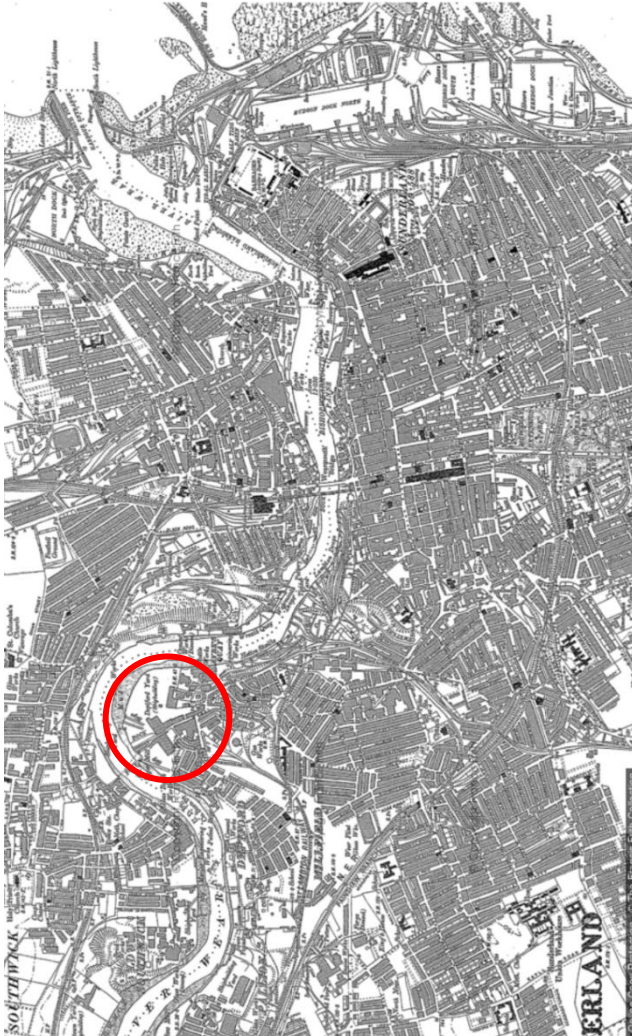
No doubt that is where he hosted the launching party.²⁴¹



241 <https://ghgraham.org/philiplaing1770.html>.



Sunderland, Laing's building yard (shipping): Deptford House at right.
19th Century engraving, Robinson Library, Newcastle University ILL/12/69.



First edition Ordnance Survey plan of Sunderland showing the Deptford Yard on the river Wear where the *Amelia Thompson* was built—south across the river from Monkwearmouth where the Venerable Bede completed *The Ecclesiastical History of the English People* in 731.

MR. ALDERMAN WILLIAM THOMPSON, M.P., the second son of Mr. James Thompson, of Grayrigg Head, Westmoreland, was born at that place in the year 1793, and after receiving there the first rudiments of his education, was removed at about fifteen years of age to the Charter House School, London, and was in due time placed in the counting-house of his Uncle, the late Mr. William Thompson, then the head of the eminent iron firm of Thompson, Forman, and Homfray, married the daughter of the latter gentleman, and at the death of his Uncle, succeeded to his position as head of the firm, inheriting at the same time a considerable sum of money, the foundation of the colossal fortune which he amassed, and left chiefly to the family of his only Daughter, married in 1842 to the Earl of Bective, a Nobleman of amiable character and estimable qualities, who has recently succeeded his Father-in-law in the representation in Parliament of the County of Westmoreland. Under Mr. Thompson's energetic direction, and with the skilful co-operation of Mr. W. H. Forman and Mr. S. Homfray, the Iron Works at Penyardren and Tredegar, South Wales, soon became flourishing and extensive concerns; he also embarked in lead-mining in Westmoreland, and became a very considerable shipowner, besides taking interests in many other commercial undertakings. His remarkable commercial foresight and tact rarely failed in discovering the opportunities for the successful employment of his large capital, and he soon acquired an eminent position in the mercantile world. At an early age he sought and obtained Parliamentary honours, for in 1820, when in his twenty-seventh year, he was returned as Member for Callington, in Cornwall. He did not, however, remain for any lengthened period in the representation of that Borough. His business habits, and

the commercial standing of his firm, pointed him out as a fit representative for the City of London; and at the general election in 1826, he was returned as one of its Members. He remained in the representation of London till 1832; but in the following year he was returned for Sunderland, which he continued to represent till 1841, when he became the representative of his native county, Westmoreland, where he was the possessor of large estates. In the years 1828 and 1829 he was consecutively chosen and elected Lord Mayor of London, —an honour of rare occurrence,— and in those years the late Sir Felix Booth, Bart., and Mr. Alderman Copeland served the office of Sheriff. He had been elected in 1821 the Alderman of the ward of Cheap, the gown of which he retained until his death. The line of politics he adopted was very marked; he not only strongly opposed the commercial policy introduced in 1847 by Sir Robert Peel, but he was one of the fifty-three Members who refused even the modified adherence to free-trade principles implied by Lord Palmerston's amendment, in 1852. He emphatically denounced any change in the Navigation Laws, and to the last adhered to the opinion, that the absence of the predicted disastrous effects from the change of the commercial policy of the country, must be attributed entirely to extraordinary and exceptional causes. Nearly the last time of his speaking in Parliament was on the inquiry into the Customs' Department, with the working of which he expressed considerable dissatisfaction.

Although endowed with considerable fluency of language, he was not a frequent speaker in Parliament. His energy and talents were, however, duly recognized, and as he never hesitated to take an onerous share in the working of the legislative business, he was often selected for important Parliamentary Committees, especially

those relating to monetary and commercial matters. Probably few men worked harder than he did, till the pressure of illness compelled him to pause; but he was enabled to get through a large amount of business by his habit of early rising, his punctuality, and the systematic manner with which he pursued any object. His vigour and activity appeared to be inexhaustible; and his unremitting attention to his Parliamentary duties was remarkable, when it was remembered, that he had to undergo the labour, not only of his own particular business, but also that which was entailed upon him by the great mercantile corporations in the direction of which he was actively engaged. It will suffice to enumerate a few of the leading companies in which he took an active part: He was a Director of the Bank of England, of the Chester and Holyhead Railway Company, of the Blackwall Railway Company, of the Rhymney Iron Company, and of the Globe Insurance Company. He was Chairman of the St. Katherine's Dock Company, of the Society of Merchants Trading to the Continent, and of the Royal National Shipwreck Institution, in which latter he took great interest, Treasurer of King's College Hospital, Deputy-Lieutenant of London, and Vice-President and Colonel of the Honourable Artillery Company. He was also for some time Chairman of the Committee for Lloyd's. But that which he considered one of his most important and honourable offices, and in which he took peculiar pleasure, was that of President of Christ Hospital, which post he filled for twenty-six years, with much advantage to that national educational institution. He was connected with several of the Scientific Societies of the Metropolis, joined the Institution of Civil Engineers, as an Associate Member in 1843, and though, on account of his numerous engagements, he was rarely able to attend

the meetings, he always evinced great interest in the prosperity of the Society, and was ever ready to communicate information to the Members and to cooperate in measures for its advancement. In his personal habits he was plain and unostentatious, was accessible to all, and in his public position, as in private life, his sterling integrity, and the urbanity and kindness of his disposition were generally admitted. His decease occurred at Bedwelty House, Monmouthshire, on the 10th of March, 1854, in his sixty-second year, in consequence of a cold caught whilst visiting his extensive iron-works in that district, where his loss was sincerely deplored, and his remains were interred at Kirkby Lonsdale, in his native County, where he had acquired great influence, and where his memory will long be cherished.²⁴²

The ship was named after his wife (*nee* Amelia Homfray) and daughter (who married Thomas Taylour, 3rd Marquess of Headfort in 1842 and became Lady Amelia Taylour, Countess of Bective). Curiously, none of them attended the launch.

In 1840 Thompson bought Underley Hall in Kirkby Lonsdale, Lakes District. Another vessel, the *Countess of Bective* (1843), was built on the Wear and named for the former Miss Amelia Thompson. Thompson, his wife Amelia and daughter Amelia (who died at age 40 in 1864) are remembered with memorials in the church.

242 <https://www.icevirtuallibrary.com/doi/pdf/10.1680/imotp.1855.23894>.



William Thompson, mezzotint by Charles Edward Wagstaff c. 1840, after William Henry Pickersgill. National Portrait Gallery, London, D7886.



Underley Hall, Kirkby Lonsdale.

THE COUNTESS OF BECTIVE.

Amelia, Countess of Bective, who died on the 4th inst., at the family town house, 24, Grafton-street, Berkeley-square, from an illness of some months' duration, was the only daughter and heiress of Alderman William Thompson, opulent citizen of London, and for many years M.P. for Westmorland. Her Ladyship was married, July 20, 1842, to Thomas, Earl of Bective, M.P. for Westmorland, eldest son of Sir Thomas Taylour, K.P., second and present Marquis of Headfort. By this union her Ladyship leaves (with five daughters) an only son, Thomas, Lord Kenlis, who was born Feb. 11, 1844, and who will inherit the bulk of the great wealth, landed and personal, of his maternal grandfather, Alderman Thompson.²⁴³

No image of Lady Amelia, née Thompson, can be found, but a very early calotype photograph showing the vessel, *Countess of Bective* (1843) in rear view, as well as the *Mary Dugdale* (1835), by Calvert Richard Jones in 1846 is in the National Maritime Museum, Greenwich, London, Fox Talbot Collection.²⁴⁴

²⁴³ *Illustrated London News* 10 December 1864 page 23.

²⁴⁴ <https://www.rmg.co.uk/collections/objects/rmgc-object-1128403>.



The memorial to Lady Amelia Taylour (née Amelia Thompson),
Countess of Bective, in the church at Kirkby Lonsdale.

<https://www.flickr.com/photos/52219527@N00/6292202406/in/photostream/>.

The marble slab is inlaid with brass and mosaic in gothic style
and is almost certainly by the architect EG Paley.



Shires in northern England in 1833.

Chapter 2: Ship's particulars

The Tyne and Wear Archives, Newcastle upon Tyne, has a “Ships particulars” book for 1794–1895 (reference DS.LG/4/2/1) on page 152 of which appears information, including measurements, for the *Amelia Thompson*, her skiff and jolly boats. This is my best effort at a transcription: I hope it may help someone make a model of her.

Begun 23rd September 1832 Launched 1 August 1833
New Ship N^o. 43 Amelia Thompson.

<i>Length of the keel</i>	<i>108 feet</i>	} for Tonnage 115 ft 3 in	
<i>Rake forward</i>	<i>7.3</i>		
<i>d^o aft</i>	<i>1.2</i>		
<i>Depth of the Hold</i>	<i>20.1</i>	<i>Length of the poop</i>	<i>37 ft</i>
<i>Length of the Forecastle</i>	<i>17 feet</i>	<i>Breadth</i>	<i>30.5</i>
<i>Height under the Beams</i>	<i>12.7</i>	<i>Between Bms</i>	<i>7 ft 2½ in</i>
<i>d^o Between Decks</i>	<i>6 ft 5 in</i>	<i>with 23 Keels each</i>	<i>14 feet each</i>
<i>Admeasures</i>	<i>—477 ³²/₉₄ Tons</i>		
	<i>feet</i>	<i>ft</i>	
<i>Main Mast</i>	<i>72 —</i>	<i>head</i>	<i>11</i>
<i>Fore d^o</i>	<i>68</i>		<i>10.6</i>
<i>Mizⁿ. d^o</i>	<i>61</i>		<i>8.6</i>
<i>Top Masts 41& 38</i>			<i>5.6</i>
<i>Mizn. d^o</i>	<i>29</i>		<i>4</i>
<i>Top Gal^t d^o</i>	<i>20&19 hoist poles</i>		<i>14½ & 13½</i>
<i>Mizen d^o</i>	<i>12½</i>		<i>8½</i>
<i>Low Yards 58&55 Arms</i>			<i>3.6</i>
<i>Topsl. d^o</i>	<i>44&42</i>		<i>2.6</i>
<i>Top Gal^t. d^o</i>	<i>32&30</i>		<i>1.6</i>
<i>Crosjack d^o</i>	<i>37</i>		<i>2.3</i>
<i>Mizⁿ Tops^l d^o</i>	<i>26</i>		<i>1.6</i>
<i>Mizⁿ T.G.Yd</i>	<i>18</i>		<i>10</i>
<i>Bowsp^t</i>	<i>43</i>	<i>J. Boom</i>	<i>40</i>

<i>Rial Yards</i>	24. 22. 13
<i>Sprits</i> [†] — <i>d</i> ^o	43
<i>Top</i> ^s	14. 15. 11
<i>Main Boom</i>	33
<i>Gaff</i>	26

Rope from S^o Shields

2 Coils *Lanyd Rope*

2 *d*^o 3½ in

4 *d*^o 14 *thr*^d. hook

3 *d*^o 12 *d*^o

3 *d*^o 10 *d*^o

2 *d*^o 8 *d*^o

2 *d*^o 7 *d*^o

3 *d*^o 6 *d*^o

3 *d*^o 4 *d*^o

*Frame all Eng.—Floor 14 long rise*²⁴⁵

floors in d^o [illeg.]—footlock heads

wale heads, Binds Gunwale Bilge plates

outside

Floors 14in. ft-locks 11in. Wales & Gunwls 5½

Pt. strake 4—tops 3in B.strk 3½ & 4in Wale 5½

1 Stile 4½—to the Bilge 4in, all ends 3½ in

Bilge 3 of 5—Flat 3½—Dk. wire 3½ in

Ceil^g. between dks 2½in. 1 strake on the hld. B^{ms}. 4in

Hold Bm wire 2 of 5in—next 1 of 4in. Thence to

the Bilge 3in Bilge 2 of 4 & 2 of 5 Flat 2½ pilth

[foot of page cut off]

G. Hudson Rope

<i>Main Shrouds</i>	<i>feet</i>	92—7¼ in
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<i>Fore d^o</i>		85 7¼ in
---------------------------	--	----------

245 This passage is in faded pencil and all but illegible.

<i>Backstays</i>	102	6 in
<i>F & M Topmst stays</i>	58	6 in
<i>Top Mast Shrouds</i>	114	14 in
<i>Main Stay</i>	15	9 in
<i>Fore Stay</i>	9½	9¼ in
<i>Mizen Shrouds</i>	47	5 in
<i>Mizen Top Mast Shrouds</i>	31	¾ in
<i>Main Top Mst. Back- stay & stays</i>	31	4½ in
<i>Mizen Stay</i>	9	6½ in
<i>Runners</i>	60	4½ in
<i>Boathook Shrouds</i>	60	¾ in
<i>Main Sheets</i>	32	3½ in
<i>Fore Sheets</i>	30	3½ in
<i>Sch. Buoy Rope</i>	20	6½ in
<i>Towline</i>	80	7½ in
<i>Warp</i>	100	5¼ in
<i>d^o</i>	90	4¾ in
<i>d^o</i>	90	3½ in
<i>1 Coil of Lanyard</i>		
<i>1 Coil of</i>	12	thrd hook
<i>1 d^o</i>	10	thrd d ^o
<i>2 d^o</i>	8	thrd d ^o
<i>2 d^o</i>	7	thrd d ^o
<i>3 d^o</i>	6	thrd d ^o
<i>6 d^o</i>	5	thrd d ^o
<i>1 d^o</i>	4	thrd d ^o
<i>4 d^o</i>	3	thrd d ^o
<i>Main Tacks</i>		
<i>Fore Tacks</i>		
<i>Small chains</i>		
		<i>feet</i>
<i>Fr & M. Tops^l. Tyes</i>	77	
<i>Mizen tops^l d^o</i>	57	
<i>Main tops^l sheets</i>	70	

<i>Fore tops^l</i>	<i>d^o</i>	68
<i>Mizen tops^l</i>	<i>d^o</i>	52
<i>Fore & Main Slings</i>		5½ x 5½
<i>Crosjack</i>	<i>d^o</i>	4½ x 4
<i>F. & Mn. Trusses</i>		6 each
<i>Crosjack</i>	<i>d^o</i>	4½ each
<i>Fore Runners</i>		58 each
<i>Stoppers</i>		
<i>Shank painters</i>		20
<i>Fore & M. Tacks Rope</i>		
<i>Buoy Rope Chain</i>		12

<i>Hawser Self</i>	30 fthm	⅞
<i>d^o Munro</i>	<u>30</u> fthms	⅞
	60	

<i>T & R. Wake</i>	<i>Skiff</i> 24 long
<i>d^o</i>	<i>Jolly</i> 16 long wash

<i>Chains Crow</i>	160 of	1⅝ & 1 ⁵ / ₁₆
<i>Self</i>	20	1 ³ / ₁₆
<i>Munro</i>	<u>20</u>	1 ³ / ₁₆
	200	

<i>Anchors Crow</i>	19. 1. 0
<i>d^o</i>	17. 1. 14
<i>Sealing</i>	23. 3. –
<i>Crow</i>	5. 1. 25
<i>d^o</i>	3. 3. 9

To calculate tonnage, Builder's Old Measurement used the formula

$$\text{Tonnage} = \frac{\left[\text{length} - \left(\text{beam} \times \frac{3}{5} \right) \right] \times \text{beam} \times \frac{\text{beam}}{2}}{94}$$

Measurements in feet.

The *Amelia Thompson* was described as a ship (rather than as a barque) in the newspaper reports of her launching and indeed the particulars above include four yards and square sails on her mizzen mast—she had yards for a crossjack course (lowermost mizzen square sail), mizzen topsail, mizzen topgallant and mizzen rial (royal)—that is, she was ship rigged at launch. It was not till 1836 that she began to be called a barque.

She was 108 feet long with another 7 ft 3 in. overhang fore and 1 ft 2 in. aft giving a total length (not counting bowsprit) of 116 ft 5 in. The bowsprit was 43 ft and the jib boom another 40 ft, so from the tip of the jib boom to the end of the driver boom she must have been about 200 feet.

She was 30 ft 5 in. across, something over a quarter of her hull length. The poop was spacious for the cabin passengers at 37 ft, over a third of her hull length, 7 ft. 2½ in. headroom and “spacious cabins”. The forecastle was 17 ft long. The height between decks was 6 ft 5 in., the hold 20 ft 1 in. deep.

She was three masted with four square sails on each mast. She had an aft rigged sail on the mizzenmast with a 33 ft boom and 26 ft gaff. Her skiff was 24 ft long and jolly boat 16 ft, both made by T & R Wake, local boatbuilders of Sunderland.

Her ropes were made locally, by G. Hudson of South Shields, where there were several ropemakers at that time. The names Crow and Munro are associated with the list of chains and anchors: perhaps they were chainmakers but I can find no confirming record.

She was said, in early advertisements, to have been “well armed” but her guns are not mentioned in these particulars. No plans have survived.²⁴⁶


246 Detailed plans of a three masted sailing ship, the *Balclutha* (1878) are available online and may give some idea of how the *Amelia Thompson* was fitted out.

Chapter 3: To India

The *Amelia Thompson* was next mentioned, three months after her launch, in a list of outward bound “Ships entered at the Custom-House, with Brokers’ names attached”, as “*Amelia Thompson*, Pigott, for Madras and Calcutta, Pirie.”²⁴⁷

William Pigott was the master—not Captain Mckellar, whose health Philip Laing had toasted at her launch.

John Pirie was the shipbroker for this maiden voyage, that is he would arrange charters, cargo space, and passenger bookings. He advertised for passengers,

To sail in January.
For MADRAS and CALCUTTA,
 THE new Ship AMELIA THOMP-
SON, 600 tons burden; coppered and cop-
per-lasted. William Pigott, H. C. S. Commander.
Now lying in the St. Katharine Dock. This vessel
has 7 feet 2½ inches between decks, has a spacious
poop, is expressly fitted for passengers, and is in-
tended to supply the means of communication with
India hitherto afforded by the Hon. Company's Ships.
Will carry an experienced surgeon, and is well armed.
For freight or passage apply to the Commander, at
the Jerusalem Coffee House; to
Messrs. COCKERELL and Co.
8, Austin Friars; or to
JOHN PIRIE and Co., 3, Freeman's court, Cornhill.

Public Ledger and Daily Advertiser 17 December 1833 page 1.²⁴⁸

Sir John Pirie 1781–1851 was the largest shipbroker in London. In the 1830s he started to uphold Wakefield's

²⁴⁷ *Public Ledger and Daily Advertiser* 13 November 1833 page 4.

²⁴⁸ HCS = Hon. (East India) Company's Service. See Appendix B on coppering.

principles and became a founding director and one of the largest financiers, of the South Australian Company. He was also a director of the New Zealand Company, and the East India Company. One of the first three ships despatched in 1836 to found the new colony of South Australia was the 105-ton two-masted schooner named *John Pirie*. Pirie was elected Sheriff of London for 1831–32 and Lord Mayor for 1841–42. He was made a baronet, of Camberwell in the County of Surrey, in 1842 on his retirement as Lord Mayor.²⁴⁹

The Jerusalem Coffee House in Cowper’s Court, just off Cornhill, City of London, was a favourite place for members of the East India Company (the “Honourable Company”) and the South Sea Company.

From its first charter in 1600, the English East India Company operated one of the world’s most extensive commercial shipping operations in support of its trading enterprises during the colonial period. The Maritime Service was the company’s merchant or mercantile fleet. It was responsible for carrying cargoes outward to the east, returning richly laden with exotic goods which found a ready, and profitable market in Europe. The East India Company had obtained a monopoly of trade to the east. This was strictly enforced, and no other ships could trade in territory where it had established its bases. The rules were relaxed a little in 1813, and in 1834 the Company’s entire monopoly came to an end, and the Maritime Service was disbanded.²⁵⁰

249 https://en.wikipedia.org/wiki/Sir_John_Pirie,_1st_Baronet.

250 <https://eicships.threedecks.org/#::~:~:text=From%20its%20first%20charter%20in,company's%20merchant%20or%20mercantile%20fleet>.



Sir John Pirie, Lord Mayor of London.

His knowledge of this imminent disbanding of the Company's Maritime Service must have encouraged Thompson, Member for Sunderland, to invest in a ship to fill the gap. Years later it was suggested he may have had another motive,

When the *Amelia Thompson* was on the stocks, in a Sutherland (*sic*) ship-building yard, Alderman Thompson, a city magnate, was a candidate for the representation of that borough in Parliament. It was intimated to the Alderman that if he purchased the barque on the stocks, it would secure him the votes of the electors in that yard. She was accordingly purchased, completed, and named after his wife and daughter, Amelia Thompson.²⁵¹

While she was in dock in London,

ROBBERY IN THE DOCKS.—William Stephenson, a labourer, was charged with stealing a cake of copper, weighing eighteen lbs., from the ship *Amelia Thompson*, in the St. Katherine's Docks.—It appeared that the prisoner was passing out at the principal gate on Wednesday afternoon, and, his appearance exciting suspicion, he was stopped and asked if he had any thing about him. He declared he had not; but, on the officer feeling something concealed inside the waist-band of his trousers, he said it was a book. He was searched, and the sheet of copper taken from him. It was owned by the mate of the *Amelia Thompson*, on which ship the prisoner had been employed, and who said it had been stolen from the store-room.—The Prisoner said that distress drove him to the commission of the theft.²⁵²

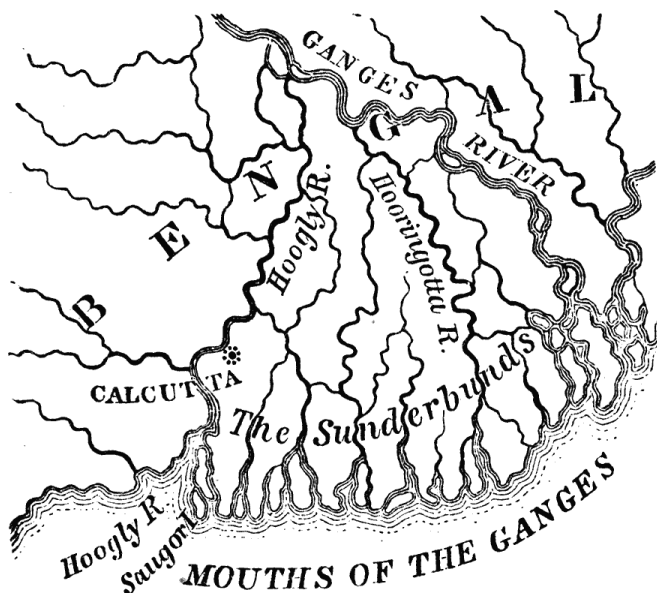
She didn't sail in January but would "positively sail from Gravesend on the 1st of February". Then it was the 12th, then the 25th. She finally cleared the Port of London on 27 February

251 *Hawera & Normanby Star* 28 September 1898 page 2. Perhaps R. Ord, Esq. who proposed at the launch, "The health of the 574 electors who returned Mr. Thompson for the borough of Sunderland" was being a little cynical.

252 *True Sun* 20 December 1833 page 4.

with twelve passengers²⁵³ but had to remain off Deal till 10 March, when “the wind suddenly veered to the northward, and the whole of the outward bound sailed for their different destinations, with every prospect of a fair wind”.²⁵⁴ The expected duration of the voyage to India was up to six months.

She reached Madras (Chennai) on 11 July²⁵⁵ and sailed for Enmore on 24 July. On 8 August she was at Kedgerree, a point on the Hoogly (Bhagirathi Hooghly) half way between Saugor (at the mouth of the Hoogly) and Calcutta (Kolkata). On 10 August she arrived upriver in Calcutta.



Delta of the Ganges in 1873

253 *Naval & Military Gazette and Weekly Chronicle of the United Service* 1 March 1834 page 8.

254 *London Courier and Evening Gazette* 11 March 1834 page 3.

255 *Morning Advertiser* 9 December 1834 page 1.

On 30 August reports reached London that,

The Amelia Thompson, Pigot, owing to damage received from her chain cable, made so much water that she could not be kept free. It was deemed necessary for the safety of ship and cargo to dock her with the cargo on board: in the act of doing so she was obliged to slip both her anchors, and on the 20th inst. the warps which held her broke and the ship grounded on the bank, leaving her, at low water, in a very awkward situation, with a great careen to starboard; on the 21st she floated, and was hauled into dock, and must be re-coppered and otherwise repaired.²⁵⁶

Her surgeon, a man named Shiels, died at Howrah, Calcutta on 1 September.²⁵⁷ It was 8 October before she was able to leave for Mauritius, departing thence on 11 February 1835 and arriving at Bombay on 23 March with one passenger,²⁵⁸ intending to sail home to Liverpool on 1 May.

She was now (for the first time) referred to as “the new barque” so probably underwent changes to her rigging in Calcutta.

*For Passage to Liverpool, and to sail
by the 1st of May, 1835.*

THE new *Barque* AMELIA THOMPSON, of 600 tons Barthen, WILLIAM PIGOTT H. C. S. Commander. This Vessel has an experienced Surgeon on board, and was built expressly for Passengers, with a height of 7 feet 3 inches between the Decks, and large cabins.

Apply to the Commander, or to Messrs. MCGREGOR, EDMOND AND Co., at their office.

BOMBAY, 18th April, 1835.

Bombay Gazette 18 April 1835
page 1.

256 *Public Ledger and Daily Advertiser* 15 January 1835 page 4.

257 *Perthshire Courier* 29 January 1835 page 2.

258 *Bombay Gazette* 25 March 1835 page 4.

The *Amelia Thompson* left Bombay on 7 May, Mauritius on 11 June and St Helena (the Company island in the south Atlantic) on 31 July with only seven passengers. She was a “free trader” and her cargo, arranged by various brokers, was exotic,

EAST INDIES. CAPE OF GOOD HOPE, &c.

Amelia Thompson, Pigott, in Bombay, with 79 bales cotton, Daniel and Dickinson—1115 do, 100 cs castor oil, 22 cs gum Arabic, 273 bags pepper, 3 t 19 c buffalo horns, Order—3 bcls mats, Hollinshead and Tetley—1 bx conds unkn, W Money—65 cs gum animi, 2 bxs tea, 139 bls 10 h. bls cotton, 51 bls wool, 600 bgs pepper, 100 bgs senna, 40 ps 2 cs ivory, 1 cse tortoise shell, 15 cs gum Arabic, Dirom, Richmond and co—P^r Dk

Liverpool Standard and General Commercial Advertiser
25 September 1835 page 4.

Even before she berthed at Liverpool, the shipbrokers were advertising her cargo for sale,

On THURSDAY next, the 15th instant, at One o'clock, at T.
and H. Littledale and Co.'s Office, Exchange-buildings,
15 Chests GUM ARABIC
100 Bales SENNA
Ex *Amelia Thompson*, from Bombay.—Apply to Messrs.
DIROM, RICHMOND, and Co., Merchants, or
T. and H. Littledale and Co., Brokers.

Jee Brothers and Latham, Brokers, advertised 274 bags of Black Pepper; Rowlinson & Co., 100 chests of East India Castor oil,²⁵⁹ Littledale & Co. “250 Bales East India WOOL”²⁶⁰.

She arrived on 18 November 1835. She had been “built expressly for passengers” but had attracted only seven. There would be many more on her next voyage.

259 *Liverpool Mercantile Gazette and Myers's Weekly Advertiser* 5 October 1835 page 4.

260 *Leeds Intelligencer* 14 November 1835 page 1.

Chapter 4: To Launceston

The “Bark Amelia Thompson” was surveyed in dry dock by Lloyd’s Register on 3 February 1836. The surveyor noted her English and African oak structure and the “good fair workmanship”.²⁶¹

Emigration Committees of influential philanthropists were founded in London, Dublin and Cork to arrange the emigration of women to Australia in the 1830s. They were assisted at the major ports by government emigration agents, among them John Marshall²⁶² and James Denham Pinnock.²⁶³ Sir John Pirie, shipbroker, was on the London Emigration Committee. He had an interest in the *Amelia Thompson*.

Many British newspapers carried these advertisements in the early months of 1836,

EMIGRATION TO VAN DIEMEN'S LAND.
THE splendid first-class Ship AMELIA THOMPSON, of 477 tons, fitted up under the direction of the EMIGRATION COMMITTEE, will sail from the THAMES for VAN DIEMEN'S LAND, on the 28th of April.—SINGLE FEMALES, from 15 to 30 years of age, when approved by the Committee, will be allowed a free passage. MARRIED AGRICULTURISTS and MECHANICS, of steady character, will be conveyed in this Ship on *very moderate terms*, being in great demand in the above Colony.
All particulars will be furnished, on application to Mr. John Marshall, Agent to the Emigration Committee, 26, Birchin Lane, Cornhill, London; if by letter, it must be sent under cover, addressed “To the Under Secretary of State, Colonial Department, London.”
1572

Salisbury and Winchester Journal 8 February 1836 page 4.

261 Lloyd’s Register Foundation. <https://hec.lrfoundation.org.uk/archive-library/ships/amelia-thompson-1833>.

262 See Liz Rushen 2020. John Marshall and the peopling of Australia. *The Great Circle*, Vol. 42 (1): 1–21.

263 See Liz Rushen 2017. James Denham Pinnock: a gentleman in society. *Victorian Historical Journal*. 1 November 2017.

EMIGRATION

TO

Van Diemen's Land.

COMMITTEE:

EDWARD FORSTER, Esq., F. R. S. Chairman.

THE BISHOP OF AUSTRALIA

CHARLES HOLTE BRACEBRIDGE, Esq.

NADIR BAXTER, Esq.

WILLIAM CRAWFORD, Esq.

SAMUEL HOARE, Esq.

CHARLES BISHINGTON, Esq., M.P.

THOMAS LEWIN, Esq.

GEORGE LONG, Esq.

HENRY WALTER PARKER, Esq.

JOHN PIRIE, Esq., Alderman.

CAPTAIN SIR EDWARD PARRY, B.N.

CAPTAIN DANIEL PRING, R.N.

JOHN S. REYNOLDS, Esq.

JOHN ADEL SMITH, Esq., M.P.

S. H. STERRY, Esq.

JOHN TAYLOR, Esq.

J. DENHAM PINNOCK, Esq., His Majesty's Agent-General for Emigration.

The Committee for promoting the Emigration
OF

Single Women

To AUSTRALIA, acting under the Authority of His Majesty's Secretary of State for the Colonies, HEREBY GIVE NOTICE, That

THE SUPERIOR FIRST CLASS SHIP,

"AMELIA THOMPSON,"

OF 477 TONS,

Carrying an experienced Surgeon and Matron, to secure the Comfort and Protection of the Emigrants during the Voyage, will Sail from

GRAVESEND

On Thursday, the 28th of April next,

(Beyond which day she will on no account be detained) direct for

LAUNCESTON.

HIS MAJESTY'S GOVERNMENT, in order to encourage the Emigration of **Single Women and Widows** of Good Character to *Van Diemen's Land*, where the number of Females, as compared with the entire Population, is greatly deficient, and where consequently all who may tender themselves with discretion and industry, may obtain an ample and healthy mode of life, and a comfortable situation, has authorized THE EMIGRATION COMMITTEE to grant

A FREE PASSAGE

To such SINGLE FEMALES, between 13 and 30 years of Age, as the Committee may ascertain to be likely to conduct themselves creditably and usefully in the Colony.

All the accounts received by the Committee from VAN DIEMEN'S LAND, respecting the Females who had arrived there in the Ships sent out by them, are highly satisfactory and encouraging;—a suitable House, with every essential comfort, is provided ready for their reception on arrival; they are received and protected by the Governor until placed in suitable situations, and the Committee of the most responsible Ladies in the Colony immediately superintend and advise them from the moment of their arrival, and are to take long pains to prepare females, and every well conducted Female has obtained a situation immediately at good wages, in the choice of which they are perfectly at liberty to judge and decide for themselves.—A large proportion have married respectable settlers, and altogether the information received of the results of Emigration to young Women of discreet conduct, clearly demonstrates that all such have importantly benefited their condition by proceeding to the healthy and prosperous Colony.

Married Agricultural Laborers, Shepherds, Gardeners, Millers, and Farmers; and also Machinists and Artisans—particularly Blacksmiths, Carpenters, Joiners, Millwrights, Woodwrights, Agricultural Implement Makers, Blacksmiths, Builders, Plasterers, Stone Masons, Stone Cutters, Painters, Sailors, and Horse Makers, Seamen, &c. &c. were, by the last advice, in great demand in the above Colony; and all such, provided they are of industrious and steady character, are certain of immediate and constant employment.—With a view to enable such persons to congregate in the AUSTRALIAN Colonies; a married couple when the Committee are satisfied as to their character) will be conveyed out in the Ship first under their direction, at a charge of £10 only, beyond the aid afforded by Government; Children under five years old will be charged £5 only, and those above that age £5 per year in addition, but Daughters above 12 years old, when accompanying their Parents, will be allowed a Free Passage; Infants under one year old will not be charged for—In order to preserve the health and comfort of the emigrants, the most spacious and airy berths will be provided for the use of the Passengers, and two distinct Sleeping Apartments will be fitted up, one of which the Male Passengers will be accommodated, and the Females in the other.

Persons in the Country who may desire to avail themselves of the important advantages thus offered them, should apply by Letter to "The Emigration Committee, London," and/or Clerk, addressed to "THE UNDER SECRETARY OF STATE, COLONIAL DEPARTMENT, LONDON." It will be necessary that the Application be accompanied by a satisfactory Certificate of Character from a Minister resident in the Parish, or from some other respectable Person to whom the Applicant is well known. Females when opposed by the Committee as proper Persons to go by this Conveyance, will, if they wish it, be received in London and temporarily boarded, under the care of the Committee, prior to Embarkation.

All Applications made under cover in the foregoing manner, or personally, will receive prompt attention, and all necessary information and advice, and the Government assistance will be arranged, by applying to
Mr. JOHN MARSHALL, Agent to the Committee, 25, Birchin Lane, Cornhill, London.
EDWARD FORSTER, Chairman.

By Authority:

PRINTED BY JOSEPH HARTWELL, FLEET STREET, FOR HIS MAJESTY'S STATIONERY OFFICE.

Poster to attract women for emigration to Tasmania.
Elsewhere the potential emigrants are referred to as "females", a word "to English taste... indistinctive and gross"—Harriet Martineau.
Indeed, the reports read today as if they refer to breeding animals.

**FREE EMIGRATION OF FEMALES
TO AUSTRALIA.**



The splendid Ship
AMELIA THOMPSON,
of 500 tons,

Is now fitting by the Emigration Committee, (under the authority of the Secretary of State for the Colonies), expressly for the free conveyance of **SINGLE FEMALES**, of good character, between the ages of 15 and 30, to sail from Gravesend for Van Dieman's Land, on Thursday the 28th April.

A limited number of married Agricultural labourers, and Mechanics, will be admitted to a passage in this ship upon payment of £10 for a married couple, upon being approved of.

Applications to be made in Scotland, to Lieutenant FORREST, R.N., his Majesty's Agent for Emigration, Custom-House, Leith.

• • Agricultural Labourers and Mechanics of every description are in demand in the Colony.

H. M., Emigration Office, Leith,
8th March, 1836.

The Scotsman 12 March 1836 page 1.

On Thursday 21 April 1836 the *Clare Journal*, and *Ennis Advertiser* told its readers,

On Saturday, the females who go out to Van Dieman's Land in the ship *Amelia Thompson*, under the auspices of His Majesty's Government, commenced their departure from the Government Emigration Office in Limerick; they are of a very superior class of farm servants, laundresses, &c; nearly all the public conveyance was employed for their accommodation.

The emigrants included "A considerable number of fine, strong, healthy girls from the county Clare."²⁶⁴ She sailed from Cork on 27 April, arriving at Gravesend the next day to pick up the English emigrants,

²⁶⁴ *Dublin Morning Register* 22 April 1836 page 1.

EMIGRATION. A number of male and female Emigrants sailed yesterday from Gravesend, on board the "Amelia Thompson," for Launceston, Van Dieman's Land, under the auspices of the Emigration Committee. There was this distinction between the character of the present parties who have left this country for the colonies, and those who have preceded them under the arrangements of this Committee; that in the former instances there were comparatively few family groups, whereas in this instance the individuals formed in great measure the exception, and there was, consequently, a combination of interests and affections amongst the larger portion of the emigrants which rendered their situation more comfortable to themselves, and less afflicting to those who, as spectators, must, in any case, regret the necessity which compelled them to leave their homes in the justifiable hope of procuring the means of subsistence elsewhere.

At eight o'clock yesterday morning the emigrants went on board the Red Rover steamer, at St. Katherine's Wharf, to be conveyed to Gravesend; the larger number being females, and the entire men, women, and children amounting to 270 persons, there being between thirty and forty families, consisting of from three to six individuals each; they were accompanied in the steamer by Mr. Marshall, the agent, Mr. Pinnock, of the Colonial Office, Lord Clements, Sir John Franklin, the Governor of Van Dieman's Land, Sir C. Lemon, M.P., Mr. S. Lushington, M.P., Lady Franklin, and a number of the Emigration Committee and influential persons interested in emigration. An excellent breakfast was provided aboard the Red Rover for the emigrants, and afterwards for the Committee and the visitors; the day was remarkably fine, and it was gratifying to observe that all those who were about to embark for the new world

appeared in excellent spirits, and perfectly happy under the circumstances which compelled or induced their emigration; a considerable number of those elected by the Committee were natives of the sister island; many also were from Scotland, but nearly two-thirds were English, although very few of those were natives of London, or of the metropolitan county; the steamer reached the “Amelia Thompson” at Gravesend, about half-past twelve o’clock, and the work of removing the passengers and luggage on board the ship occupied nearly three hours. It is impossible to speak too highly of the arrangements made on board this vessel for the reception of the emigrants; every accommodation and every circumstance which could contribute to their comfort had been most carefully and sedulously attended to under the inspection of Messrs. Pinnock and Marshall, and the Committee. The space between decks is nearly eight feet high—it is most admirably ventilated; and, indeed, every requisite, whether as regarded the quantity or quality of the provisions, which we had an opportunity of inspecting, or the arrangement of the berths, reflects the highest credit upon the gentlemen to whom the care of those matters was intrusted. At three o’clock the steamer and the “Amelia Thompson” parted company, each to proceed upon its destination; and the parties on board each greeting the other with three parting cheers. An excellent dinner was shortly afterwards served on board the steamer, after which a number of toasts were drunk, relating to the occasion, amongst which was the health of the new Governor of Van Diemen’s Land, Sir J. Franklin, which was proposed by Mr. Lushington, and received with loud cheers. Sir John Franklin returned thanks, and the evening was spent in the utmost hilarity.

The steamer arrived at St. Katherine's Wharf at eight o'clock.²⁶⁵

Among those toasted were Rear Admiral Tomlinson and his son, Lieut. Tomlinson RN, who would take over the command of the *Amelia Thompson*,

... the worthy Admiral, in returning thanks, recounted the services his son had done to his country when sailing with Admiral Sir P. Malcolm, during the Burmese war, and when employed in the Channel. His services in the Burmese war had been three times noticed in the *Gazette*, and he had received numerous testimonials from all quarters; but he would admit that never had he felt more paternal satisfaction rise within his bosom than when he learnt that his son had been selected to command the *Amelia Thompson*.²⁶⁶

The captain of her maiden voyage, William Pigott, went on to become master of the Indiaman *Atlas*²⁶⁷ and later the *Lord Hungerford* which carried the Governor General of India, Lord Auckland and his family back to England in 1842.²⁶⁸

The *Public Ledger and Daily Advertiser* of Friday 29 April enthused (in the overdecorated prose of that Victorian time) about the passenger comforts,

... it would be withholding a manifest and well-earned act of justice did we not bear testimony to the manner in which the arrangements have been made on board the vessel. An anxiety to promote happiness and comfort for those poor wanderers, who in another and a distant clime sought and hoped to attain that domestic enjoyment which they found not or could not attain in the land of

265 *Morning Advertiser* 29 April 1836 page 3.

266 *Morning Herald* (London) 30 April 1836 page 5.

267 *Morning Herald* (London) 9 June 1840 page 1.

268 *Hampshire Independent* 20 August 1842 page 4.

their birth, was happily shown the comforts, nay, almost in the language of companion, the luxuries which were prepared for them. About home and one's parent soil there are associations which time, far from obliterating, can scarcely efface; and in our remotion from these early scenes, and in the breaking of these links, it requires a kindness of feeling to be shown, and a sincerity of manner, on the part of those who are the instruments in the act, at all to reconcile the exile to his new, although it may be his better, home. The calmness and tranquillity which characterised 260 of these beings upon yesterday their departure from home and friends proves their confidence in the hopes held out by the emigration committee—a confidence, we believe, warranted from the excellence of the arrangements which we saw.

The Emigration Committee duly reported the numbers of emigrants,

Ship <i>Anelia Thompson</i>, of 177 tons register, for Launceston—	
First—Females to whom a free passage was granted, in accordance to the regulations acted upon by the Committee	172
Second—Females either married or above the age of thirty, and therefore, paying their own passage.	36
Third—Female children under fifteen years of age	50
Fourth—Male ditto, ditto, ditto.....	31
Fifth—Adult males, accompanying their families	43
	TOTAL..... 312

The news reached Hobart in July, when readers were informed of “another cargo of young ladies for this colony.”²⁶⁹

Meanwhile Launceston Commandant Major Ryan of the 50th Regiment had asked the resident ladies to prepare to receive the young immigrant ladies,

THE Commandant has invited the Ladies of Launceston and its vicinity, to form a Committee for the purpose of distributing the Female Emigrants expected per *Amelia Thompson*. An early day will be appointed for a Meeting of the Ladies at the School-house to arrange all that is necessary to further the object for which the strangers are sent out to us.
Launceston, August 10, 1836.

Launceston Advertiser 11 August 1836 page 2.

The Lieutenant Governor advised those desirous,

GOVERNMENT NOTICE, No. 154,
Colonial Secretary's office, July 27.
The Lieutenant Governor directs it to be notified for general information, that the ship “*Amelia Thompson*,” may shortly be expected to arrive at Launceston from England, with Female Immigrants. Settlers and others desirous to secure the services of one or more of them, are requested to address their applications to the Colonial Secretary or to the Commandant at Launceston, stating the description of servant required, the wages they are willing to give, and the distance at which they reside from Launceston, as no female will be advised to proceed to the interior without adequate protection for the journey.

By His Excellency's Command.
JOHN MONTAGU.

Hobart Town Courier 5 August 1836 page 4.

²⁶⁹ *Hobart Town Courier* 15 July 1836 page 3.

The *Amelia Thompson* (Master James W. Tomlinson and Surgeon/Superintendent William Ronald) left on time on 28 April, bound for Launceston, where she arrived on 26 August 1836.

The wheels of Colonial bureaucracy ground slowly and ponderously: Launceston agent James Henty informed Major Ryan on 15 July,

*I have the honor to acquaint you that I was advised by the agent for the Emigration Committee in London that a ship, the "Amelia Thomson", was to sail from Gravesend on the 28th April last for this port with female emigrants whose arrival may be expected about the 1st September next.*²⁷⁰

Major Ryan informed Lieut. Governor Arthur via Colonial Secretary John Montague on 18 July,

*Sir, I have the Honor to enclose a letter from Jas. Henty Esq. dated 15 July acquainting me that the ship Amelia Thompson has sailed from Gravesend for this Port, with female emigrants. I have to request you will lay the subject before His Excellency the Lieut. Governor.*²⁷¹

Ryan wrote to Montague again on 1 August,

*As the ship Amelia Thompson with the Free Female Emigrants may shortly be expected to this Port, and perceiving that applications for Servants are to be addressed to me; I have the honor to request you will acquaint me what steps I am to take relative to providing accommodation for them &c, &c.—*²⁷²

By mid-August he was worried: he wrote again on the 15th,

270 Tasmanian State Library and Archive Service CSO1/1/872 [File 18447].

Henty to Ryan 15 July 1836.

271 *Ibid.* Ryan to Montague 18 July 1836.

272 *Ibid.* Ryan to Montague 1 August 1836.

I have the honor to inform you, that I am afraid I will not be able to procure a House for the Free Female Emigrants daily expected to this Port. I have tried all in my power to affect this object but as yet without success. The Houses that were hired on the former occasion are at present occupied. I know not of any House at this time vacant, except the Government Cottage, and the dwelling-House attached to the Police Office and which is not occupied by the Police Magistrate.

I have therefore to suggest that I may have authority in the last extremity, to occupy both these Houses for that purpose otherwise I shall be placed in the most extreme difficulty.

I have to request that you will give as much publicity as possible by again inserting in the Gazette the expected arrival of the "Amelia Thompson" with Free Female Emigrants, and that applications for Servants are to be addressed to you & to the Commandant at Launceston, as I fear that there will not be as many applicants for Servants as on the arrival of the "Charles Kerr".

P.S. Since writing the above, I have conferred with Mr. Clark on the subject, who has an objection to my writing with respect to his House. I therefore beg to decline alluding to it, but wish to be informed how I am to act respecting the Government Cottage.²⁷³

By 22 August Major Ryan was really worried. He wrote again,

I assure you that I am under the greatest perplexity, respecting a House or Store, sufficiently large for the female Emigrants, now daily expected by the Amelia Thompson. I have looked as yet in vain, and have made every inquiry for a place, but cannot succeed. The Amelia Thompson was to sail on the 20th of April. However every exertion shall still be made to procure a place but in the event of poor success, I

273 *Ibid.* Ryan to Montague 15 August 1836.

*really must beg, to house as many as I can place in the Govt. Cottage, permission to do so, if the premises are not those I wished previous to the arrival of the Ship—*²⁷⁴

Exasperated, Ryan wrote again on 25 August,

*I regret to state that all my exertions have yet been unsuccessful, in the procuring of a House, or, premises to receive the Female Emigrants daily expected in the Amelia Thomson—I have had handbills printed, and posted in the most conspicuous parts of the town—inviting tenders &c. In fact there is not a single place that I can learn likely to be offered and I shall have no alternative but to place as many as I can, into the Government Cottage, for a few days after their arrival, until I can get rid of the great bulk of them.*²⁷⁵

He scribbled a note, marked Private, on the 25th,

*There is a Telegraph Signal, just made from George Town, that a Bark is in sight, from the Westwards—and I fear this will prove to be the Amelia Thompson—if so, I am in a pretty mess.*²⁷⁶

At last the Colonial Secretary's secretary responded, in a scrawl under Ryan's letter,

*Yes. I think the cottage must be given up for the purpose, if no other accommodation is to be had. The Col. Secretary will notify to Mr. Arthur that as the cottage is now directed to be disposed of it will therefore be necessary that he should make his arrangements to leave it.*²⁷⁷

Ryan wrote again on 26 August,

274 *Ibid.* Ryan to Montague 22 August 1836.

275 *Ibid.* Ryan to Montague 25 August 1836.

276 *Ibid.* Ryan to Montague 25 August 1836.

277 *Ibid.* Ryan to Montague 25 August 1836.

*I have to acquaint you for the Information of His Excellency the Lt. Governor, that the Amelia Thomson anchored this evening, about six miles down the River, having on board 194 Adult Females and 46 Adult Males, together with several children making a total of 299 persons. All of whom with the exception of one individual are in good health. They appear as far as I can observe, & learn, a very superior class of Emigrants, they cannot be landed before Monday. In great haste, I have the Honor to be, Sir....*²⁷⁸

William Ronald, Surgeon Superintendent on the *Amelia Thompson* wrote to Governor Arthur that she had arrived and the health of all on board was good and had been generally so during the voyage: “*I have now to request directions, your Excellency, how I am to proceed with the Emigrants*”.²⁷⁹

On 27 August Ryan drew up rules for those seeking servants, *Regulations proposed by the Commandant and submitted to the Ladies composing the Committee for managing the affairs of the Female Emigrants per Amelia Thompson, for their consideration.*

The committee composed of the Ladies whose names are in the Margin, Assembled at the National School House, agreeable to Notice, when the following regulations were unanimously adopted.

That no Female be allowed to absent herself from the Government Establishment until taken away by her employers, without the consent of a Member of the Committee.

That the Females be requested to make no engagements, for Situations, without first consulting a Member of the Committee.

278 *Ibid.* Ryan to Montague 26 August 1836.

279 *Ibid.* Ronald to Arthur 26 August 1836.

That no Servant be recommended to accept a situation at a Public House or Tavern.

That persons engaging Servants be positively required to give not less than a Month's notice, before the dismissal of such Servants, and that each Servant be likewise required to give the same notice, previously to her quitting the Service of her employer.

That persons engaging Servants be expected to conduct them to their Situations, or otherwise send for them by suitable persons, and as early as possible after the engagements are made.

Servants once accepting Situations and going to them be not allowed to return to the Establishment.

That the Public shall not be admitted amongst the Female Emigrants.

Persons requiring Servants, shall be conducted into the Committee Room, when such Servants as they require shall be brought to them.

No Applications for Servants from Single Gentlemen shall be entertained, nor permitted to enter the Gate.

Persons applying for Servants are required to leave their names the day previous to their engaging them.

That hours of Application for Servants shall be from 10 to 2 and from 3 to 5.

Hours for Meals shall be

Breakfast 8 o'clock

Dinner 2 "

Tea 5 "

That the Superintendent be expected to conduct a religious service Morning and Evening when every Emigrant in the Establishment shall be required to attend.

That these resolutions be read to the Females previously to their Landing.²⁸⁰

280 *Ibid.* Signed by Ryan.

An unexpected complication arose and Major Ryan and the ladies wrote an addendum to the rules on 30 August,

The Ladies of the Committee for conducting the affairs of the Female Emigrants per "Amelia Thompson", seeing a number of Young Children come to the Colony by that Vessel, without Parents or Guardians, proposed that a special Committee be formed, who shall be considered the Children's Guardians, and do bind themselves to look after their welfare and that the following Ladies compose the Committee Mrs. Jennings, Mrs. Henty, Mrs. Barnes, Mrs. Londale, Mrs. Peugh, Mrs. Eddy, Mrs. Underwood & 11 other ladies of the Committee.

Resolved 1st. That persons seeking these Children, shall have them bound to them for twelve Months at least; that they shall pay these Children six pounds a year, to be laid out by their Employers in necessary Articles of Clothing, and an account to be kept of the manner in which the money is expended.

Resolved, 2ly. Should the Child prove so refractory that the Mistress cannot keep her, by an application being made to a member of the Committee, a meeting shall immediately take place (four members being a Quorum) and determine what is best to be done.

Resolved 3ly. That the Children be required to attend a Sunday School.

*Resolved 4ly. That the Children be not transferable without the consent of the Committee.*²⁸¹

The news of the young ladies' arrival reached Ireland in April 1837,

The Amelia Thomson, with female emigrants from England, arrived in Launceston on the 26th of August. The emigrants are to be landed on Monday—

281 *Ibid.*

accommodation is provided for a large number of them at the Government cottage.

The bounty to female emigrants coming into these colonies is now increased from £20 to £30, of course the young ladies henceforth to arrive amongst us will be 50 per cent. better than the former.²⁸²

The Hobart paper, *Bent's News and Tasmanian Three-Penny Register* (15 October 1836) could soon report, "The whole of the female Emigrants per the Amelia Thomson have obtained situations at Launceston, where it appears another cargo could be provided for." The Launceston paper approved,

The women by the Amelia Thomson we are told are of a description more appropriate to the colony than many of their predecessors. They are rapidly meeting with engagements we are happy to say.

There are some rumours about town of an attempt to break through the guard at the Government Cottage; the particulars of which, when properly authenticated, will be given to the public.²⁸³

Indeed, only two days later the *Launceston Advertiser* (motto "Liberty with danger is to be preferred to slavery with security") could reveal the particulars with startling candour,

EXTRAORDINARY AND UNPARALLELED
OUTRAGE OF TWO POLICE MAGISTRATES
UPON A SENTINEL!

The whole Colony know that we are not in the habit of censuring the acts of the public authorities without just and sufficient reason, and we know that we very often fail in the proper discharge of our duty, in not laying before the public, acts of abomination;—with a view of giving opportunity for amendment, our pen is frequently

282 *Dublin Evening Packet and Correspondent* 27 April 1837 page 2.

283 *Launceston Advertiser* 1 September 1836 page 3.

laid aside, and we regret exceedingly, that the forbearance is most generally undeserved. No public officer have we spared more than the Police Magistrate. —His youth we have placed in the balance against his inexperience; and his amiable disposition has often operated with us as an antidote to his ill-timed lenity— but that feeling we are bound now to throw aside, and in the strict performance of our duty, to lay before the public one of the most abominable—ungentlemanly— unmanly—unsoldierlike, & childish acts of that Magistrate, and of his fellow Magistrate—that it was ever our disagreeable task to lay bare, or the public to be made acquainted with.

It is, perhaps, necessary, that we should first state, that the lad whom the Governor placed at a Police Magistrate over our populous District, was so appointed, in direct opposition to the will of the Inhabitants, in consequence of his being in their opinion altogether unfit by reason of inexperience and temperament, to discharge the duties of it, and that we have heard, his fellow-Police Magistrate was at one time a Cornet of Dragoons!²⁸⁴

It appears that the Commandant, a Major in the army, lodged the female emigrants, landed from the AMELIA THOMPSON, in the Government Cottage, and consigned them to the care of the Ladies Committee, that had been formed for the purpose of providing for their immediate necessities, and with the means of future support. Not content with placing a private soldier as a sentinel at the gate of the Cottage, the Major placed there a serjeant, with orders, that he should not admit persons—except duly authorised according to the arrangements of the Ladies Committee. On Tuesday afternoon, these Magistrates thought proper to ride to the Cottage, and

284 Cornet was the lowest ranked officer in a British cavalry troop.

were about entering the gate, when the sentry demanded their authority. They had none—and were very properly refused admittance—upon which they, it is reported, became excessively outrageous, and attempted to force their way in—which the sentry prevented by drawing his bayonet upon them, and threatening to bury it in the carcase of him who should dare to render it necessary for him to put his orders into execution.

Any one would suppose that these Officials, as Men, as Gentlemen, as MAGISTRATES—would have known better than to attempt to force a sentinel on duty, but what will the world say to the ex-Cornet of Dragoons?—for his companion we can find an excuse: he is young and inexperienced, and big with the belief, that all the world must succumb to the Police Magistrate of Launceston, naturally imagine, that even a British Soldier on duty, must present arms, and permit him to pass, in contradiction to the orders of his Commanding Officer—even his Major.

We have our information from a witness—who informs us—that upon the sentinel refusing them admittance—the P. M. said, what!—do you mean to tell me that you will not permit the Chief Police Magistrate of Launceston to go in? My orders are positive, sir, said the sentinel. Ride over the fellow, said the ex-Cornet—we will go in. My orders, repeated the sergeant, are—not to admit you, and if you attempt to ride over me, I will plunge this bayonet into you, (drawing it at the same time.)

Now, this man knew his duty, and he knew how to perform it. The Major will not, of course, permit the service to be degraded by passing over such an act on the part of two Police Magistrates—who prove by their conduct, how little either of them are fitted for their office.

But to the subject—our informant assures us, then, that finding the sentinel determined to obey his orders, and that a little claret was likely to be spilt in the affair, the Police Magistrates drew back, when one of them said, mark me! ye * * * before ten days are gone. I will have the stripes off your arm, and have you turned into the ranks!!!!

We beg permission to ask these Police Magistrates, both of them being unmarried men—by what authority they went there—they know perfectly well that they are not eligible as single men to have a female convict assigned to them, and they know, that the character of each Lady of the Committee was at stake, if any of the Emigrant females were recommended to the service of either of them, being single men. What business had they then among the women at all? Did they imagine that their paltry commissions as Botany Bay Magistrates, entitled them to break through all rules, all regulations, all decency? Or did they imagine, that the Ladies of the Committee would wink at the purport of their visit?—it cannot be misunderstood—noting they were ineligible to receive by their authority—the services of any of the Emigrants; we thought well of the C. P. M., but this act, in conjunction with the ex-Cornet will——Enough!

Just as we had written thus far, a gentleman informed us, that the Commandant has given orders to hold a Court of Enquiry upon the conduct of these gentlemen—feeling no doubt, that he cannot compromise his duty as a British Officer. We forbear, therefore, from offering further remarks upon the subject.²⁸⁵

Sergeant Sweeny pleaded not guilty at his court martial and indeed was fully exculpated.²⁸⁶

285 *Cornwall Chronicle* (Launceston) 3 September 1836 page 2.

286 *Launceston Advertiser* 6 October 1836 page 3.

On 29 August Commandant Major Ryan informed Colonial Secretary Montague (for the information of His Excellency the Lieut. Governor) of the arrival of the *Amelia Thompson* and of the health of the emigrants. By 5 September he could, with much satisfaction, acquaint Montague that there were but 22 Female Emigrants remaining unprovided with places—ie, 101 had been placed in positions selected by the Ladies Committee with the greatest precaution, as to the respectability of those families taking them.²⁸⁷ By 15 September all had found work.²⁸⁸

The orphan girls turned out to be a handful. The Ladies Committee wrote to His Excellency on 17 April 1837,

We take the liberty of addressing Your Excellency respecting some Orphans that came out by the Amelia Thompson—amongst the Emigrants by this Vessel were 14 young Girls from the age of 9 to 14 years said to be selected from an Orphan School in Ireland. As they appeared to be little more than Children and quite unable to take care of themselves the following Ladies formed themselves into a Committee to take charge of them—Mrs. Eddy, Londale, Underwood, Pugh, Henty, Barnes & Jennings—each Lady to take the particular Superintendence of Two Children.

In furtherance of this arrangement rules were drawn up under which situations were very soon obtained for these Girls and the Ladies continued to look after them. The Girls have not however proved to be so well behaved as was expected and although the Ladies have thus constituted themselves their guardians yet they have no absolute right to interfere and have in fact no control over them. When they are out of place there is no Asylum and they have gone from one person to another without the Ladies being ever consulted—

287 Tasmanian State Library and Archive Service CSO1/1/872 [File 18447].

Ryan to Montague 5 September 1836.

288 *Ibid.* Ryan to Montague 15 September 1836.

one contrary to an express Stipulation and remonstrances has been taken out of the colony—and the Ladies find that they are not able to carry into effect their wishes of Superintending these Children.

Under these circumstances it is thought advisable to communicate with Your Excellency hoping that some plan may be devised for placing these young Girls under a proper protection. Circumstanced as they are at present, they are exposed to many temptations—and should a proper surveillance not be established they may fall a prey and prove a curse to themselves and the Colony.

The Ladies are not exactly prepared to suggest a plan to His Excellency but they think it right to bring the facts before him in order that a recurrence of such evils may be prevented—as many of these girls are likely to go to destruction.

The Ladies have however to request that some Asylum may be provided and a proper Government for these Children when of place as sometimes they have to be taken into a Lady's house with great inconvenience.²⁸⁹

On 29 August Major Thomas Ryan had informed the Colonial Secretary of the alarming news that,

During the voyage, on the 23rd May 1836 in Lat 4 N Longitude 22 West, the crew mutinied, and all on board were placed in the most eminent (sic) danger, and nothing, but the firmness, and courage of the Master, Surgeon Supt., the three Mates, with Boatswain, & Carpenter could have saved the Vessel from being captured by the Mutineers.²⁹⁰

In a letter to the Emigration Committee in London, Ryan added,

During the following three days it became necessary in consequence of the refusal of the crew to return to their duty,

289 *Ibid.* Ladies Committee to Arthur 17 April 1837.

290 *Ibid.* Ryan to Montague 29 August 1836.

*to employ several of the male Emigrants to work the Ship. The Conduct of several of the Mutineers has since the arrival of the Ship, been handed over to the Civil power for investigation and they are fully committed for trial.*²⁹¹

A mutiny had indeed marred the *Amelia Thompson's* voyage. Eleven crewmen were sentenced to two months' imprisonment in Launceston, but the ringleaders were to go to Hobart Town for trial. Tomlinson could not take them on the *Amelia Thompson* as he had insufficient crew²⁹² (!)

Hobart's *Colonial Times* reported on 11 October 1836,

Thomas Robson and James Bates, mariners on board the Amelia Thompson, stood charged with, on the 23rd May, piratically and feloniously making a revolt in the said ship, upon the high seas.

James Ward Tomlinson deposed as follows: I was Commander of the ship *Amelia Thompson*; the owners of the ship are Alderman Thompson, John Pierie, Philip Lang, and myself.²⁹³ She was, on the 2nd of May, in seven degrees N. lat., 21. 30. W. long., on the high seas. Both the prisoners were seamen on board the ship, on that date—these are the ship's articles; I saw Robson sign them. On the 23rd of May, about five o'clock, Thomas Robson was steering at the helm; he was speaking to some females; I said to him, what do you mean by talking to the women; he said he was a free man on board that ship, and he should talk as he liked—he did not care a d—n for me, or my authority either; I said, do you know what you are saying, and he repeated the same. I called the chief officer, and told him to send another man

291 *Ibid.* Ryan to Edward Forster, Chairman of the Emigration Committee, London, 7 September 1836.

292 *Ibid.* Ryan to Edward Macdonell, Solicitor General, Hobart Town.

293 Did William Thompson sell shares in the vessel to Pirie the broker and Laing the builder, as well as to the captain?

to the wheel; the chief officer came himself, and forced Robson from the wheel, who was still continuing his abuse to me; there was a great commotion on the poop, and I called to the carpenter to bring the irons up; Robson said, “the man that lays hands on me to put me in irons, I will make a dead man of.” The irons were brought, and he sung out “they are going to iron me, lads—they are going to iron me—who is for my side; I’ll take you into port.” This he repeated frequently. Almost immediately after, nearly the whole of the ship’s company were aft, trying to force their way up the ladder. The chief officer had hold of Robson by the collar; James Bates succeeded in getting on the poop; I saw him (Bates) with an open knife; he took the chief officer by the collar, and held the knife over his head. I saw the chief officer was bleeding; I saw the boatswain (his name is Cooper) holding the head of James Bates. There were some more of the crew on the ladder; we succeeded in getting the men from the ladder; the chief officer kept hold of Robson, and got him down on the quarter-deck; he then lost his hold, and I next saw Robson near the fore-castle with a large poker in his hand; previous to seeing this, I went into my cabin for my sword; I then spoke to the people about the quarter-deck, and said as near as I recollect, “what is the meaning of this mutinous combination, and whether any of them would come over to the side of their officers, for that Robson should go into irons.” Some of the men said, (not either of the prisoners) they would not submit to be put in irons, they were not on board a man of war; it was after I had addressed the people I saw Robson with the poker. I and the chief officer rushed in and took the poker from him; he then made a sudden start aft, and regained the poop; the irons were laying on the poop, and Robson threw them overboard, saying, “I’ve thrown the b—y irons overboard, now my boys who is for my side, I’ll

take you into port, I have plenty of emigrants on my side." I then ordered the chief officer to get a pair of handcuffs, Robson at first appeared to be quiet, and was apparently allowing the hand-cuffs to be put on his wrists, but he made a sudden snatch and threw them overboard; I had then no means left of confining him; I kept him aft for some time, about twenty minutes, during which time, we were under-going most abusive language from him; I then ordered him forward; the people, with the exception of one or two had struck work, and I was obliged to get volunteers from among the male emigrants to work the ship; we shortened sail on this account for two or three days; I received a letter on the 2nd day from the crew, offering to return to their work; I did not allow Robson to return to his work, and Bates refused on account of my telling him he should have no grog during the voyage, because he had taken so active a part in the matter. On the 25th, the greater part of the crew returned to their work.

By His Honor.—The owners and crew of the ship are both British; it is a general rule in the merchant service, that the man at the wheel is not to talk; the crew consisted of about twenty-four, nearly all must have been on deck when the disturbance first began, and I think all rushed to the poop, with the exception of two; after I had cleared, the quarter-deck, I think the cook only returned to his duty; I do not think Robson had been told to leave the wheel before he was pushed away from it by the chief officer.

By the prisoner Robson.—I do not recollect that the ship was out of her course; it was very light weather; I did not see you with any thing in your hand on the poop; you did not strike me with the poker; I did not see you strike the mate; I did not order you to be put in irons; I ordered you to be handcuffed; I suffered the men to

return to their duty, upon condition that they kept you before the main-tack, and that Bates should have his grog stopped for using his knife; to the best of my recollection, I did not say for cutting the mates face.

By the prisoner Bates.—I saw you have the chief mate by the collar.

George Pike, the chief mate, corroborated the foregoing statement; he also deposed that he was struck, and that his face bled; he also stated that he and the captain drove Robson out of the forecabin by presenting the points of the cutlasses with which they had armed themselves. In answer to his Honor the Chief Justice, he stated that with the exception of not doing duty, the crew were quiet and did not do any act of violence, but he was afraid the ship would have been taken by the crew.

William Ronald, Surgeon, also deposed to the same effect. Also, the testimony of Francis Mason, the second mate, was precisely the same.

William Cooper, the boatswain, in addition to his testimony as to the principal facts in which he agreed with the other witnesses, stated he heard the men advise Robson to go aft and be quiet; when he said he had hove the irons overboard, (I heard them fall in the water) “now,” said he, “I’ll take the ship anywhere;” he saw Bates had his knife out, and then witness drew out his knife.

The prisoner Robson stated in his defence that the captain, during the voyage, had flogged one of the apprentices, which was contrary to the regulations in merchant vessels; and that the chief mate had been quarrelling with him (Robson) during the whole of the voyage.

The prisoner Bates said the boatswain had run after him at the time of the fray with his knife drawn, and that he drew out his knife in his own defence.

Robson then called Mr. Grayling, senior, a passenger on board the *Amelia Thompson*, who stated, on being questioned by Robson, “when you came forward from the poop, you said to the crew, go to your duty, never mind me, I’ll stand on my own bottom; I heard you say you could take the ship to port as well as the captain; I never observed the mate spiteful to you.”

Robert Taylor, a seaman on board the *Amelia Thompson*, examined.—When Robson came forward from the poop the last time, saying, keep quiet my lads, go to your work, don’t get into any trouble on my account; the people were all off duty, and told the captain, that if he put that man in irons, they were all willing to be put in irons. An apprentice on board the ship, of the name of Robertson, was flogged twice, by order of the captain, the first time was on the 13th of May, he received four dozen lashes.

James Johnson, William Grayling, junior, and Richard Onslow, were called, but neither of these witnesses knew anything, or heard anything of the matter, except they heard the women scream, and saw the boatswain’s knife drawn.

The Jury retired for a short time, and then returned a verdict of Guilty against both prisoners.²⁹⁴

On 29 October the two sailors were sentenced to death²⁹⁵ but the sentences were later commuted to transportation.²⁹⁶ *Bent’s News and Tasmanian Three-Penny Register* (Hobart Town) had taken up their cause,

The trial of the two seamen, named Bates and Robinson, for alleged mutiny on board the *Amelia*

294 *Colonial Times* (Hobart) 11 October 1836.

295 *Bent’s News and Tasmanian Three-Penny Register* 29 October 1836 page 2.

296 *Holt’s Weekly Chronicle* 3 December 1837 page 7.

Thomson, Captain Tomlinson, which brought out to Launceston female emigrants, will no doubt be recollected by our Readers. These two poor fellows were found guilty, and sentence of death recorded passed upon them. Since that period, we are credibly informed, that the evidence of two of the cabin passengers, who were prevented from attending at the trial, has been taken and forwarded to Chief Justice Pedder. The sentence of these two unfortunate sailors was, in consequence, we are happy to state, commuted to seven years' transportation: and we hear they are now working in irons, one at the Penal Settlement at Port Arthur, the other in a Road Party. These men are as innocent of the crime for which they are suffering as the gentlemen who have thus so humanely interceded in their behalf, at least we are so informed by one of these passengers himself. To the honor of Captain Synnot, now at Launceston, and one of the passengers herein alluded to, a petition in behalf of these innocent mariners, is now being prepared, to be presented to Sir John Franklin; and we have no doubt His Excellency will see occasion to restore them to their liberty, of which they have been illegally, though unintentionally, deprived. Now it is but justice to these unfortunate men to let the Public know a little of the character of this said Captain Tomlinson. We derive our information from the same respectable source. In the first place, he sent several of his crew to jail, in consequence of their refusing to return with him—the rest, to a man, all left the vessel, at the risk of being taken and sent to gaol, rather than sail again with him, so tyrannical was his conduct to nearly all on board. He, however, succeeded in obtaining a second crew at Launceston; but only reached George Town ere they all left the vessel, when his third mate also deserted, taking to the bush, and was pursued by the Captain and three soldiers with

loaded muskets. Failing in securing the crew or mate, he was obliged to go to sea with only a few hands, such as he could procure to work the vessel to Sydney. We cannot help here remarking one and two more instances of the unfeeling conduct of this said Commander during the voyage from England. A youth, named Robinson, belonging to the vessel, was flogged several times; and the last time his back was much lacerated. For fear of a rescue by the male emigrants, who were so indignant at his conduct, the poor lad was tied up at the poop, directly over the head of a lady, named Barfoot, who was expected hourly to be confined, and he was there flogged, while his mournful cries threw her into fits, which might have caused the loss of her life. When the same lady was confined, she could not eat salted provisions, and proper nourishment was never offered to her, not even an ounce of fresh provisions from the Captain's table. The consequence was, that the baby died three days after landing....²⁹⁷

Perceptions differ: Commandant Major Thomas Ryan (of the 50th Regiment) had told Colonial Secretary John Montague,

*...the crew mutinied, and all on board were placed in the most eminent (sic) danger, and nothing, but the firmness, and courage of the Master, Surgeon Supt., the three Mates, with Boatswain, & Carpenter could have saved the Vessel from being captured by the Mutineers.*²⁹⁸

The doctor was William Ronald, who settled on the banks of the Plenty river between Yan Yean and Whittlesea, north of Melbourne on 1 March 1842 and practised there till 1882.

297 *Bent's News and Tasmanian Three-Penny Register* (Hobart Town) 21 January 1837 page 4.

298 Tasmanian State Library and Archive Service CSO1/1/872 [File 18447]. Ryan to Montague 29 August 1836.



1873 map showing Georgetown and the Tamar river to Launceston.

From the same voyage J. Gray, the cook, was later charged with wounding Matthew Green, the steward, with a mallet, with intent to do him grievous bodily harm. Green had given Gray some coffee to roast, and Gray had burnt it and thrown it overboard. Green remonstrated with him, when Gray became excited and called him an outlandish — and swore if he made any further complaint he would knock his brains out. Later

Green gave the cook orders to make some broth for the female emigrants on board, but instead of the proper covering Gray placed the lid of a paint keg over the soup kettle. Green complained to the cook of his filthy conduct and directed him to get the lid of the saucepan and remove the top of the paint keg. Gray refused to do this, and abused Green in a most gross manner, threatening to do him some mischief if he did not leave the galley. Green ran away, and soon afterwards returned to the galley and was in the act of removing the lid when Gray came behind him with a serving mallet and aimed a violent blow at his head. He turned round and the weapon fell on the side of his head, inflicting a very deep and dangerous wound, from the effects of which he was confined to his bed for three weeks, and lost a good deal of blood.²⁹⁹

Not all of the young women became model citizens,

Sarah Jackson was charged with stealing various articles of wearing apparel, the property of Margaret Clark. The parties in this case came out together in the Amelia Thompson and were in consequence upon terms of intimacy. The prosecutrix, on the 23rd of January last, entrusted to the prisoner a box, containing wearing apparel, having first corded and then sewed it up in a bag; on sending for it some time afterwards, she found that the cord had been cut, and a number of articles abstracted. Having informed Mr. Hortle, the district constable of Norfolk Plains, of the circumstances, he accompanied her to the house of Mr. Cook with whom her shipmate then resided, and on searching her apartment, discovered the whole of the missing property. A deal of laughter was occasioned by the manner in which the prosecutrix (who is an Irishwoman) gave her evidence lifting up the tail of her chemise to show the

299 From *Holt's Weekly Chronicle* 3 December 1837 page 7.

court that it was of the same quality as one of those which had been stolen, and which was now produced in evidence.... The court found the prisoner guilty, and sentenced her to seven years transportation.³⁰⁰

The *Amelia Thompson* left Launceston, in ballast,³⁰¹ for Canton, calling at Sydney on 24 November to recruit replacement seamen.

James Ward Tomlinson's Royal Navy record to 1849 reads,

...entered the Navy 11 Oct. 1813; passed his examination in 1820; and was promoted to the rank of Lieutenant 1 Feb. 1826, as a reward for his conduct during the war in Ava; where he served with the British flotilla in a brilliant and decisive attack made upon the village of Than-ta-bain, 7 Oct. 1824, commanded the boats of the *Arachne* 18, Capt. Henry Ducie Chads, at the defeat, 15 Dec. following, of 200 of the enemy's war-boats on the Lyne branch of the river Irawady, and was present, 6 Feb. 1825, at the capture of a 36-gun stockade at the above-named Than-ta-bain.³⁰² His appointments have since been—31 March, 1828, to the *Badger* 10, Capt. Chas. Crowdy, employed on particular service—10 Dec. 1829, after a few months of half-pay, to the Coast Blockade, in which he remained, as a Supernumerary of the *Hyperion* 42, Capt. Wm. Jas. Mingaye, until the early part of 1832—17 Sept. 1832 and 9 Dec. 1833, to the *Britannia* 120 and *Talavera* 74, Capts. Peter Rainier and Edw. Chetham, both in the

300 *Cornwall Chronicle* 31 March 1838 page 1.

301 Ballast, often sand or gravel, is used in sailing vessels to provide moment to resist the lateral forces on the sail. Insufficiently ballasted vessels would tip, or heel excessively in high winds. The term "in ballast" implies no other cargo was available.

302 These were episodes in the First Burma War between British India and the Burmese Empire 1824–1826.

Mediterranean, whence he returned in 1835—9 Feb. 1842, for upwards of 12 months, to the post of Admiralty Agent on board a contract mail steam-vessel—and 24 Nov. 1845, to the command, which he still retains, of the Harpy steam-vessel, of 200 horse-power, on the south-east coast of America. Agents—Goode and Lawrence.³⁰³

There is a significant gap between 1835 and 1842. He was a Royal Navy man, so he was well accustomed to harsh discipline and no doubt felt he had to be strict on a vessel whose cargo included “a considerable number of fine, strong, healthy girls”. The flogging of Robertson the apprentice was, however, excessive and a strike by the whole crew (“we are not on board a man of war”) indicates universal disquiet; this was not a distinguished command, despite the pride Admiral Tomlinson felt in his paternal bosom.

The *Amelia Thompson* left Sydney for Canton on 1 December 1836, arriving there on 20 February 1837. Aboard was a prisoner, James Williamson, who had escaped from Launceston, stowed away and was not discovered till well into the voyage. He was transferred to the *Runnymede*³⁰⁴ and returned to Launceston to stand trial.³⁰⁵

The *Amelia Thompson* would leave China with a cargo of tea and two passengers on 9 April, stopping at Angré (India), Isle of France (Mauritius) to stop a leak, St Helena and Deal where she landed mails on 8 October. She was hauled out at St Katherine’s dock (William Thompson was Chairman of the St. Katherine’s Dock Company) on 11 October 1837.³⁰⁶

On 22 November 1837 she was surveyed by the Lloyd’s Register agent, who remarked, “At the present time stripped

303 William Richard O’Byrne 1849. *A Naval Biographical Dictionary*.

304 A barque used as a convict transport.

305 *Sydney Monitor* 29 May 1837 page 2.

306 *Lloyd’ List* 12 October 1837 page 1.

caulked from the keel up and sheathed with yellow metal³⁰⁷ over Felt to the Wales³⁰⁸—and generally overhauled in Hull & Rigging—some short pieces of planks shifted in the Wales abaft.... There is some movement at the Butts of the Waterway to Topsides—She is however at present in such a state of repair and efficiency as to entitle her to retain her present Class 10A1.”³⁰⁹

On 27 January 1838 a new captain was named: a Scot from Argyllshire, one William Dawson. Just why Lieut. Tomlinson was not reappointed is not documented but his RN record (see above) is conspicuously vacant between 1835 and 1842. He later became Admiralty Agent on a contract mail vessel and then took command of the *Harpy*, a little steamboat on the south east coast of America.

307 Also called Muntz metal, a brass of 60% copper and 40% zinc, named after George F. Muntz who patented it in 1832. The copper must have been replaced, perhaps in Calcutta. See Appendix B.

308 A wale is one of the strakes or wooden planks that form the outer skin of the hull but substantially thicker than the other strakes. It provides extra stiffening and strength to the hull.

309 <https://hec.lrfoundation.org.uk/archive-library/ships/amelia-thompson-1833>. ‘A1 at Lloyds’, indicates by the letter A that a ship’s hull is in first class order and by the number 1 that the trappings are also sound.

Chapter 5: William Dawson

William Dawson was the eldest son of William Dawson 1779–1844, innkeeper of Tarbert in Argyllshire; his mother died and his father remarried. His sister was Betsy and brothers Dugald, Colin, James, John.

William was, *Amelia Thompson* passenger JG Cooke wrote 25 years after her voyage to New Zealand, “a worthy although choleric old Scots Highlander, an honourable man who was always lamenting his defective education”. According to records held at the National Maritime Museum in Greenwich,³¹⁰ Dawson was born in 1810 so the choleric old Scot was 31 when he brought the *Amelia Thompson* and Cooke to New Zealand.

Letters dated 1828–1837 to his father and brother Dugald outline his early career, but the series ends in November 1837, just before his appointment to command the *Amelia Thompson*. These are formal yet intimate letters from a dutiful and responsible eldest son to his father, full of hope and ambition but revealing filial anxiety and desperation to please: at times lyrically descriptive of exotic sights and places, at times cheerlessly sad—and always, alas, scrawled in wellnigh illegible handwriting.

The 18 year old wrote to his father from Demerara (Guyana) on 5 December 1828, after what must have been his first voyage, on the *Hector*, Captain McDonald,

My dear Father, I seize a few hasty moments to inform you of our safe arrival here on Monday the 1st inst. after a passage of 6 weeks and three days. We met with very severe weather for the first fortnight we were at sea. We lost one of our boats and three of the water casks on deck where stored. I

310 <https://www.rmg.co.uk/collections/objects/rmgc-object-476992>.

did not feel sick in the smallest degree during the whole voyage except for the first two or three days, but it soon wore off and I have since been as well as ever I have been. Considering the line of life it is to be a sailor I like it fairly well, but it is by no means an agreeable line of life and it is probable if I can make better of it that I will not make it my profession. However by the time we get home which will be if we are, well I think about three weeks or a month after you receive this, I will be able to give you some idea of what I mean to follow, that is to say if it is practicable. You will no doubt easily guess what it is.

Now my dear father I must conclude this hasty scroll. I have not as much time as will admit of writing you a decent letter. These few moments I have snatched to write you at meal time. Remember me very kindly to my good stepmother and brothers and sisters. Give my compliments to Mr Finlayson, and tell him I am sorry I have not time to write him.

*I remain My dear father, Your dutiful and afft. Son –
Wm. Dawson.*

I have taken about three minutes to write this.

He wrote next from Milford after a series of mishaps on the way home—the vessel's foretopmast and maintopgallant mast carried away and finally the rudder head sprung, but he took notice of McDonald's good captaincy,

Amidst all this bustle you would be surprised to see how coolly our Captain took it. He did not discountenance himself in the least, but gave all orders as coolly as if there was no danger to be apprehended. He is a very good man, I think I couldn't have sailed with a better.

Back home in Greenock in February 1829 he wrote,

I entertain the hope of hearing from you when I go home... that Colin and John have paid great attention to their education.... In the event of my following the sea, it will be so

much in my favours to have sailed two or three voyages with one master.... I am loath to leave so fine a Captain.



“Tarbert, Scotland, by your Captain.” Oil on board by Tom Esplin.
Image from International Art Centre NZ catalogue August 2023.

He took time off in Glasgow in March with his sister Betsy and their friend Finlayson, who

... had the kindness to take Betsy and me to the Museums which is well worth the going to see. I was with his companion in an anatomy Class when I saw four human skeletons, and conspicuous upon the bench a fat [illeg.] (as Mr. F. called him). Being partly dissected the mangled corpse presented a most unpleasant spectacle, but I declare that instead of feeling in the smallest degree annoyed at the sight I was on the contrary delighted with it. The Professor happened to be lecturing on the veins and arteries immediately connected with the heart, and to see the harmony that subsisted throughout the whole was truly delightful.

He was “Always lamenting his defective education,” Cooke wrote and perhaps he envied these medical students. He was certainly an ambivalent sailor, writing on 30 April from Demerara,

... I don't find the line of life half so disagreeable as formerly and indeed I think I like a sea life as well as any one. But you will not conclude from that, that I like it well. There is a great deal of difference between liking a line of life well and being able to put up with it. In a few words I like the line of life well enough, taking into consideration what it is to be a sailor.... Tell Colin to mind his Latin....

Again from Demerara on 4 October,

We had the misfortune to lose one of our men, (the cowper) on the passage out. While busily employed scraping over the side the stage ropes were unfortunately let go and overboard the poor fellow went & was drowned. Every exertion was made to save his life, but in vain. Before the ship was rounded to, and the boat cleared away, he was a long way astern, and the boat just reached him in time to see him sink, to rise no more. This was an accident which cast shade over all hands: even the most careless appeared for a time to be deeply impressed; but the impression soon wore off, and to-day I really believe there is little thought either of death or Sabbath.

After a trying period of unemployment, Dawson next sailed for Trinidad on the brig *Constitution* with Captain Nicol in January 1830. His brother Dugald managed an estate there. He wrote to his father from Port of Spain on 25 March 1830,

I am much happier here than I was in the Hector. The Captain is as fine a man as needs be and as to the mate I like him well.

He was back in Port of Spain in July 1831 on the *Penelope*, Captain Spencer,

We had a pleasant passage out, Nothing of Consequence occurred, save that we had the misfortune to lose our mate when but a few days out. He died very suddenly, but the nature of his complaint was not properly understood. Since that time (the 12th June) I have been acting second mate. I have nothing to say with regard to Capt Spencer. He and I put up as much as he me.

From Glasgow on 7 October 1832 Dawson was first mate on the *Nimrod*, Captain Robertson and

I have to tell you that as far as respects the Captain I am very well pleased with my situation. He is also a very fine man—and during the whole of the voyage I don't believe a single word that could be called angry passed betwixt us.

They were in Rio de Janeiro January to April 1833 hoping for cargo homeward, eventually loading with flour for Buenos Aires, whence on 25 June he wrote that the *Nimrod* was loading for Havana,

I am as comfortable as the nature of my situation admits of. My time is divided betwixt the duties of my situation, reading the few books I am possessed of, and sometimes holding a rational conversation with the master—with whom I am always on good terms. With the crew I hold no correspondence—save what is necessary in directing them in their employment, so that I am rather a solitaire.

London, 11 May 1834: he told his father he had taken up the position of mate on the *West Indian*, Captain McArthur, bound for St Vincent's: *I consider my situation a fairly good one—my wages being £5.10 p month*. Back in London on 9 September he wrote,

As by going to Clyde I can have no immediate prospect of a situation I am inclined to continue where I am—till something better comes up—the more especially as I am well pleased with the Captain. He has uniformly treated me with more respect than is generally shown to persons in my

situation and is now willing to recommend me to the first vacant command that may come up.

Than on 2 January 1835, from London, proudly, news of his first command,

If you lately heard from Dugald you have no doubt learnt that owing to a slight difference with the captain I left the West Indian early—and that I had procured a situation as mate of a vessel in Tobago home to Cork for orders. We arrived safe at that port, and having received our orders came here—where our cargo has been discharged. The vessel is ordered to Greenock to be repaired—and I am planned in command of her—I expect to learn this on Thursday so if all going well I may hope to see you in a short time. She is named the Mary—(a schooner—not exceeding 70 tons) –

The owners of the Mary have other vessels he is now building for them in Greenock. I have the promise of the command of vessel from a shipowner in Leith—at the end of September....

He wrote home on 2 October 1835 from Scarborough, Tobago, bound for Halifax, Nova Scotia. Now with his younger brother Colin (with whom he had had a difficult relationship) in the crew, William Dawson writes sensitively to his father,

Colin is mate, and fulfils his part pretty fair. Occasionally however I am obliged to speak sharp to him, but as he is every day improving, and, as I now have sufficient authority over him, I hope to be less obliged to do so in future. In a few months he may if he courts himself be qualified to fill a chief officer situation in a larger ship—from this I feel a good deal of pleasure from his society, yet from many considerations it would perhaps be better for himself to be with a stranger. I feel a delicacy in reprimanding him often, lest that should be the means of gradually alienating that affection which betwixt brothers ought always to exist, and he on the other hand may

think that because I am his brother I pay less regard to his feelings than I would to those of a stranger in his situation.

From Halifax the *Mary* sailed for the West Indies.³¹¹ On 9 April 1836 he wrote from Tobago again,

The Mary Ann about to sail affords me an opportunity of writing, and I have just time before the letter bags close.... Colin is still with me, and will be if all goes well.... I have had no communication with Dugd. since my arrival from my last voyage to Virginia....

P.S. If the Mary can be sold, I have the promise of getting a better vessel on my arrival home, this however is but a proposition, and of course I don't calculate much upon it considering all things....

The *Mary* arrived at Deal on 6 June 1836³¹² and on 11 June,

I am happy to inform you of our safe arrival here on the 10th inst. after a passage of six weeks and three days. Colin has not waited to conclude the voyage. He struck work for a very inadequate reason on our arrival in the river. He is now ashore, somewhere about town, without a farthing in his pocket, nor a proper suit of clothes on his back. He beats all the cheats even I come across. It is impossible for me to command him and therefore I have done with now and forever—in the relation of master and servant. He has so acted inconsiderately that every farthing of wages due to him is forfeited, nay he is liable to punishment, and even he not my brother, he should be made to feel the consequences of his imprudent behaviour. As it is I will let it pass and shall be very happy when I have nothing more to do with him. I could give him what wages is due him on Tuesday, after which I presume he will make his way home to Tarbert again—and there stop perhaps another three months. It is a pity that he

311 *Morning Advertiser* 2 December 1835 page 4.

312 *Evening Chronicle* 10 June 1836 page 3.

was born with a lantern, that he might be able to indulge in his own romantic impractical ideas of independence. I fear unless by some strong interest he will not succeed in a hurry in the seafaring line. Let me drop this disagreeable subject. If you knew what heartburnings he has caused me in the course of the voyage you would not wonder at my writing the above....

I have seen Mr. Campbell since my arrival, and as the Mary scarce pays them, he intends to sell her here after which I will of course be out of employment unless something else cast up. He mentioned however that he thought of purchasing another vessel, if he does I have reason to believe that I will get the charge of her. Unless I be appointed to a situation in Greenock I do not think I will pay you a visit this trip. I'll rather try my luck out of London again—I do not think I should be long out of a situation.

On 24 June,

I have this day given up the charge of the Mary as she is laid up for sale and though I am of course thrown out of employment I am not at all sorry for it. I had little comfort in her. She always leaked so much—so much indeed that at times it was with difficulty I could keep her afloat. Otherwise she was a good craft—a swift sailor and an excellent vessel in bad weather. I go down to Greenock in the course of a few days to get settled with the owner—who resides there—with the intention however of returning here should I not meet with a situation to my wish.... I would rather wait for a short time at home, then accept of a situation which would throw me a step backward in my profession.

On 7 September he wrote from Quebec, aboard the *Bragila*, Captain Taylor,

My situation is more comfortable than it was on board the schooner... you are aware that I have this command but for this voyage but if no other command offers when I get to

London I will continue mate of this vessel as I have reason to think captain Taylor being an elderly man and possessor of sufficient to retire upon will not continue to sea much longer in which case I should get the command of this or some other vessel in the employ should I be found to merit this trust, and as I am now anxious to get into some situation I will strain a nerve to accomplish that object.

On 18 November from London: disappointment,

... I had been waiting the answer of Mr. Cockburn of Leith to a letter I wrote to him in which I expressed myself willing to take the command of a vessel he was then about to purchase, but I am sorry to say I have been disappointed. The vessel has been purchased and the birth was kept there for me 10 days, but at last not hearing of my arrival, he was obliged to appoint another. So much for that.... Several situations have been offered me as mate, and one of them that of the ship I have just left... I fear on a closer knowledge of the commander that I should scarce be comfortable.

On 14 January 1837, from London, still not working,

Here I am still and unemployed, but having the prospect of getting a command in the course of a month or so. I have been induced to decline making application for a situation as mate. The fact is that I have already being disappointed of two or three situations as master, and as my references from my last employers are good, I have little doubt but I will succeed in getting a command. There is one objection however to my being so long idle, and that is the expense to which I am daily subjected....

On 10 February, from London

*I have delayed answering till now because although I engaged as chief officer on board of the *Lysander*³¹³ I did not to today fully make up my mind to go the voyage as I have been in hopes that an opening as master might turn up in the interim in the employ of a London house to which I was introduced. Yesterday however I heard from them, stating their willingness to employ me, but owing to the unsteady state of the money market they could give me no certainty of being employed for some months to come. Under these circumstances it would be foolish of me to decline my present situation.*

He remained with the *Lysander* and wrote to his father on 10 November 1837 from Beachy Head, on her return from Calcutta,

When you write let me know whether you have had an answer from Smith & Brown lately, respecting your frequent applications to them on my behalf, on whether I should have a chance of getting good employment in the Clyde should I think of going round. On this voyage I have been tolerably comfortable throughout altho not quite on so good terms with the Captain as I used to be in a similar situation with Captains Robinson and MacArthur. He is a different sort of man and when you recollect which I now to relate of them this will account for the statement without my entering into details of the “hows and wherefores”——

313 The barque *Lysander*, 487 tons, Captain Currie, arrived off Dartmouth for Calcutta on 22 February 1837; she was just back from her maiden voyage.

FOR CALCUTTA Direct—Will positively leave Gravesend on the 1st of February. last Shipping Day the 29th January, the fine ship **LYSANDER**, which has just concluded her first voyage to Calcutta, and thence to London, in the extraordinary short period of nine months; burden 300 tons; **WILLIAM CURRIE** Commander; lying in the East India Export Dock. This vessel has excellent accommodations for passengers.—For freight and passage apply to Messrs. **LYALL** Brothers and Co., 6, Great St. Helen's-passage; or to **JOHN PIRIE** and Co., 3, Freemans-court, Cornhill.

Morning Herald (London) 10 January 1837 page 1.

The collection of William's letters to his father ends there. It must have been very soon after the voyage home that he was appointed to command the *Amelia Thompson* (first announced by *Lloyd's List* on 27 January 1838), the Indiaman he so much desired, bound for Sydney. No doubt his experience as mate on the similar barque *Lysander* was approved of.

LONDON, January 26th.—Entered Inwards.				Brokers
GIB. Lisbon, Cadiz & Oporto Braganza(s) M·Leod B 355 Gravesend				Willcox
<i>Entered Outwards.</i>				
SYDNEY, N.S.W.	Amelia Thompson	Dawson	B 477 KD	Pirie
ALGOA BAY	Mazeppa	Tate	B 130 KD	Hill
ANTIGUA	Emerald	Hill	B 311 WID	Wilkinsons
HALIFAX	Wm. Ash	Morrish	B 253	Walton
TENERIFFE	William	Currie	B 96 KD	Baker
OST. Bruges & Ghent	Bien Venu	Moryson	Bm71 CherryGdn	Cooper
<i>Cleared Outwards.</i>				
TENERIFFE	Mary Gray	Allan	B 81	Vertue

Lloyd's List 27 January 1838 page 1 ("KD" = St Katherine's Dock).

Chapter 6: To Sydney

Near the end of 1837 advertisements for an emigration voyage to Sydney began wide publication in Britain. On 12 March 1838 the *Amelia Thompson* was cleared for departure: this time captained by William Dawson—not the advertised James Ward Tomlinson (one paper had a bob each way with “Domlinson”). She left the Downs for Plymouth on the 15th.³¹⁴



Before 1834 workhouse inmates had been excluded from the Colonial Land and Emigration Commission schemes but Section 62 of the Poor Law Amendment Act of 1834 provided for the emigration of the poor, with the cost borne by the emigrant’s home parish. The *Amelia Thompson* took a number of paupers on this voyage.

Names and ages of emigrants on the *Amelia Thompson* are registered at the Poor Law office in an agreement with John Marshall of London.³¹⁵

314 The Downs is a roadstead off the east Kent coast.

315 Letter from Moses Body, Overseer of Northiam in the Rye Poor Law Union, to the Poor Law Commissioners, with a list of those who have emigrated from Northiam to New South Wales without contracts either for conveyance or for landing money. (British) National Archives (Kew) Reference no. MH 12/13077/104.

EMIGRATION TO NEW SOUTH WALES.

PERSONS intending to proceed to this eminently prosperous Colony, are informed that the first-class, nearly new SHIP, AMELIA THOMPSON, of 500 tons, James Ward Tomlinson, R.N., Commander, will sail from the THAMES on the 14th, and from PLYMOUTH on the 26th of March, direct for SYDNEY. A regular succession of first-class well-appointed Ships, from 500 to 700 tons, with very superior accommodations, supplied in the most liberal manner, and each carrying a skilful Surgeon, will be despatched, WITH STRICT PUNCTUALITY, every seven weeks, during the year 1838. The arrangements and equipment for the comfort of CABIN, INTERMEDIATE, and STEERAGE PASSENGERS, by these Ships, will be on the most efficient plan. A limited number of married MECHANICS and AGRICULTURAL SERVANTS will, on certain conditions, be allowed a FREE PASSAGE. Persons engaging their Passage by these Vessels may make their arrangements with ABSOLUTE CERTAINTY as to the time of their departure, a point of the first importance to all who intend emigrating. They can join the Ships, on fixed days, at a very small cost, by steam at GRAVESEND or PLYMOUTH, from all parts of the three Kingdoms, where they can embark at once, and incur no farther expense.

All particulars may be known on application to Mr. John Marshall, Australian Emigration Agent, 26, Birch Lane, Cornhill, London.

N.B.—POST-PAID LETTERS ONLY WILL BE ANSWERED.

Sussex Advertiser 9 February 1838 page 1.

When she arrived at Plymouth on 26 March there had already been a death from smallpox.

On this ship one of the children of Edward Fuller died of smallpox between London and Plymouth. Because of this, the family were landed at Plymouth, returned home, and re-embarked on the *William Metcalf* on 2 May.³¹⁶

She sailed from Plymouth on 28 March 1838 and arrived at Sydney on 1 July. It had been a dreadful voyage,

Quarantine.

The *Amelia Thompson*, which arrived yesterday, with emigrants, has been detained in Quarantine, owing to the typhus fever having broken out during the voyage. One hundred and sixty-three cases had been placed on the list, out of which thirty nine terminated fatally. There are at present only twelve cases remaining.³¹⁷

The revenue cutter *Prince George* proceeds to the Quarantine station, Spring Cove, this day as a guard vessel over the fever ship, *Amelia Thompson*. The *Amelia Thompson*, from Plymouth, with 238 emigrants on board, entered the Heads of Port Jackson yesterday, but as it appeared that small-pox and typhus fever had broken out among the emigrants on the passage, she was placed in quarantine until a Medical Board, appointed for the purpose, should decide whether she could with safety be brought up to Sydney. It appears that there have been, in all, 7 cases of small-pox, three of which have proved fatal, and 163 cases of typhus fever, 30 of which have proved fatal. No case of small-pox has occurred since the 20th April, but there still remain as many as 12 cases of typhus fever. The Medical Board sat yesterday; and decided that the vessel is to be detained in Quarantine.³¹⁸

316 *Ibid.*

317 *Sydney Monitor* 2 July 1838 page 2. Epidemic typhus is spread through contact with infected body lice.

318 *Sydney Gazette and New South Wales Advertiser* 3 July 1838 page 2

It is expected that her mail after undergoing the process of fumigation, will be brought up and distributed to-day, at which time further particulars will no doubt be obtained.³¹⁹

She was quarantined because of remaining cases of typhus. The reason for “No case of smallpox since the 20th of April” was revealed at a meeting of the Royal Jennerian and Vaccine Institution on 8 January 1840,

In referring to what they had done in other countries the board desired to state that they had done much for our colonies in South Australia, and for emigrants proceeding thither. Eight ships, carrying more than 1,500 emigrants, were supplied by Mr. Marshall, last year, with virus obtained from the institution. But for the presence of the virus one of those ships, the *Amelia Thompson*, which sailed from London last March, would have suffered the most dreadful ravages from the small-pox. A letter from Mr. Sullivan, the ship’s surgeon, stated that they were attacked by the small-pox at sea. The first case proved fatal. Of the next four, two, one a woman aged 58, died. Mr. Sullivan then commenced vaccinating with the virus all the passengers and crew, except those who could show well-impressed cicatrices, the effects of inoculation, or who were pitted by the small-pox. On those whom the virus did not take effect at first he re-applied it at the end of eight days. After the lapse of twelve days no new case appeared, and at the end of twenty-four days the disease was completely banished, no other death having occurred, out of 276 persons, the whole number on board. This was a triumphant proof of the prophylactic virtue of the virus.³²⁰

319 *Sydney Monitor* 4 July 1838 page 2.

320 *English Chronicle and Whitehall Evening Post* 9 January 1840 page 6.

A survivor, then living in New Zealand, wrote a letter to the editor some years later when antivaxxers were, as is still their custom, arguing against the evidence,

VALUE OF RE-VACCINATION.

To the Editor: Sir, — The uneasiness of the public mind at present is, I think, a sufficient apology for my troubling you with this short note. I left London in the barque “Amelia Thomson” in the year 1838 with some 200 souls on board. We had no sooner got to sea than we found we had small-pox on board of the most virulent kind, which, in a few days, carried off four of our strongest men. So bad was the disease that they almost fell to pieces. Thanks to the energy of Dr. Sullivan, by a complete re-vaccination the disease was at once stopped; not another case occurred during the remainder of the voyage. Of myself I can only say that it fell to the lot of two others with me to bury the poor fellows that died: still I did not take the disease.

— I am, &c, John Playford, Victoria-street.³²¹

The doctor was probably John Sullivan 1797–1853, an Irishman who worked on a number of voyages between Britain and Australia from 1838 to 1849 when he settled in Melbourne as Colonial Surgeon.³²²

The cabin passengers reassured Captain Dawson that they still respected him in an open letter published in Sydney,

TO MR. WM. DAWSON
Commander Amelia Thompson.

SIR,

WE, the undersigned, Cabin Passengers on board the *Amelia Thompson*, feel it incumbent upon us, before leaving your Vessel, to make known to you the sense

321 *Daily Southern Cross* 6 July 1872 page 3.

322 <http://www.medicalpioneers.com/cgi-bin/index.cgi>.

which we entertain of the treatment we have experienced during the Voyage which is now past. That voyage has been, with one unfortunate exception, a most prosperous one, and throughout its duration, we have observed your constant attention to our comfort, and anxiety for the happiness of all on board. It must now be satisfactory for you to hear, that those efforts, combined with the very excellent arrangements of Mr. Marshall, have been attended by complete success.

The single drawback upon our comfort, namely, the sickness which has prevailed to such a deplorable extent, we have witnessed, day by day, with extreme regret. But we must nevertheless acknowledge that all our observations tend to impress upon us the belief, that if great attention for the accommodation of the Emigrants; an ample and excellent supply of stores and medical comfort; and the happy choice of a Surgeon Superintendent could have guarded against the evil, we shall not now have to lament its melancholy effects.

Accept, Sir, our testimony of sincere respect and warm wishes for your future welfare.

*(Signed) Charles Basil Bacon, Theophilus Foot, W. Norton, James Chalmers, John Durham, W. Corkhill, Alexander Elmslie, J. Denham Pinnock, John Hay. Spring Cove, 3rd July, 1838.*³²³

Finally, on 13 July,

It is expected that the ship *Amelia Thompson* will obtain pratique,³²⁴ and come up to Sydney from the quarantine station in a few days, as the crew, since the passengers have been landed, remain healthy.³²⁵

323 *Sydney Gazette and New South Wales Advertiser* 7 July 1838 page 3.

324 Pratique = clearance from quarantine.

325 *Sydney Monitor* 13 July 1838 page 2.

But it was not till 23 July, 22 days after her arrival, that

The ship *Amelia Thompson* was released from quarantine on Monday, and a greater part of her passengers, who came up in the vessel.³²⁶

At a Council meeting on 7 August, the Governor, Sir George Gipps, noted that the expense of quarantine was more often incurred by bounty vessels³²⁷ than by government vessels,

He could not speak as to the arrangement of private vessels except the *Amelia Thompson*, which was a fine ship and well fitted up, but he had observed two points likely to bring disease on board. The first was the fact that on the passage between the Thames and Plymouth small-pox had manifested itself; no doubt if such a circumstance had occurred on board a Government vessel she would have been detained until the disease had been completely eradicated. In the present case although every precaution was taken, it was insufficient; the vessel proceeded to sea, but a certain degree of despondency had taken possession of all on board. The other circumstance was having two partitions or bulk-heads across the vessel—a proceeding that would not have been allowed on board a Government vessel, where there is always a current of air from stem to stern. He saw no other reason to find fault with the *Amelia Thompson*; the water might have been bad, but he should say nothing on that point, as it was made the subject of investigation.³²⁸

326 *Commercial Journal and Advertiser* 25 July 1838 page 2.

327 Bounty ships carried bounty immigrants selected by resident colonists who then paid for their passage and employed them. The employer would be reimbursed by the government for all or part of the cost of passage.

328 *Sydney Gazette and New South Wales Advertiser* 9 August 1838 page 2.

Bernard Reardon

UNMARRIED MALE IMMIGRANT.

Arrived by the Ship *Amelia Thompson*
Brought out by *Paid his own passage*
Ireland, County and City of Corkson
A Native of *of John Reardon draper there and Mar-*
garet his wife -
Calling *has been for several years engaged in*
farmen & pursuits & has also been in
Age on Embarkation *a merchants office -*
about twenty seven -
Person certifying registry of } *none produced.*
Baptism
Character, and person certi- } *Good ch. acter - certified*
fying the same } *by Dr. Sullivan, Major*
Superintendent of the Hosp.
State of bodily health, strength, } *In good health has not*
and probable usefulness } *been attacked by the fever*
Religion *Roman Catholic*
Remarks *Can read and write*

I hereby Certify, that no Bounty from the Government has been already received on account of the above named Unmarried Male Immigrant, or has been claimed, or is intended to be so, other than the Bounty now applied for.

Sydney,

The *Sun* (London, December 1838) published a laconic report of their arrival,

The ship *Amelia Thomson* arrived in Sidney on the 1st of July last with emigrants, forty of whom died on the passage out, and upwards of one hundred were in a state of fever on their arrival.³²⁹

The *Royal Cornwall Gazette* muddled the news, reporting, “The *Amelia Thompson*, convict-ship, had arrived at Hobart Town, very sickly”.³³⁰

She departed on 11 August for Java, in ballast. The *Sydney Herald* had the last word,

COW LOST OR STOLEN

A DARK-RED English Cow, without horns, landed from the ship *Amelia Thompson*, on or about July last, was last seen with some sheep, and has either strayed or been stolen. A Reward of One Pound will be given to any Person who will give information where she may be found; or if stolen, Two Pounds on the conviction of the Party or Parties guilty of taking her away. Apply to William Walker and Co.³³¹

The cow to New Zealand on the *Amelia Thompson* in 1841 would also prove ill fated.³³²

By September she was loading at Sourabaya, Dawson advertising for freight at £5 10s per ton.³³³

329 *Sun* (London) 1 December 1838 page 3.

330 *Royal Cornwall Gazette* 2 November 1838 page 1.

331 *Sydney Herald* 3 September 1838 page 3.

332 JG Cooke's diary records, “I had bought the ship's cow, a fine Shorthorn, and her calf, but she died from eating a berry of the tutu tree shortly after landing. . . .” This was the cow that had killed a sheep by falling on it in the Atlantic.

333 *Shipping and Mercantile Gazette* 1 February 1839 page 2.

She called at Semarang and Batavia and was at St Helena in early January 1839, Deal on 4 March, remaining in the Downs till 11 March when she sailed for Rotterdam.

£2 REWARD.

WHEREAS, HENRY WOOD, per Emigrant ship *Amelia Thompson*, under engagement with me for Twelve Months, has absconded from my Service on the 22nd current, and for whom a warrant has been issued for embezzlement, the above Reward will be paid to any Person or Persons who will deliver him into the charge of the Police at Sydney.

DESCRIPTION.

Height—5 feet 7 inches
Age—About 26 years
Complexion—Sallow
Hair—Sandy
Eyes—Grey
Native Place—Sussex
Trade—Groom and Coachman

OBEDIAH WEST.

Sydney Gazette and New South Wales Advertiser
26 February 1839 page 3



Detail from a c.1840 map of the East Indies showing the *Amelia Thompson's* ports of call in 1838.

Chapter 7: To Sydney again

Her next emigrant voyage was advertised in midMarch 1839,

PASSAGE to NEW SOUTH WALES.—The ship **LADY RAFFLES**, of 650 tons, **EDWARD HIGHT** Commander, with a double stern and galleries, and an extensive poop, affording the highest order of accommodation for passengers, will leave Gravesend on the 1st and Plymouth the 13th May; and the ship **AMELIA THOMPSON**, of 550 tons, **WILLIAM DAWSON** Commander, with a poop and excellent accommodations, will leave Gravesend the 29th May and Plymouth the 10th of June, both direct for **SYDNEY**. Each ship will carry an experienced Surgeon, be fitted and supplied with liberal regard to the comfort of passengers, and sail with strict punctuality. Persons from all parts of the three kingdoms can join these ships by steam, at a very small cost, on the days mentioned, at London or Plymouth, and, embarking at once, avoid all further expense.—All particulars may be known on application to **JOHN MARSHALL**, 26, Birchln-lane, Cornhill.

Morning Herald (London) 18 March 1839 page 1.

She arrived at Gravesend, again in ballast, from Amsterdam on 29 March. On 3 May she was hauled out at the East India Docks and underwent her annual survey: “she is eligible to remain as classed 10A1”.³³⁴ Projected departure was now 29 May from Gravesend and 10 June from Plymouth.

On 30 May she arrived at Deal from the Thames and reached Plymouth on 1 June; thence on 12 June, for Sydney nonstop, Captain Dawson, surgeon Dr Enscoe, with 238 emigrants, berthing on 29 September 1839.³³⁵

An apprentice, J Frost, was blown overboard from aloft during a gale and one baby was born.³³⁶ A passenger named Fever died of fever after an accidental blow on the head.³³⁷

The Amelia Thompson, one of Mr Marshall’s bounty emigrant ships, arrived on Saturday last from Plymouth with 209 emigrants. We are happy to perceive they are

334 <https://hec.lrfoundation.org.uk/archive-library/ships/amelia-thompson-1833>.

335 *Australian* 1 October 1839 page 2.

336 *Sydney Monitor and Commercial Advertiser* 30 September 1839 page 4.

337 *Commercial Journal and Advertiser* 2 October 1839 page 2.

nearly all adults. Among those persons on board, who came out on the government bounty, there is not one child under twelve years of age among their number.³³⁸

A BSTRACT OF IMMIGRANTS
 Just arrived by the *Amelia Thompson*,
 Captain Dawson.

MARRIED MEN.	
Agricultural laborers.....	29
Shepherds	5
Woolsorters.....	2
Gardener.....	1
Bootmaker	1
Mason.....	1
Bricklayer	1
Combmaker	1
Butcher	1
Plasterer.....	1
	—
	35
SINGLE MEN.	
Farm Labourers.....	30
Shepherds	8
Shoemakers.....	4
Plumber	1
Printers	2
Joiners	2
Carpenter	1
Clerk	1
Sawyer	1
	—
	50
SINGLE WOMEN.	
House Servants	16
Dairymaids.....	7
Sempstresses	4
Housekeeper	1
	—
	28

The above Immigrants being unencumbered with children, will be found a most desirable class of persons. Parties requiring their services should make early application on board the ship, lying off Messrs Walker & Co.'s Wharf, Darling Harbour.
 Sydney, September 29, 1839.

The Sydney Herald 30 September 1839 page 2.

338 *Australian* 1 October 1839 page 2. The mortality of children on emigrant ships was high: "Children are not fit subjects for long voyages, and it is not humane to bring them out in great numbers," said the *Sydney Monitor & Commercial Advertiser* 24 July 1839 page 2.

Again the cabin passengers expressed their gratitude to Captain Dawson, this time with a piece of plate and a message,

Dear Sir, — We beg to express our sense of obligation for the courtesy and attention we have experienced from you during the voyage, and by which you have consulted the feelings, and secured the comfort of us all, as far as it lay in your power. We therefore desire to convey to you our sentiments of esteem for your general deportment, and a just appreciation of the skill and unabating diligence with which you have conducted us; especially in a season of peril during several days and nights of rough weather; and we beg of your acceptance of the accompanying testimonial, which we trust you will receive as a small hut cordial expression of our regard, — (Signed).³³⁹

The Rev. John Jennings Smith kept a diary of the voyage and wrote of the vessel's officers,

Captain Dawson is the centre of the table, a sensible gentlemanly man, with a well informed mind, benevolent countenance and courteous good nature, he is upon good terms with every one, and cringing to no one....

The doctor—a tall student from the Emerald Isle—looks waggish without wit, and is evidently the prey of strong propensities; he is purveyor of the flesh, guardian of health, and lord of the lower regions. By the power, the nod of his caput and strength of his grasp, he quells the raging of the steerage spirits, and when physical force does not do, physic does. His business is to temper the austerities of human nature, he has not tried his own, or measured by comparison the preponderating rule of

339 *Commercial Journal and Advertiser* 12 October 1839 page 2.

ruinous propensities; he does not, like some men, carry his heart in his hand, or he would detect the disorderly lurkings in the cells, and prevent ossification in the right ventricle.³⁴⁰

(Vanquished by verbiage. Carried away by complex construction, unmanned by meandering metaphor, pole axed by polysyllabism and addled by alliteration: I don't know what he was trying to say but I think "preponderating rule of ruinous propensities" may be a true gem).

Dr John Enscoe worked for a while in Australia and died in 1863 in Hong Kong where he was surgeon at the Seamen's Hospital.

Surplus stores from the *Amelia Thompson* were sold by auction in Sydney—"Split Pease, Ship Biscuit, Lime Juice, Barley Meal, Vinegar, Pork, Beef, Rice, Arrowroot, Cocoa, Coffee, Empty wine and vinegar Casks, Rugs, Blankets, Pillows, Excellent Mattresses, Tween Deck fittings and Cabin Doors. Also, five tons Ration Flour made from good Wheat, Fifty tierces salt Beef, with sundry other Merchandise".³⁴¹

A case involving first mate Watson (of whom more later) was heard before a Mr. Windeyer at the Sydney Police Court before she left for Melbourne's Port Philip,

John Watson, chief officer of the *Amelia Thompson*, was charged by George Forrester, an ordinary seaman of the said ship, with assaulting him. It appeared from the

340 The Journal of a Voyage to Australia in the bark AMELIA THOMPSON, Captain William Dawson. Commencing on the 11th day of June and terminating on 19th day of September AD 1839. Handwritten journal by the Reverend John Jennings Smith M.A.

<https://collections.sea.museum/en/objects/43073/journal-of-reverend-john-jennings-smith-of-his-voyage-to-aus;jsessionid=C070DDA698CF27BD5E6D5B13C892EEE4>.

341 *Sydney Herald* 21 October 1839 page 3.

evidence, that Forrester had been dodging under the lee of a rope yarn, when Mr. Watson came up to him and gave him a cuff, at the same time ordering him to his work; when he (Forrester) “pitched into” Mr. Watson, who, with the second officer, immediately seized him to the fore-sheet cavel, and flogged him with a top-gallant ratline.³⁴² Mr. Windeyer dismissed the case, and told Forrester he was of opinion he deserved all he had got.³⁴³

A captain had no way of communicating with the owners on the other side of the world, so had to rely on his own resources. Dawson tried to pick up a few more passengers for Melbourne,

FOR PORT PHILLIP,

To Sail in fourteen days,



THE fine first-class Ship
Amelia Thompson,
400 Tons Burden, WILLIAM DAW-
SON, Commander. This Ship has
very superior accommodations for
Cabin and Steerage Passengers, and the Fittings,
&c. being all complete, the time of sailing may be
depended upon.—She carries a Surgeon. For
Freight or Passage, early application is necessary
to the Commander, on board; or to

A. B. SPARK.

8th October, 1839.

The Sydney Gazette and NSW Advertiser 10 October 1839 page 1.

342 Ratlines are lengths of thin line tied between the shrouds of a sailing ship to form a ladder.

343 *Sydney Monitor and Commercial Advertiser 21 October 1839 page 2.* Nearly 50 years later, “The honorary degree of Doctor of Laws has been conferred by the University of Cambridge upon Mr Justice Windeyer, of New South Wales”—*Otago Daily Times 17 August 1887 page 3.*

She finally departed on 1 November with 13 cabin passengers and 13 steerage, along with a cargo mostly of alcohol and tobacco,

October 31—AMELIA THOMPSON, Dawson, master, for Port Philip; 52 cases 26 quarter-casks 1 hogshead wine, 40 cases champagne, 8 cases cider, 20 hogsheads Burton ale, 8 tierces sundries, 2 bales prints, 5 boxes window glass, 1 bale shirting, 1 case gingham, 3 crates crockery ware, 2 casks split peas, 288 bags flour, 11 boxes printing materials, 41 cases bottled beer, 6 sheep, 14 packages luggage, 16 kegs colonial tobacco, 2 puncheons 6 hogsheads, rum, 1 keg foreign tobacco, 2 barrels 6 hogsheads spirits, 1 hogshead 1 case brandy, 1 case gin, 2 bales woolpacks, sundry packages merchandise, contents unknown.³⁴⁴

She arrived at Port Philip on 12 November, leaving one Henry Daniels and his disconsolate benefactors in her wake,

NOTICE.

IF Mr. DANIELS, of the *Monitor* Newspaper Office, does not remove his Chest of Clothes from my House by this Evening, and pay his Account for Board and Lodging, they will be conveyed to my new residence Surry Hill, at his cost; and further that if the same is not redeemed, together with every other expense incurred thereby, within 14 days from this date, they will be Sold by Public Auction to defray the same. The above-named Mr. Daniels arrived by the *Amelia Thompson*, about ten months since, and has been detected (as I have been informed) of swindling a number of individuals in the Town of Sydney.

WALTER WILLIAM THWAITES,
Dec. 19th, 1839.

Sydney Gazette and New South Wales Advertiser 19 December 1839 page 3.

344 *Sydney General Trade List* 2 November 1839 page 2.

NOTICE.

IF Mr. HENRY DANIELS, per Ship *Amelia Thompson*, does not return the *Double Parrell & Fowling Pieces*, obtained from me under false pretences, and also the Cash received in like manner from my Brother, or come to some arrangement, necessary proceedings will be taken against him for the recovery of the same.

O. K. AUSTIN.

Sydney, 1st January, 1840.

Sydney Gazette and New South Wales Advertiser 2 January 1840 page 3.

Notice.

MR. HENRY WILSON DANIELS (per *Amelia Thompson*), is requested to return to the Gentleman who resided at Park Cottage a few weeks back, the several Articles of Wearing Apparel, and a valuable Book, which he took away with him—also, a sum of Money, all of which he obtained under false pretence—and in the event of no Notice being taken of this Advertisement, by the aforesaid HENRY WILSON DANIELS, proceedings will be instituted against him for the recovery of the above.

Sydney,
2nd January, 1840. }

Sydney Monitor and Commercial Advertiser 8 January 1840 page 3.

She left Port Philip for Batavia, whence Captain Dawson wrote, with feeling, of his difficulty finding cargo: Sydney's *Colonist* reporting,

THE "AMELIA THOMPSON."—Extract from a letter received from Captain Dawson, dated 8th January, from Batavia Roads:—"I arrived here four days ago, after a very favourable passage of twenty-five days from Port Phillip. I can get nothing to do for the ship, off I must again; a losing concern ships will be this year. I intend to go to Ceylon, or some of these parts, for heaven knows

where I will get a freight. Tell all the Captains you meet to transport their ships to Melbourne, and convert them into inns or hotels, it will be a better spec. than sailing them in such *infernal times as these*. John Chinaman is playing the devil with us shipmasters of the English nation. Is this to be tolerated! To hear by each successive post or packet that his *Celestial* Majesty has by his *terrific* edicts banished the British flag from the waters of the *Celestial* Empire. So it is, however; and John Bull at the present time presents a curious spectacle! *Twankey* his him by the tail—*Johny Crapeau* by the horns—and *Jonathan*³⁴⁵ milks him. Oh, my country, that I should ever see the day.”³⁴⁶

And so to Madras on 18 February to assist in the war effort. On 14 March 1840 she left Madras for Penang and the Straits of Malacca with 446 native and 14 European troops: she had become a troop carrier in the Opium War (see Chapter 8).

The *Amelia* Thompson, *Clarissa*, *Ayrshire*, and *Ganges* have been taken up for the conveyance of the 24th Native Infantry and a company of Golundauze to the eastward, bringing back to Madras the 12th Native Infantry.³⁴⁷

She was back in Madras on 4 May. The Calcutta paper *Bengal Hurkuru* reported a near miss on the Hoogly on 12 June, as she was bringing back a second group of the 12th,

The 12th Regiment Relieved.—The barques *Amelia Thompson* and *Clarissa* sailed on Thursday with the 12th Regiment N.I. on their return to Madras. Both vessels got under weigh about the same time before the ebb tide had

345 *Twankey* was low grade Chinese green tea, so by implication the Chinese; *Johnny Crapeau* was used by British sailors for the French; *Jonathan* probably refers to Jewish people. The Opium War had begun in September 1839.

346 *Colonist* (Sydney) 25 March 1840 page 2.

347 *Morning Post* 8 May 1840 page 3.

completely made, with the wind rather against them, and by some mismanagement were nearly getting foul of each other, which by a skilful manoeuvre on the part of the *Amelia Thompson* was avoided, when she stood on in shore. Not so, however, with the *Clarissa*, which got into the stream, where the tide was still running, and where on a “lubberly” attempt to cross the bow of the brig *Patriot*, then at anchor, she carried away the brig’s jib-boom, cut all the ropes thereabouts, and was very nearly seriously injuring her bowsprit and fore topgallantmast, when by an opportune slant of the wind she got clear. For these damages, we are informed, the commander of the *Clarissa* never said so much as— “I am sorry for what has happened”—or— “I beg your pardon, and will account to you”— but proceeded on his course, leaving the chief officer of the *Patriot*, in the absence of Captain Morris on shore, to look on and wonder at so much indifference and want of courtesy.³⁴⁸

The *Amelia Thompson* left Madras on 28 June for the Clyde. St Helena 9 September, Greenock 3 November, presumably carrying wounded officers,

DEATHS. At sea, on board the *Amelia Thomson*, on the 3rd of October last, Lieut. Edward Henry Lynch Moore, 33rd regiment Native Infantry.³⁴⁹

348 Quoted in the *Sydney Gazette and New South Wales Advertiser* 3 November 1840 page 3.

349 *Morning Post* 11 March 1841 page 2.

Chapter 8: The Opium War

The roots of the 1839–1842 Opium War (or First China War) lay in a trade dispute between the British and the Chinese Qing Dynasty. By the start of the 19th century, the trade in Chinese goods such as tea, silks and porcelain was extremely lucrative for British merchants. The problem was that the Chinese would not buy British products in return. They would only sell their goods in exchange for silver, and as a result large amounts of silver were leaving Britain.

In order to stop this, the East India Company and other British merchants began to smuggle Indian opium into China illegally, for which they demanded payment in silver. This was then used to buy tea and other goods. By 1839, opium sales to China paid for the entire tea trade. By 1840 there were 10 million Chinese opium addicts; largely sustained by illegal British imports. Illegal opium imports were also eroding what had once been a favourable balance of trade for China.

Chinese efforts to end the trade were initially successful. In May 1839 they forced the British Chief Superintendent of Trade in China, Charles Elliott, to hand over the stocks of opium at Canton for destruction. This incident outraged the British, and sparked the conflict.

Fighting began in November 1839. HMS *Volage* and HMS *Hyacinth* defeated 29 Chinese vessels during the evacuation of British refugees from Canton. British victories continued and the Chinese Admiral, Kuan Ti, asked for a truce and faced with overwhelming British strength, signed an agreement on 18 January 1841 by which Hong Kong became a British territory.

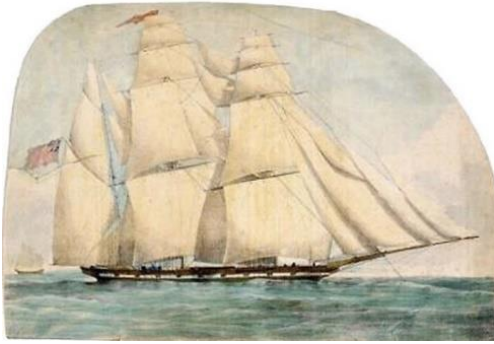
The Chinese still refused to back down and the British advanced up the Pearl River with a reinforced military contingent, capturing Canton on 27 May 1841 and repossessing

Chusan (previously returned to the Chinese) on 1 October. Changhai was taken on 10 October and Ningpo on 13 October before operations were suspended for the winter. Negotiations again proved fruitless and on 10 March 1842 the Chinese counterattacked but were easily repelled.

The British continued moving north, capturing Chapu on 18 May 1842 and moving on to Shanghai, which was captured on 19 June. Further up the Yangtze the British took Chinkiang in July. Faced with the possibility of a British assault on Nanking, the Chinese now sued for peace.



The British pour opium into China



The opium clipper *Water Witch* (1831).

A clipper was a fast 19th century sailing ship, with concave bows and raked masts.



The British use gunboat diplomacy

The war ended on 17 August 1842, with the Treaty of Nanking enabling the British to “carry on their mercantile transactions with whatever persons they please”. The treaty committed the Chinese to free trade, including the trade in opium.

Hong Kong was ceded to Britain, and the Treaty Ports of Guangzhou, Amoy, Foochow, Shanghai and Ningpo were opened to all traders. The Chinese also paid reparations.³⁵⁰

Chapter 9: To New Zealand

The first vessel, the *William Bryan*, took Plymouth Co. settlers to New Zealand, leaving on 19 November 1840. News that the settlement would be in Taranaki had not reached England before the second vessel, the *Amelia Thompson* (owners Thompson and Pirie were directors of the NZ Co.) departed.

Osbert Forsyth, Cornhill merchant and shipbroker, William Thompson for the owners and Thomas Woolcombe for the Plymouth Company signed the Company’s standard tender document for the *Amelia Thompson*: “The hire of a ship to convey passengers and goods from Plymouth to New Zealand”.

350 This account is abbreviated from the British National Army Museum website, <https://www.nam.ac.uk/explore/opium-war-1839-1842>. The *Amelia Thompson* was a troopship in 1840 after her second voyage to Sydney and in 1842 after her voyage to New Zealand.

109

TENDER

FOR

THE HIRE OF A SHIP TO CONVEY PASSENGERS AND GOODS FROM PLYMOUTH

TO

NEW ZEALAND.

Name of the Ship.	Registered Tonnage by the old Act.	Whole Tonne.	Master.	Build & Iron Works.
<i>Amelia Thompson</i>	<i>477 $\frac{32}{94}$</i>	<i>400</i>	<i>Wm Dawson</i>	<i>62 feet</i>

London, 26th Nov^r 1840.

SIR,

We, hereby offer the above Ship, rated *First Class* at Lloyd's for a Voyage from Plymouth to New Zealand, for the Plymouth Company of New Zealand, at the rate of *£5.7.4* per register ton (old measurement) for the voyage; subject to the terms and conditions annexed hereto; and in the event of this Tender being accepted within one week from this date, we engage on the Owner's part, to abide by the conditions of this Tender, in every respect, in failure of which we do hereby jointly and severally engage to forfeit to the Company the sum of two hundred and fifty pounds, and the Company is in that case, to have the option of rejecting the Ship altogether.

We are, Sir,

Your obedient Servants,

Wm. P. P. P. } BROKERS

We, the Owners of the above-named Ship, having examined the conditions annexed, hereby authorize *Mr. Robert Thompson* to agree with the Directors of the Plymouth Company of New Zealand, and to execute on our behalf Articles of Agreement in conformity therewith, according to the Forms of Agreement of the said Company; also to receive for us and give Receipts for all Monies which shall at any time be due to us under the said Articles of Agreement: which Receipts shall be the Company's discharge.

Wm. P. P. P. } OWNERS

To the Secretary of the
Plymouth Company of New Zealand.

N.B.—Tenders, sealed and marked on the left hand corner, "Ship Tender, Plymouth," to be delivered on or before the day and hour advertised, to the Secretary of the New Zealand Company, No. 9, Broad Street Buildings, London, and no Tender will be received unless it be made precisely according to this printed form, or acted on by the Directors, unless the party tendering, or some person on his behalf, is in attendance. Any conditions or alterations which the parties tendering may wish to suggest must be by a separate Letter at the time of making the Tender.

Tender from the broker and owner of the *Amelia Thompson* to the Plymouth Company for the voyage to New Zealand, 26 November 1840.
Archives NZ R17497043.

TERMS AND CONDITIONS.

1. ~~The Ship to be placed in a drydock in London by the Owners to be surveyed by the Company's Surveyors, and to be subject to the Company's orders in respect of alterations to be made therein, and to be delivered to the Company's Agent in Plymouth by the day appointed, allowance shall be made by the Owners at the same rate per diem as is hereafter provided for demurrage, which penalty to be deducted from the first payment of freight.~~
2. To have two decks laid. The height between decks not to be less than 6 feet.
3. To be at Plymouth ready to receive goods in such place as the Company may direct, on or before the 25th of February, 1844, notice of which arrival shall be given to the Company's Surveyor in writing. Should the Ship not be at Plymouth by the day appointed, allowance shall be made by the Owners at the same rate per diem as is hereafter provided for demurrage, which penalty to be deducted from the first payment of freight.
4. The Ship to be engaged by the register ton, old measurement, for the voyage from London to Plymouth, and from thence to Port Underwood, in New Zealand. On arrival at that Port the Ship is intended to be dispatched by the Company's Agent there to another Port in New Zealand, to which she is immediately to proceed for final discharge, and the lay-days are not on any account to commence until the arrival of the Ship at such Port appointed for final discharge. But will the Company be liable for any demurrage at Port Underwood, unless the Ship shall be detained there by the express order of the Company's Agent.
5. The Owners to provide sufficient ballast and dunnage as may be required by the Company's Surveyor.
6. The Ship to be manned at the rate of not less than five men and one boy to every one hundred tons register, old measurement.
7. The Ship to have wind sails for each hatchway, and such scuttles to be cut in the sides as may be ordered by the Company's Surveyor. To have handrails to the hatchway ladders, two retract portable water-closets for the sick bay, and such other water-closets as may be ordered by the Company's Surveyor; and to be provided with sufficient boats, viz:—a long boat, shift, and jolly boat, room being kept for one boat as cargo if required.
8. The Ship to have a poop; the whole of the cabins in which and between decks, except cabins to be selected subject to the Company's approval, for the Captain, Chief, and Second Officers, to be at the disposal of the Company; and at least 12 cabins for passengers, a scullery or poop in each cabin, with water-closets and all necessary fittings, to be provided by the Owners. Should any additional cabins be required between decks, the same to be built at the Company's expense, and the materials on discharge of the Ship to be delivered to the Company's Agent.
9. The Company, or their Agents, to be at liberty to order the Ship to touch at the Cape de Verd Islands, and on the Coast of Brazil, or Cape of Good Hope; but, in case of doing so, Port charges, viz: pilotage and harbour dues, together with demurrage, at the rate of fifteen shillings per ton register, old measurement, per month, to be paid to the Owners by the Company, for such time as the Ship shall be actually detained by order of the Company's Agent, unless she should be detained by any neglect or fault of the Ship, the Owners, or the Commander.
10. The Ship not to touch at any Port or place that where ordered by the Company or their Agents, unless compelled by stress of weather, or unavoidable accident, under a penalty of two hundred pounds, to be deducted in each such case from the final payment of the freight.
11. The Company to have the power to put on board such number of Cabin and other Passengers, and such cargo as they may think proper. All the sleeping berths (except a certain six feet square for the Schoolmaster, which is to be provided for the Owners, and twelve stowage and cooking bunks, to be provided for the Company, and the materials to be ordered by the Company's Agent at New Zealand.
12. All Passengers to be victualled by the Owners, Cabin Passengers to be victualled according to the Scale of usual Messing in respectable Ships in the New South Wales Trade, for which the Company will allow £40 per head for each passenger above fourteen years of age. Intermediate Passengers are to be messed according to the Dietary No. 1, for which the Company will allow £30 per head for every Passenger above fourteen years of age. Half of those rates respectively will be allowed for each Passenger from seven to fourteen years of age, and one-third for each child under seven years of age. Children under twelve months at the time of embarkation not to be computed. All other Passengers to be victualled according to the Dietary No. 2, for which the Company will allow one shilling and three pence per diem for each Passenger above fourteen years, and under that age in the same proportions as for Cabin Passengers. The provisions and other supplies to be subject to the inspection and approval of the Company's Surveyor, and to be in sufficient quantity for six months consumption, according to the stipulated scales.
13. The Owners to provide not only fire but properly charred water-casks, sufficient to contain a six months supply of water.
14. One moiety of the Freight, of the Cabin Passage money, and of the Victualling money for Steerage Passengers, to be paid by the Company within one fortnight after the ship's departure, such departure being evidenced by a certificate from the Surgeon of the Ship, countersigned by the Captain, to be forwarded by the Pilot last in charge, and containing an exact list of the Passengers on board at the time of such final departure, (the Directors being satisfied thereof,) and the remainder of the freight and passage-money to be paid by the Company within one fortnight after the production of a certificate from the Company's Agent in New Zealand, of the due landing and delivery of the Cargo, Passengers, and all Property sent on board, and of the Passengers having been properly treated during the voyage, together with a statement of all who disembarked, and the names of all who may have died; or left the ship on the passage, and a certificate of the Surgeon declaring that they were well treated during the voyage; the latter half of the passage-money not being chargeable in respect of any who may die on the passage, or leave the vessel before arriving at the place of disembarkation, or who shall leave the Colony by the said vessel. If any special circumstances should arise, justifying, in the opinion of the Directors, a relaxation of this condition, such circumstances will receive fair consideration. But, as a general rule, the whole payment is to be subject to the performance of the conditions herein contained.
15. A Surgeon will be appointed and paid by the Company, and for whom allowance will be made as a Cabin Passenger.
16. No goods of any description to be shipped for any Passengers on any account to be received on board, except under the orders of the Company, under a penalty of two hundred pounds. The Master to sign such Bills of Lading for the due landing and delivery of the Cargo as may be required by the Company.
17. The Company's Agents to be at liberty to direct the stowage of the Ballast, Cargo, Provisions, &c., and accommodation of the Passengers, and to vary the same from time to time during the voyage, as may appear to them desirable.
18. The Ship to proceed to Plymouth, and sail from thence, as well as from any place at which she may stop on her voyage, at such time as shall be ordered by the Agent of the Company, under penalty of Demurrage, at the rate of fifteen shillings per ton register, (old measurement) per month, for such time as she shall remain after such orders; the said penalty to be deducted from the Freight.
19. Sixty running days to be allowed the Company for fitting berths, loading, and embarking at Plymouth and disembarking and discharging in New Zealand; and if longer detained, Demurrage to be allowed the Owners, at the rate of thirteen shillings per ton register, (old measurement) per month. The lay-days to commence from the date of the Company's Surveyor's Report of the Ship being in all respects ready, at Plymouth, to receive Cargo, and to commence fitting for Passengers.

The first clause of the tender contract was deleted, the deletion explained in a longhand rider (next page). That clause required the vessel to be placed in dry dock in London where she would be inspected by the Company's surveyors.

Memorandum

Copy of the Order referred to in the Charter-
party, and to be taken in substitution of the
1st Article in the annexed Tender

The Ship having been surveyed by the Surveyor
of Shipyards in the Clyde, and approved by the Company
in his report, is to be ballasted and to proceed to
Plymouth to take in cargo and passengers, where
she shall be consigned to the Company's Agent.
After the arrival of the Ship at Plymouth Eight
clear working days, over and above the lay days
specified in the said Tender, shall be allowed to
the Company in consequence of the ship not
having been in London, where by the original
Tender, the Company were to have the option of
Shipping Goods and putting up such fettings as
they might seem necessary. The Freight, Insurance,
and all shipping and landing and reshipping charges
in London and Plymouth on goods which the Company
or their Cabin Passengers would have shipped in
London, shall be paid by the Company and
allowed by the owners in part of the first pay-
ment for freight.

signed Joseph
signy Thompson
signed Tho. Woolcombe

Since she had been surveyed on the Clyde by the Lloyd's agent, there was
no need for a further survey in London.

20. It is to be clearly understood, that during the Voyage the Commander of the Ship is to be in all respects (not immediately connected with his professional duties) subject to the directions of any Superintending Agent who may be appointed by the Company; but that if, in compliance with his directions, any unusual expense should be incurred by putting into port, or by other proceedings not provided for by these Conditions, such expense will be repaid to the Owners by the Company.

(SCALE No. 1.)

21. DIETARY FOR INTERMEDIATE PASSENGERS.

	Bread lb.	Bif. lb.	Park lb.	Preser- ved Beef lb.	Plum lb.	Raisins lb.	Curr. lb.	Pean. lb.	Rice lb.	Pot. lb.	Tea oz.	Coffee oz.	Sugar oz.	Butter lb.	Cheese lb.	Pickle lb.	Salt oz.	Must- ard oz.	Water gals.	Wine bottle.	Beer bottle.	
																						1
Sunday....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Monday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tuesday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wednesday..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thursday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Friday....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Saturday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
One adult } per week }	7	1 1/2	1 1/2	3	2 1/2	1	4 1/2	1 1/2	1	3	1 1/2	2 1/2	14	1	1	1	2	1	21	..	3	..

One Gilt of Spirits per day.—No Wine or Spirits to Children under 14 years of age.—To find their own mess utensils.

22. (SCALE No. 2.)—DIETARY FOR STEERAGE PASSENGERS.

The Passengers to be in Messes of Six or more according to the following Scale for one Adult:

DAYS.	Bread lb.	Bif. lb.	Park lb.	Preser- ved Beef lb.	Plum lb.	Raisins lb.	Curr. lb.	Pean. lb.	Rice lb.	Pot. lb.	Tea oz.	Coffee oz.	Sugar oz.	Butter lb.	Cheese lb.	Pickle lb.	Salt oz.	Must- ard oz.	Water gals.	Wine bottle.	Beer bottle.	
																						1
Sunday	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Monday	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tuesday	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wednesday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thursday...	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Friday.....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Saturday....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Wants to receive the same rations as Men's Children to receive rations in the same proportions as provided for payment. Children under twelve months receiving no rations.

Fresh meat and soft bread to be supplied until two days after leaving Plymouth, and whenever opportunities shall offer.

Each mess will have a right at any time during the passage to draw part of its allowance, and the remainder on arrival in the Colony—provided that notice thereof be given to the Master in writing.

DAILY MEALS.

- Breakfast Tea, or Coffee, and Sugar.
- Dinner According to the above Scale.
- Supper Tea, or Coffee, and Sugar.

In case of illness, barley is to be served out, and when the potatoes are expended, 1 lb. of rice must be substituted for 3 lbs. of Potatoes.

If required, 7 oz. of molasses per week are to be substituted for 6 oz. of the sugar, and half a pint of oatmeal per day for the rice and potatoes.

23. A supply of medical comforts is to be put on board for use in case of sickness, in the proportion of—

- 1 cwt. oatmeal.
- 10 lbs. of arrow-root.
- 50 lbs. of preserved beef.
- 400 pints of lemon-juice, in stone one-gallon bottles, and 400 lbs. of sugar to mix with it.
- 60 lbs. of Scotch barley
- 12 bottles of Port wine.
- 12 bottles of Sherry wine.
- 300 gallons of Stout, at least 50 gallons in bottles, and the remainder in half Hogsheads.
- 40 gallons of Rum.
- 10 gallons of Brandy.

For every 100 Passengers, counting the Children at the rates stated.

The above medical comforts to be issued as the Surgeon shall deem proper, and supplied at the expense of the Owners. It is intended that women who may be giving suck shall have a pint of stout each day; also, that if the water becomes bad, an allowance of spirit and water should be issued daily to all who do not receive stout, at the rate of one-eighth of a pint of spirit to each adult mixed, before being issued, with at least half a pint of water.

Proper medicines to be provided by the Owners together with not less than 2 cwt. of chloride of lime for every 100 passengers.

The Captain to supply to the Sick, on the requisition of the Surgeon, such fresh meats, poultry, or other small articles not included in the medical comforts, as he may be able: the Company paying therefore upon a certificate from the Master, countersigned by the Surgeon, to the effect that the same have been furnished, and that the prices charged are believed to be the actual cost of the same.

24. *Other Articles to be provided for the Passengers at the cost of the Owners.*

- One wooden mess-bowl
 - Two ditto platters
 - One mess bread-basket
 - One tin quart pot, with bar-hook, for boiling water
 - Two three-gallon haws-buckets
- } for each mess of Six Passengers.

With an addition of one-third of the above articles, to provide against loss or breakage. Also, three filters, flour-scales and stamped weights; pewter, wooden, and tin measures; two coffee-mills and two coffee-roasters, four swing-stones, and hand-pumps; with brooms, deck-scrapers, and all other articles which the Company's Surveyor may reasonably deem necessary for the comfortable accommodation of the Passengers, and cleanliness of the Ship.

25. On arrival at the Port of destination, the Master is to transmit a report of the number of Passengers on board to the Company's Principal Agent there; and without any additional charge, to disembark and land the Cargo and Passengers, with their luggage, at such place as such Agent shall direct.

26. The Master is strictly to prohibit and prevent on the part of the Crew or Officers the sale of spirituous or fermented liquors to the Emigrants.

27. With a view to the health of the Passengers, the Surgeon is directed, whenever the weather will permit, to require that all the Passengers shall be upon deck a certain time each day, during which the bedding is to be exposed on deck to the open air, and the 'tween decks ventilated by every possible means. The Master is to afford the Surgeon every facility in his power for carrying this instruction into effect.

28. Except when specified to the contrary, every condition enumerated in this Tender is to be fulfilled at the expense of the Owners.

29. The Directors of the said Plymouth Company, or their Officers, are to have the inspection and approval of the Ship; of the part assigned for the Passengers; of the draft of the Vessel when laden; of the Master, Officers, and Crew; of the arrangements and accommodations on board for their Passengers, as well as for the Surgeon; of the provisions (including water) and stores for the Passengers; of the medicines, and of the quantity of the provisions and stores for the Crew; and, in short, of the preparations for fulfilling every condition of the Tender.

30. The Owners to be liable to a penalty of three thousand pounds for non-performance of these conditions.

26th Decem^r 1880
 Charles Hayward & Co. 477 9th St.
 San Francisco
 5/5/81
 TENDER

THE HIRE OF A SHIP
 FOR
 CONVEY PASSENGERS AND GOODS
 FROM
 PLYMOUTH TO NEW ZEALAND.

THOMAS & BROTHER, Printers, 75, Great St. Martin, London.

Many arrangements had to be made.

On 15 January 1841 Capt. Dawson wrote from his father's home in Tarbert to Captain John D Haswell, supplier for the ship,

I beg to acknowledge the receipt of your favor of 8th instant, conveying to me the requisite information respecting the fittings &c. of the "Amelia Thompson."

The lower hold of the ship is capable of storing 500 tons, say one half dead weight and one half measurement, but of this space 120 tons will be occupied by the provisions, water & coals requisite for the passengers and new on the voyage, leaving 380 tons at the disposal of the Company. Bny making good stowage and having suitable packages it is possible the ship may stow a little more, but the above is as near an estimate as I can furnish you with at present.

You do not say whether the bricks are to be purchased at Greenock. Please to inform me on this by return of post, before I commence ballasting or taking in stores.

The Amelia Thompson has a topgallant forecastle in which an accommodation for part of the crew, and also the cooking apparatus for them and for the Cabin Passengers.³⁵¹

On 31 January James Marshall, Glass & China Warehouse, 4 William Street Greenock billed the Company for glassware for the *Amelia Thompson*. A list survives in the Puke Ariki files.³⁵² First things first.

On 16 February 1841 she left Rothesay on the Clyde (where she was surveyed by the Lloyd's agent and took on bricks as ballast) bound for Plymouth and eventually for New Zealand. She arrived at Plymouth on 26 February.

On 26 February Dawson gave Haswell an account of the stores aboard the *Amelia Thompson* on arrival at Plymouth,

351 Puke Ariki ARC2001-373 Box 1 Part 4 Amelia Thompson.

352 *Ibid*.

36 Barrels Flour	400cwt Salt
9 ³ / ₄ tons of Biscuit	25 Jars lime juice, or
349 lb coffee	50 Gal—do.—do
19cwt. 25lbs Sugar	3,000 lbs Soap & Boullie
3cwt 29lb Molasses	300 Gallons Stout,
265 lb Tea —	Rum & Brandy
12 cwt 2 lbs Raisins	30 Tierces Beef
23 cwt 2 qrs Rice	40 Barrels Pork
154 Galls Vinegar	18 Firkins containing
3 cwt 3 qr of Oatmeal	11 cwt of Butter
2 “ 11 “ Barley	
2 “ 0 Cheese	
33 “ 0 Pease	
105 Galls Pickle Cabbage	
83 lbs Mustard. ³⁵³	

On 12 March *The Royal Cornwall Gazette* called the vessel *Amelia* and assumed somebody called Thompson was the captain, but conveyed the message nonetheless,

PLYMOUTH COMPANY OF NEW ZEALAND.—The ship *Amelia*, Thompson Master, taken up by this Company for the conveyance of passengers to New Zealand, is now fitting up in Catwater. She will convey several cabin passengers, who will be provided with stores of various kinds well suited for an infant Colony. Capt. King, R. N. late of Holsworthy, the Company's principal Commissioner, will embark in this ship, with several other gentlemen and their families, besides labourers and mechanics, to the number of 200.

Royal Cornwall Gazette 12 March 1841 page 4.³⁵⁴

353 Puke Ariki ARC2001-373 Box 1 Part 4 *Amelia* Thompson.

354 The Catwater (Cattewater) is in Plymouth Sound.

On 4 March the Company wrote to James Thomas Shaw...

*... to authorise and empower you to act as Assistant to the Surgeon Superintendent, and Schoolmaster on board the Company's Ship Amelia Thompson... pay you the sum of Twenty five pounds on arrival in New Zealand (subject to a deduction of Five shillings for every death and an addition of Six Shillings & Eight pence for every birth, or such part thereof as your conduct... shall deserve....*³⁵⁵

On 20 March Haswell told Captain Henry King about the medical supplies he had provided for the ship's surgeon Dr James Evans,

I am instructed by Mr. T. Woolcombe to inform you that I supplied Mr Evans Surgeon of the Amelia Thompson with the stores named in the margin for the use of the sick on the passage out, which you are to cause to be delivered over to your charge, (or accounted for if expended) on your arrival at and disembarkation at New Plymouth New Zealand.

Viz—

2 Rugs

2 pair Blankets

8 pr. Sheets

4 Pillow Cases

18 Towels

4 double Bed

8 Single do.

12 Bolster for do.

2 Bed pans

4 Spittoons

1 puter wash Bason

1 do. Botels

4 Water Cans

*1 piece Sponge.*³⁵⁶

355 Puke Ariki ARC2001-373 Box 1 Part 4 Amelia Thompson.

356 *Ibid.*

On 14 March Thomas Woollcombe gave Dr Evans his instructions,

I have the honor to enclose the printed regulations for your guidance as Surgeon Superintendent, of the Company's Ship "Amelia Thompson" during her voyage to New Zealand and also a copy of the regulations which are to be suspended in the parts of the ship set apart for the use of the Emigrants.

You will communicate on all matters of duty with the Company's Principal Agent, Capt. King, who is particularly instructed to afford you every assistance in his power on the discharge of your duties but you are not to understand this reference as in any way discharging you from the responsibility which attaches to you as Medical Officer.

In consideration of your duties the Directors will instruct their Principal Agent to pay on your arrival at New Zealand a fee of ten shillings for every adult Steerage passenger above fourteen at the time of embarkation from England, half that sum for every steerage passenger between 14 and 7 and a third for each Steerage passenger under 7.

A deduction from these fees is to be made for every death of 20/s and an addition for every birth of the same sum.

In addition to the above fees the Company's Principal Agent is also instructed to allow you a Bonus of £50 on your arrival in the Colony, provided that you obtain from him, a certificate that your conduct on the voyage has been in every way satisfactory to him, which Certificate, must also be countersigned by the Captain of the Ship and be transmitted to England with the Copies of your Journal of the Voyage.³⁵⁷

Captain Henry King, first commissioner of the New Plymouth settlement, was born in Devonshire in 1783. He followed a traditional upbringing for boys of his time, joining the Royal

357 Puke Ariki ARC2001-731. If Evans did send his journal it seems to have been lost.

Navy at age 12. His career in England was rather undistinguished and he retired early achieving the rank of Captain.³⁵⁸ “Adieu my native land, adieu” and an ode composed by an unknown sycophant in honour of Captain King were sung at a farewell dinner in 1840 at Holsworthy where King was a barge master.³⁵⁹

All Hail, the man of whom I sing
For cordially we love him,
To Shield and Bless him—let us beg
The power that rules above him,
That when from us, he’s far removed
Beyond the Trackless Ocean,
He may enjoy sweet Home and peace
Peace—Free from all commotion.
That Peace—which to the Brave belongs
O, may it long attend him
And “Hope” with outstretched Arm again
From Battles rage, defend him,
Tho’ he has there a Lion been
And England’s Brave defender
A Lamb in time of peace—he’s found
And not a mere pretender.
The Hand of Friendship he holds out
As Townsmen well we know it
And the best Feelings of the Heart
To all—he’s proud to show it
Rememb’rance long will Cherish him
And Absence hold him dear
Should he again reach Britons Shore
With joy we’ll Hail him here.
Now to his Health, a Bumper fill
And as you like him,—Cheer him,

358 <https://collection.pukeariki.com/persons/6622/henry-king>.

359 National Library, Wellington, ref. fms-Papers-9183.

Blow gentle Breezes, safely Blow
While far from us, ye bear him,
To distant Climes, O'er Boundless Waves
Where e'er Life's Tide shall last,
Hope—"Hope—shall Brighten Days to come
And Mem'ry Gild the past."

On 24 March Thomas Woollcombe gave Captain King his instructions,

Enclosed I beg to hand you a Duplicate of the Instructions taken by you on board the "Amelia Thompson", a Duplicate of the Land Order Register and of the Appointment of Agents and Duplicates of the Bills of Lading by the Amelia Thompson and the Regina.

Enclosed is Likewise a copy of the Charter Party of the latter vessel with an Endorsement showing the number of laydays consumed in this Port. You will note the time at which such laydays begin again to count in New Zealand and you will render to the Captain every possible assistance in discharging the Cargo so as to prevent any claim on the Company for demurrage.

You will report fully to the Board in duplicate as to the performance or otherwise of the Charter Party in order that the final claims of the Owners for freight may be adjusted.

Should the owners of the goods shipped by the Regina not have arrived by the time that vessel is discharging, you will take as much care as possible of the goods till claimed by the Owners.³⁶⁰

The handwritten 8 March 1841 Charter Party of the *Regina* is among the documents in the Puke Ariki collection. It begins,

It is this day mutually agreed between Edwin Henry Row of Devonport in the County of Devon Merchant owner of the good

360 Puke Ariki ARC2001-373 Box 1 Part 4 Amelia Thompson.

ship or vessel called the Regina of the measurement of one hundred and sixty-four tons or thereabouts, now lying in Hamoaze, and Thomas Woollcombe Esquire Managing Director, of the Plymouth Company of New Zealand.

That the said Ship, being tight, staunch, and strong, & in every way fitted for the voyage, shall with all convenient speed, sail and proceed to Sutton Pool, Plymouth, and be in a loading berth, ready to take a Cargo by the Eleventh day of March instant, subject to the inspection and approval of the Company Surveyor: & then shall load from the factors of the said Company a full & complete cargo of legal Merchandise, not exceeding what she can reasonably stow & carry, over and above her tackle apparel provisions and Furniture.

That in the event of there not being sufficient cargo to load the said vessel, the said Company shall be at liberty to ship as many passengers, as the spare room will accommodate in the Steerage....³⁶¹

Lloyd's Register of 1841 lists the schooner *Regina*, 163 tons, master N. Prouse (*sic*), registered at Plymouth, owners Row & Co. of Plymouth, classed A1, bound for New Zealand.

The Company put on a lavish farewell party for the men among the *Amelia Thompson's* cabin passengers. The party was reported in the *Plymouth Herald* and William Halse wrote that "On the morning of our quitting, the Editor of the 'Plymouth Herald' sent a boat alongside with the report of the dinner given by the Company, nearly 100 of which were purchased, and sent

361 Plymouth Co Ships Charter Papers etc. Puke Ariki ARC2001-373.

to our friends”.³⁶² That was quite a brief account:³⁶³ that given by B. Wells in 1878 is much more detailed. Here it is, in full,³⁶⁴

The Plymouth Company of New Zealand having resolved on giving a farewell dinner to the cabin passengers of the *Amelia Thompson*, previous to her departure for her destination, the entertainment took place on Friday, 19th March., at Whiddow’s Royal Hotel. The following Directors of the Plymouth Company were present:– Capt. Charles Bulkeley, of Stonehouse; Richard Fillis, Esq., of Plymouth; George Leach, of Stoke; and Dr. Thorburn, Princess-square, Plymouth. The cabin passengers present were:– Captain Henry King, R.N.; Captain L. H. Davy, late of the Bengal Army; James Webster, Esq.; William and Henry Halse, Esqrs., of St. James’ Palace, London; George John Cooke, Esq., late of the 11th Regiment; Charles Brown, Esq., of Plymouth; Mr. John Wallace, of Birmingham; Messrs. Edwin Brown, Isaac Goodall, and John Lewthwaite, of Halifax, Yorkshire; Mr. Edmund Marshall, of London; Mr. Thomas Ibbotson, Mr. Charles Merchant, and Mr. St. George, of Staffordshire. A few friends of the gentlemen from the neighborhood, who were passengers, were also invited. The officers from the Company’s establishment, including W. Bridges, Esq., Secretary; and Mr. J. Matthews, Accountant, and Superintendent of Emigration, were also present. Messrs. Saunders and Haswell, the Company’s Shipping Surveyors; Mr. John Borwarva, and a few other gentlemen were among the guests.

362 William Halse 1842. *Letter from William and Henry Halse dated on board the “Amelia Thompson” off the coast of New Zealand 15th July 1841*. Brettell, London.

363 *Plymouth, Devonport and Stonehouse Herald*, etc. 27 March 1841 page 3.

364 Wells B 1878. *The History of Taranaki*—Chapter X: The despatch of the pioneer ships.

The Chair was taken at six o'clock by Thomas Gill, Esq., Sub-Governor of the Plymouth Company of New Zealand, who was supported on his right by Captain King, Chief Commissioner of the Company's Settlement; and on his left, by J. Watson, Esq., the representative of a numerous body of purchasers of land in the settlement. Thomas Woollcombe, Esq., Managing Director, officiated as Vice-President. About forty gentlemen sat down to dinner, which was served up in Mrs. Whiddow's usual style, and consisted of every luxury that could be desired. The healths of the "Queen," the "Queen Dowager," "Prince Albert," and the "Royal Family," were drunk with the usual honors, followed by the "Army and Navy," acknowledged by Captain Bulkeley and Captain King, on behalf of their respective services.

T. Woollcombe, Esq., then rose, and after addressing some observations on the particular event which had called them together, in which everyone present must take an especial interest, and none more so than himself; he begged to propose a toast, which, apart from all political feelings, would, he was certain, call for the approbation of all present. Whatever might be the opinions of gentlemen with respect to the political career of the Noble Lord, the Secretary for the Colonies, he was sure all would join him in applauding the statesmanlike and generous manner in which he had now taken up this great and interesting Colony. It was owing to the manliness and courage with which Lord John Russell had practically acknowledged, and fearlessly corrected the error which had been originally committed with regard to New Zealand, that the Colony now stood in its present proud position in this great commercial country. He therefore begged to propose the health of the "Noble

Secretary for the Colonies.” The toast was warmly received, and drunk with great applause.

The Chairman then proposed the health of “Captain King,” the Chief Commissioner of the Colony. He was a gentleman of high moral feeling, of great worth, and whose energies had prompted him to accede to the wishes of the Directors in undertaking the arduous task of superintending the social condition, and the formation of a compact, which shall descend to future generations. In this gentleman, he observed one on whom they could all rely; and in whom they could place the most undivided confidence. The health of Captain King was received and drunk with the greatest enthusiasm.

Captain King, in rising to return thanks for the honor conferred upon him, wished also to allude to the manner in which the Directors had brought them together upon the present occasion, and which he deemed most honorable to them. It was always more or less painful to take a final farewell of friends, but much depended upon the way in which it was done. On the present occasion, most of the intending colonists had youth on their side, and those who had not, had perseverance; and the pleasure derived from the confidence of success inspired by these was sufficient to counterbalance every feeling of fear or regret. Nothing beyond this was necessary but unanimity among themselves. He begged to thank the Chairman for the honor conferred upon him, and the company present, especially for the manner in which they had responded to the call of the Chairman in drinking his health. Captain King concluded by proposing the health of the “Chairman, Thomas Gill, Esq.” which was enthusiastically responded to by the assembly.

The Chairman could not suffer the observations of Captain King to pass without attention, and, at the same

time that he assured them of his own endeavors to do his duty, he was fully convinced that every one who had acted with him had strained every nerve to do theirs. One thing he might safely say, that there never was a set of men more enthusiastic with regard to their object, and that the welfare of the settlement, and the well-being of the colonists were equally desired by them all. As regarded the Colony, their efforts would still be unceasing, for it was their intention to send out another ship immediately, in succession to that noble vessel, the Amelia Thompson, which would take the present intending colonists out. In doing this, the same attention would be paid to the health, convenience, and comfort of every individual, as had been shown in the present instance. When he looked back at colonisation as it was carried out formerly, and made a comparison between that and the mode which was now adopted, he must say that the misery and suffering endured in the one case, and the convenience of arrangement, and comfort and pleasure, arising out of it in the present instance, afforded a marked and pleasing contrast. The class of persons now assembled round the table was, in fact, such as would reflect credit on any place, so that, in addition to the marked improvement in the mode of going from one climate to another, an equal change had taken place in the class of individuals who left their native land for the country of their adoption. The facilities of emigration, he would add, were in a progression so rapid that we should shortly be enabled to go from one country to another with as little difficulty as we formerly stepped from our own door to that of our neighbor; and the establishment of a regular line of steam packets in the Pacific would, he doubted not, be carried out eventually, to the great benefit of our colonies in the southern hemisphere, and to none more so than to the Colony of New Zealand.

T. Woollcombe, Esq., said he hoped he might be permitted to explain to those assembled the objects which the Company had in view in sending out the Chief Commissioner. He had much pleasure in assuring them that these objects were no farther of a commercial nature than to realise a reasonable profit upon the goods which they shipped to supply the colonists themselves. Competition with the settlers formed no part of their enterprise, and their instructions to their officers were that they were on no account to enter the market in this character, either as regard the necessaries of life or the disposal of land. (Cheers). With their permission he would read to them the Company's intention respecting land. [Mr. Woollcombe then read to the company the Chief Commissioner's instructions, which were received with the warmest approbation.] He believed that all who were concerned in the enterprise were animated strongly by these feelings, which he might say were cradled in these counties. From the west of England had proceeded the early founders of that great and glorious colony of England, the United States of America, towards which, notwithstanding any transient cloud which might lower for a time on the political horizon, every true Briton would look with pride and reverence. Those bold and energetic men whom he now addressed were departing from their native land on a mission which he firmly believed would end in bringing great glories to this country, and would add another brilliant page to the records of our commercial greatness. To ensure this they need only recall the deeds of their forefathers in a like cause, and they would render New Plymouth as celebrated as any part of the United States. They would carry with them the blessings of civilization, and they would attain the dearest reward of all exertion—the

consciousness of having achieved their own fortunes and independence.

C. V. Bridgman, Esq., of Tavistock, rose and begged that he might be allowed to propose the health of the Vice-President. In making this request, he hoped he should not be considered an intruder. This, he was sure, would not be the case, for, besides the interest which he felt in the colony itself, he was connected by ties of relationship with one who held an important office on board the *Amelia Thompson*—he meant the surgeon, James Evans, Esq.—whom he hoped to have met at this interesting party, but whose paramount duty to the emigrants had detained him on board. He begged to propose the health of Thomas Woollcombe, Esq.

The Vice-President, in returning thanks, wished to observe that the pride and satisfaction which he felt in having done his own duty to the best of his ability, was not greater than the pleasure which he experienced from seeing his humble efforts crowned with success, through the aid and cordial co-operation of his brother directors. He could not do anything by halves, and he knew of no cause in which he had been engaged which had afforded him so much gratification as this one of aiding in the establishment of a colony of Britons in the southern hemisphere.

The Chairman proposed the toast of “Ships, Colonies, and Commerce,” which was duly honored.

The Chairman begged to remark that although the ladies formed no part of the present company, they would not be absent on board, and would be found a most essential ingredient in the Colony at New Plymouth. It had hitherto been an error in emigration to leave this very important part of a social community out of the question, and great inconvenience had been the result. He must say, however, that all would feel deeply

indebted to those ladies who, on the present occasion, had had the resolution to embark themselves on so long a voyage, and whose patient endurance of trial—so proverbial of the softer sex—had given them the courage to adventure on administering to the wants and comforts of their fellow passengers. He would conclude by drinking the health of the ladies on board the *Amelia Thompson*.

Mr. Webster returned thanks on the part of the ladies.³⁶⁵

The Chairman felt convinced that the preceding toast would give satisfaction to all interested persons, both present and absent, but he was sure that there was one among them who would take an especial interest in seeing that the comforts of the ladies themselves were not overlooked—he meant the commander of the *Amelia Thompson*, Captain Dawson, whose health he now begged to propose.

Captain Dawson's health was drunk with much enthusiasm.

Captain Dawson said he felt highly honored by the marked manner in which the President had alluded to his humble services. "When he first heard of the Plymouth Company of New Zealand, he happened to be in Scotland, and ever since the expedition had been made known to him, he had felt an especial interest in it, and that interest had increased up to the present moment. He was sure that this feeling could never subside, for the more he saw of the Company the more convinced he was that the liberality and kind support which had been accorded to him would be continued until his mission was crowned with success; and they might rely upon it

365 Well, the softer sex (with their patient endurance of trial) hadn't been invited, so it was good of him to speak for them.

that the comforts of the ladies would meet with his especial attention.

Mr. Charles Brown, sen., of Laira Green, begged to make a few remarks before the company separated. He was not going out himself in the *Amelia Thompson*, but he was nevertheless equally interested, on account of one in whose welfare he was immediately concerned, and whom he intended speedily to follow.³⁶⁶ He could see clearly that in matters of this kind no good could be accomplished unless every man acted truly for himself, which was the reverse of selfishness, for if every man acted well for himself he would also act well for the community.³⁶⁷

Mr. Watson rose to propose a bumper toast. He stood there as one of the early purchasers of land, and the representative of a large portion of proprietors. In the first instance they found opposed to them not only the Government but the press, and against these the directors had to contend in all their early proceedings. How had they acted in this emergency, however? Had they flinched from their duty? No. If any gentlemen were present who had witnessed the assembling of the merchants of London on this interesting subject, he was sure they would coincide with him in his opinion. The Government at length had met all their wishes, and they had now the satisfaction, not only of being severed from a convict Colony, but of enjoying all the blessings of the British Constitution. The emigrants now leaving Plymouth he was sure would have all the comforts of a house on board the vessel in which they were about to embark, and a wide field was opened for their labor on

366 Brown's illegitimate son, Carlino (known in NZ as Charles Brown, later Major Brown) was a 21 year old (but gave his age as 23) on the *Amelia Thompson*. His father would follow on the *Oriental*.

367 *The wealth of nations* (1776)....

their arrival out. Here, in England, they were pressing too closely upon each other, and all their united exertions were insufficient to keep the body and soul together; there, he doubted not, but that they would be enabled not only to live comfortably, but also to lay by sufficient in store of the good things of this world to ensure an old age of ease and happiness. Nor had they forgotten the Aborigines. They were going to join them in the wilderness and to aid in rendering it the abode of civilized men, and when their country would be converted from a waste into a paradise what remained to them would be infinitely more valuable than the whole had been in a state of desolation. The directors were entitled to the thanks and good wishes of all for having laid the foundation of accomplishing so much, both for them and the natives, and he begged now to conclude by drinking their health in a bumper.

T. Woolcombe, Esq., returned thanks on behalf of the Directors.

Mr. Charles Brown, jun., having obtained the consent of the Chairman to propose the health of the Officers of the Company, it was drunk with enthusiasm.

Mr. Bridges returned thanks on behalf of himself and brother officers.

Mr. Lewthwaite proposed the health of Captain Haswell.

Captain Haswell returned thanks.

The company separated at an early hour of the evening.³⁶⁸

The Amelia Thompson got under weigh on Thursday morning, and on passing the Impregnable, lying in the Sound, was greeted by every soul on board, the ship's band playing the National Anthem.

368 Despite the number of toasts!

The *Amelia Thompson* set sail on 25 March.

It was a great occasion. About three weeks later Cornish poet Henry Sewell Stokes³⁶⁹ wrote some verses, explaining them in a letter to the editor of the *Royal Cornwall Gazette* (30 April 1841 page 4),

The following verses were composed on the occasion of the *Amelia Thompson* sailing from the port of Plymouth, with emigrants for New Zealand; when as the vessel passed by the *Impregnable* three-decker,³⁷⁰ then lying in the Sound, the yards of that noble ship were manned, and three hearty cheers were given by her crew to their adventurous fellow-countrymen, while the band played the national airs. Many of the emigrants were from Cornwall and Devon, and these lines may therefore be pleasing to some of your readers as a memento of the occasion. Should they hereafter be seen by any of the Voluntary exiles, with one of whom their author is nearly connected,³⁷¹ they will convey an assurance of the lively sympathy which attended their departure from their native land. I am, Sir, your obedient servant, HENRY SEWELL STOKES. Truro, April 20th, 1841.

GOD SPEED THE SHIP.

God speed the ship! her anchor's up,
Her sails are spreading in the breeze,
With filling eyes and foaming cup,
We now commit her to the seas;

369 He was a schoolfellow of Charles Dickens. Rutherford and Skinner wrongly state the poem was recited at the farewell dinner (p.138).

370 In 1841 the HMS *Impregnable* was the Commander in Chief's flagship moored at the entrance to the Hamoaze and HMS *Belleisle* was converted to serve as a troopship in 1841 and sailed for China in December 1841 for the First Opium War.

371 His "near connection" may have been Robert Stokes, a NZ Company surveyor despatched to Wanganui from Wellington.

And as she leaves old England's shore
Hark! from yon stately vessel's side
What well-known strains are wafted o'er,
The waves that swell with conscious pride;
See, see the "meteor flag" unfurled,
At once the lofty yards are mann'd,
And with such cheers as daunt the world
The bold adventurers leave their native land.

God speed the ship to that far isle
Where in the vast Pacific Main
Another Albion seems to smile,
And Britons find their home again;
Green hills appear with streamlets clear
And waving woods and showery skies,
And Ocean loves to murmur there
While many an echoing cave replies;
There birds chime in the matin hour,
And when the trembling stars grow bright
Sweet voices from the woodland bower
Remind the swain of England's summer night.

God speed the ship! her company
Have hearts as tender as they're true;
Good bark! Oh bear them gallantly
The deep's tempestuous perils through;
A dear, a sacred charge is thine,
Good ship be staunch, be strong, be swift,
Soon may the glorious Southern Sign
Its cross above the waters lift,
To prompt perchance some grateful hymn
"A holy and a cheerful note,"
Such as did once on Ocean's brim
By the remote Bermudas sweetly float.

God speed the ship! For conscience sake
No more the Briton leaves his home,

In transatlantic wilds to make
With forest boughs his temple dome;
Not thus with cheers and blessings went
The Pilgrim Fathers from the coast;
Some silent prayers to heaven were sent
For good men to their country lost;
Few, few, to bid farewell stood by,
And hastening from the lonely shore
The exiles 'neath a lowering sky
Heard but the sea birds scream and billow's roar.

God speed the ship! God speed the ship!
To all on board a long adieu!
In the blue waves the white sails dip,
And soon elude my anxious view;
Yet like the faithful Albatross
In thought I'll track the rapid bark,
With her the burning line I'll cross
And seek the Bay with pine woods dark,
Where safe from storms on some blythe morrow
The eager crew will leap to land,
And on the soil their ploughs shall furrow
The flag of England plant,
'mid cheers that shake the strand.

One cabin passenger, William Halse, wrote,

As we passed astern of H.M.S. the Impregnable, and Belle Isle, their bands were mustered on the quarter deck, and played "Rule Britannia," "Auld lang Syne," and "The Girls we leave behind us." This unusual mark of respect to departing subjects produced a great effect on us all, and it was replied to with loud cheers.³⁷²

372 William Halse 1842. *Letter from William and Henry Halse dated on board the "Amelia Thompson" off the coast of New Zealand 15th July 1841.* Brettell, London.



Plymouth Sound
SW England



HMS *Impregnable* on the Hamoaze some time after 1850.

The *North Devon Journal* reported,

We hail with much pleasure the “going a-head” system of the Plymouth Company of New Zealand, as it must tend to promote the prosperity of these towns and neighbourhood, the greater part of their business being transacted in this vicinity. The “Amelia Thomson,” which sailed from Plymouth on the 25th ult conveyed between 20 and 30 cabin passengers, amongst whom, it is said, little less than £50,000, besides a valuable cargo, was shared amongst these enterprising gentlemen.³⁷³

The surgeon was Dr James Evans and his assistant was James Thomas Shaw, also the school teacher. Rutherford and Skinner record (p. 138) that the surgeon would receive ten shillings for every adult landed, less for children. A pound would be deducted for every death but added for every birth. Dr Evans was MRCS LSA 1838; after he left for Sydney in 1846 he was registered in the UK on 1 January 1859 and practised in Clairville, Torquay, Devon. His name was deleted from the UK register in 1878.³⁷⁴

The role of surgeons on emigrant ships had evolved from their work on convict ships, where at first they had limited authority, simply to ensure the convicts’ health and good ship hygiene. Contractors were paid per capita and not on whether the convict arrived safely at the other end, so convicts were sometimes transported when they were unfit or suffering from infectious diseases. Sometimes masters defrauded convicts of part of their rations, or mistreated or neglected them.

The surgeon superintendents’ role expanded and they were required to report in detail. They were given increasing authority to prevent the sick from entering the ship in the first place. They were required to keep a journal of the health of the

373 *North Devon Journal* 22 April 1841 page 3.

374 RE Wright-St Clair 2013. *Historia nunc vivat*. Cotter Medical History Trust, University of Otago, Christchurch.

convicts and the sanitary steps implemented. They wrote on the conditions of convicts from the point of embarkation to the point they handed them over to the colonial authorities. This entailed reporting any infirm, diseased and aged convicts, whether the convicts were handed into his care with limited clothing and any complaints convicts made about their former confinement. Some surgeons also noted information on mental health—for example, the effects of solitary confinement. They also noted how the convicts interacted with one another. Information on the skills of convicts such as reading, writing, previous employment and trades were also included in many journals. These reports went to the Governor.

Contractors' pay later depended on convicts arriving in good health and the master would only be paid on receipt by the transport authorities of a certificate from the Governor.³⁷⁵

The surgeons on the later emigrant ships inherited this expanded role with the additional responsibilities of holding services, keeping order and punishing trouble makers.

Dr Evans's "Certificate of treatment of passengers and discharge of Cargo fm Amelia Thompson from Plymouth to New Plymouth in New Zealand" lists the passengers, with ages and occupations, with his notes and declaration that the passengers were well treated during the voyage.³⁷⁶ If he made detailed case notes they cannot now be found.

Cabin passengers

KING Capt (50), Mrs King (49), Master King.

DAVEY Capt Leydon Hopkins (58), Master Davey.

375 Surgeons Notes from Transport Vessels 1817–1857.

https://www.digitalpanopticon.org/Surgeons_Notes_from_Transport_Vessels_1817-1857.

376 https://nzolivers.com/articlesdocs/Amelia_Thompson_Passenger_Embarkation_1841.pdf.

WEBSTER James Esq (30), Mrs Webster (27, delivered April 15 male child), Miss Webster (2).
BROWN Edwin (40). Mrs Brown (33, delivered June 14th female), Master Brown.
GOODALL Isaac (29).
HALSE Henry Esq (26).
IBBETSON Thomas (22).
MARSHALL Edmund (26).
WALLACE John (56).
LEWTHWAITE John (25).
COOKE George John Esq (24).
EVANS James Esq (27).
BAKER Miss (27).
BROWN Charles Esq (23)
ST GEORGE George Esq (30).

Intermediat

MERCHANT Charles E (26), Mrs Merchant (27), (6), (4, died).
VEALE John (60), Mrs Veale (63).
BROWNE Miss O (34).

Steerage

LUKIES William (31, blacksmith), Elisa (27), Elizabeth (5), William John (7), Emily (2).
BAYLY William (30, yeoman), Elizabeth (26), Daniel (6), Ann (2), Jane (11).
SECCOMBE Richard (agricultural labourer, 35), Sally (26), William Henry (8), John (7).
PERRY John (45, carpenter), Frances (43, delivered March 1st male), Bennet (20), Frances (14), Elizabeth (12), Mary (16), William (9), Francis (5), Walter (2).
BAYLY Thomas (36, yeoman), Susan (35), Elizabeth (10), Thomas (8), William (6), Ann (4), Isaac (11).
BULLOTT Eugene (27, carpenter), Susan (25), Edward (2), Jane (9, died the 25th March, from acute inflammation of the chest).

BAYLY James (25, agricultural labourer), Jane (22), Arthur (1).

AUTRIDGE Charles (25, agricultural labourer), Frances (23), John (5).

ELLIOTT Peter (24, agricultural labourer), Ann (21, delivered the 29th of April of a female child).

GRYLLS Richard (37, carpenter), Ann (29), Eliza (4), John (11).

ALLIN William (26, agricultural labourer), Prudence (25), Thomas (2), John (11).

MATTHEWS Samuel (25, agricultural labourer), Susan (22).

PAYNTER William (30, agricultural labourer), Sarah (27), William (11).

GIDDY George (30, agricultural labourer), Sarah (27), Mary (1), Sally Ann (3).

EDGCOMBE William (26, agricultural labourer), Ann (25), James (1, died of consumption June 7th having been ill all the voyage).

BILLING William (39, agricultural labourer), Eliza (20), Mary (8).

PEARCE James (29, agricultural labourer), Grace (24), & infant (1. The infant died of the whooping cough the 8th of August).

SHARON William (23, agricultural labourer), Mary Ann (20; Mary Ann Sharon died April 9th from pleurisy, having had previous disease of the heart).

HAMBLYN Charles, (39, agricultural labourer), Mary (36), John Rundle (11), Caroline (10), Mary Jane (7).

OLIVER James (35, agricultural labourer), Ruth (38), John (11), William (9), Samuel (8), James (5, died July 19th from consumption, unwell when taken on board.), Matilda (4), Francis (11).

JOHNSON John (28, servant), Mary (25, delivered Sept 1st male child), Mary (5), William (1).

WOOD Richard (29, blacksmith), Elizabeth (29), Harriett (2).

OXENHAM Thomas (34, carpenter), Elizabeth (29), Ann (6),
 Susannah (4), Hannah (2).
 HOSKIN Josias (25, shoemaker), Elizabeth (24).
 HOSKIN Arthur (29, cooper & sawyer), Eliza (27), William
 (8), Arthur (1).
 RUNDLE Richard (34, carpenter), Ann (33), John (12),
 William (11), Richard (9), Ann (7), Hannah (5), Sally (4),
 Jane (8).
 JONES Edward (29, carpenter), Catherine (26; Catherine
 Jones died August 8th from inflammation of the bowels. On
 a post mortem examination the intestines were found much
 ulcerated), Edward (8).
 HUNT Edward (22, smith), Susan (23), Edward (7).
 MEDLAND John, (31, clerk to Capt. King), Grace (27).
 ROBERTS William (28, sawyer), Mary (29), Jane (3), John
 (2), Mary Ann (8, died May 29th from hooping cough).
 HICKS Thomas (32, tailor), Ann (28).
 NEWLAND John (41, builder), Frances (30), Frances Agnes
 (13), Susan (8), John (6), William (2).
 SHAW James Thomas (49, shipwright), Jane (45, delivered
 Sept 3rd of a male), Matilda Jane (20), Sarah Thomazin
 (14), Ebenezer John (11), Mary Ann (12), Lydia Elizabeth
 (7), Thomas William (4).
 VEALE Hannah (22, farm servant), Jane (20), Prudence (16).
 SANDERCOCK Sarah (23, domestic servant).
 HARRIS Jane (25, domestic servant).
 OLIVER Mary (16, domestic servant).
 SCREECH Caroline (18, domestic servant).
 WALLACE Robert Douglas (16, engineer).
 VEALE Thomas (18, agricultural labourer).
 BASSETT William (26, carpenter).
 SHEPHERD John (22, tailor).
 DALBY Henry (28, draper).
 OLIVER Samuel (21, miller).
 DOWNE James (24, agricultural labourer).
 FISHLEIGH Samuel (29, blacksmith).

WILLIAMS John (37, yeoman).

Dr Evans's totals for passengers landed at New Plymouth are 38 married men, 36 married women and 70 children, 22 unmarried men and 11 unmarried women: 177 (the total is usually given as 187). Seven deaths and 7 deliveries.

George St George had completed his medical studies but he had not received his diploma; he travelled as a "gentleman". Evans and St George were partners in the early days in New Plymouth. Years later Lydia Shaw said, of James Shaw,

The eldest daughter married Dr. St. George, who was a passenger on the *Amelia Thompson*, and (she said) was very popular with the passengers, many of whom obtained his services during the voyage, preferring him to Dr. Evans, the ship's doctor, who landed here, but did not stay very long. Dr. St. George was for a considerable time after that the only doctor here and, being a very kind-hearted man, gave more consideration to the welfare of the settlers than to his own interests.³⁷⁷

For many on board, the voyage was not made among strangers,

The Plymouth Company had a policy of recruiting immigrants from a small number of villages so that "instead of being torn from their friends and relations they will find, instead of regret at leaving their native village, the pleasure of improving their circumstances among their own village friends and relations".³⁷⁸

Indeed many of the steerage families in the *Amelia Thompson* came from neighbouring villages in Devon and Cornwall and

377 "A Taranaki Pioneer. Miss Lydia E. Shaw. Survivor of the *Amelia Thompson*." *Budget* 13 August 1927 page 31.

378 Raewyn Dalziel 1991. *Emigration and Kinship. Migrants to New Plymouth 1840–1843.*
https://www.nzjh.auckland.ac.nz/docs/1991/NZJH_25_2_04.pdf.

were actually related (one extended family of 30 people made up 19% of the *Amelia Thompson's* steerage passengers).³⁷⁹ Others would have known each other.

Two pages of Jane Harris's Embarkation Order have survived. She was 25, gave her occupation as domestic servant, and wrote that she was "Servant to Lukies" (William, blacksmith, his wife Eliza and their three children, also in steerage). One page covers diet.

DIETARY

"The passengers to be in Messes of six or more, as the Surgeon may determine; and to be victualled according to the following Scale, for one Adult."

There follows a table showing, for each weekday, the weight or volume of biscuit, beef, pork, preserved meat, flour, raisins, suet, peas, rice, potatoes, tea, coffee, sugar, butter, pickled cabbage, salt, mustard and water.

"Women to receive same rations as Men; Children to receive rations in proportion to the charges made for their passage. Children under twelve months will not receive rations.

"Fresh meat and soft bread to be supplied until one day after passing the Downs, and whenever opportunities shall offer.

"Each mess shall have a right at any time during the passage to draw part of its allowance, and the remainder on arrival in the Colony, provided that notice thereof is given to the Master in writing.

379 *Ibid.*

DAILY MEALS

“Breakfast	Tea, or Coffee, and Sugar.
Dinner	According to the above Scale.
Supper	Tea, or Coffee, and Sugar.

“In case of illness, barley is to be served out and when the potatoes are expended, one lb. of rice must be substituted for 3 lbs. of potatoes.

“If required, 7 oz. of molasses per week are to be substituted for 6 oz. of sugar, and one pint of oatmeal per day for the rice or potatoes.

“A supply of medical comforts is to be put on board for use in case of sickness in the proportion of:—

For every 100 Passengers, counting the Children at the rates stated	}	1 cwt oatmeal.
		10 lbs. of arrow-root.
		50 lbs. of preserved beef.
		400 pints of lemon-juice, in stone one-gallon bottles, and 400 lbs. of sugar to mix with it.
		60 lbs. of Scotch barley.
		12 bottles of Port wine.
		12 bottles of Sherry-wine.
		300 gallons of Stout, at least 50 gallons in bottles, and the remainder in half Hogsheads.
		40 gallons of Rum.
		10 gallons of Brandy.

“The above Medical comforts to be issued as the Surgeon shall deem proper, and supplied at the expense of the Owners.

Breastfeeding women were allowed extra fluid,

“It is intended that Women who may be giving suck shall have a pint of stout each day; also that if the water become bad, an allowance of spirit and water should be

issued daily to all who do not receive stout, at the rate of one eighth of a pint of spirit to each adult, mixed before being issued with at least half a pint of water.

“Proper medicines to be provided by the Owners together with not less that 2 cwt. of chloride of lime for every 100 Passengers.

Neither the surgeon nor the captain should profit from sickness,

“The Captain to supply to the Sick, on the requisition of the Surgeon, such fresh meats, poultry, or other small articles, not included in the Medical comforts, as he may be able; the Company paying, therefore, upon a certificate from the Master countersigned by the Surgeon to the effect that the same have been furnished, and that the prices charged are believed *to be the actual cost* of the same.

“Other Articles to be provided for the Passengers at the cost of the Owners.

”One wooden mess-bowl	} For each mess of Six Passengers
Two, ditto, platters	
One mess bread-basket	
One tin quart pot, with bar-hook, for boiling water	
One three-gallon hawse bucket	

“With an additional one-third of the above articles to provide against loss or breakage. Also sufficient filterers, flour-scales and weights, pewter, wooden, and tin measures, a coffee-mill, and coffee-roasters, swing-stoves and head-pumps, with brooms, deck scrapers, and all other articles which the Company’s surveyor may reasonably deem necessary....”

PLYMOUTH COMPANY OF NEW ZEALAND.

Embarkation Order.

Application, No. 122

Jane Harris
deposed to the Clerk

OFFICE, 5, OCTAGON, PLYMOUTH,

10th March 1841

1. The Directors of the Plymouth Company of New Zealand having approved of your application, will grant you ~~and your wife and~~ ^{children} a passage to the Plymouth Company's Settlement, New Zealand, by the ship *Amelia Thompson*. It will be necessary that all Passengers should be at the Depot, *Woodville Street* with their baggage, punctually, on ~~Thursday~~ ^{Thursday} the ~~10th~~ ^{10th} day of ~~March~~ ^{March} 1841.

2. It will be necessary to acknowledge this letter without delay, and that £ ~~1~~ ¹ days before the time appointed for the passage of your children, be paid here, for you to join the Depot.

3. Each Emigrant must be provided with the mattress approved by the Directors, and the necessary utensils required on board, such as a knife and fork, plate, spoon, drinking mug, &c.; the latter had better be of tin or pewter. The articles required in cooking will be supplied on board.

4. Each adult Emigrant will be allowed to take out as much baggage as will measure 20 cubic feet, and not exceed half a ton in weight, and every one is strongly recommended to provide a large stock of plain, strong clothing, or the materials for clothing, in making up which the females may advantageously employ themselves on the passage. As no fresh water can be allowed for washing while on board, the Emigrants should furnish themselves with marine soap; and a considerable stock of clothing is essential to comfort.

5. Each family should provide a linen bag, large enough, to hold a month's supply of clothing. All other articles should be packed closely in boxes, just large enough to contain them. The bag and boxes should be legibly marked with the owner's name.

6. On arriving at the Depot, the baggage of the Emigrants will be inspected, to ascertain whether they have provided a sufficient stock of clothing, and the necessary tools of their respective trades; and unless an Emigrant has proper clothes and tools, he will not be allowed to embark. Every article necessary for an outfit may be obtained at the prices stated on the back of the Regulations for Labourers wishing to emigrate, but early notice should be given to the Secretary, specifying the articles which will be required.

7. During the passage you will be placed under the care of the Surgeon-Superintendent, to whose directions, in all matters, it is expected that you will pay the readiest attention.

I am,

Your obedient Servant,

J. Cottatour
Superintendent of Emigration

First page of Jane Harris's embarkation order, No.122.



Pansy came on the *Amelia Thompson* with the Hamblyn family, a gift from friends on their departure. Puke Ariki Accession No. PA2014.087.

The *Amelia Thompson* made a long 130 days' voyage to New Zealand,³⁸⁰ broken only by a stop in early May at Salvador, Bahia state, Brazil, in calm weather.

She arrived at Port Underwood, Cloudy Bay on 31 July and Port Nicholson, Wellington on 2 August.

There was a delay in Wellington. Captain Dawson pointed out that his destination was documented as Port Underwood and he had fulfilled that obligation. He sought further payment to take the vessel on and eventually received £100 to sail her from Port Nicholson to Taranaki.

Henry King wrote to Col. Wakefield from the ship in Port Nicholson on 9 August,

When we made the arrangement with Captain Dawson, on behalf of the Plymouth Company, to allow him £100 in

380 Normally 75 to 120 days.

*addition to the former charges, for the risk and trouble of proceeding from this port to Taranaki to discharge, I did not contemplate that any further claim would be made. In consequence, however, of the delay that has occurred since our arrival at Cloudy Bay, a very considerable reduction has taken place in the cuddy table, which has given great dissatisfaction to the cabin passengers, who have felt it their duty to bring the matter under my notice. I have seen Captain Dawson on the subject, and have consented—on behalf of the Company—to allow him £1:17:6 per diem, from the day of our arrival at Port Hardy. But as this does not admit of wine, beer or spirits,—which are, of course, absolute requisites—and not feeling authorised to incur further expense, I shall be obliged by your informing me what sum I shall be justified in offering Capt. Dawson, to provide such a table as will satisfy the cabin passengers.*³⁸¹

King later reported Wakefield's response to the owners,

New Plymouth having no Port has so materially altered the contract entered into between the owners of the Amelia Thompson and the Company that it is difficult to settle the demurrage³⁸² claimed by Capt. Dawson, who commences the lay days³⁸³ at Port Nicholson, consuming seven out of the twelve we remained there, and reckoning every day afterwards, till his final discharge. I consider the actual passage to this place from Port Nicholson as part of the original agreement and should not be charged on the lay days. I intend inserting on the Charter Party to this effect, leaving it to the owners and Directors to decide — The ship

381 Confidential correspondence of the Plymouth Company. Puke Ariki.

Also New Zealand Company: New Plymouth Settlement papers. ATL qMS-1461.

382 A charge payable to the owner of a chartered ship on failure to load or discharge the ship within the time agreed.

383 Laydays are the days in a ship's voyage schedule for loading and unloading cargo.

*has had a great deal of wear and tear from the continual bad weather we have had since we came in [illeg.] heavy expenses in addition to her loss of an anchor and cable—Capt. Dawson also expects compensation for the extended time of keeping a table; on this point I consulted Colonel Wakefield who recommended its being left to the owners and Directors and I think it reasonable that an additional allowance should be made him.*³⁸⁴

Seffern gave this account,

On the Captain's arrival at (Port Nicholson), Colonel Wakefield went on board to inspect the ship, and make arrangements for sending her on to New Plymouth. Captain Dawson considered his voyage was completed, for on leaving England his orders were "to go to Cloudy Bay for instructions, and thence to the port of discharge." He had done so, he said, and therefore considered his voyage at an end when he had landed the passengers and cargo. Some angry words passed between Colonel Wakefield and Captain Dawson over this matter, for a difficulty existed owing to the "bills of lading" having on them "port of New Plymouth". The passengers refused to be landed at Port Wellington, and declined to be conveyed to New Plymouth in such small vessels as might be available. Eventually Colonel Wakefield agreed to give Captain Dawson a hundred pounds extra to resume the voyage. The ship, however, had been loaded with the prospect of being discharged in a safe harbour, and where the ballast necessary to replace the heavy cargo as it was removed was procurable. This being the case, the Amelia Thompson had to again visit

384 [https://nzolivers.com/articlesdocs/Amelia Thompson Passenger Embarkation 1841.pdf](https://nzolivers.com/articlesdocs/Amelia_Thompson_Passenger_Embarkation_1841.pdf).

Port Underwood to take in ballast, and she left Port Nicholson on August 13th, 1841, for that purpose.³⁸⁵

SHIPPING INTELLIGENCE.

ARRIVED.

July 31, brig *Ann Sophia*, Tudor James, from Port Phillip; cargo, sheep.

August 1, schooner *Minerva*, Fawthrop, from the East Coast; cargo, pigs and potatoes.

August 2, barque *Amelia Thompson*, 480 tons, William Dawson, commander, for the Plymouth Company's settlement at Taranaki; left Plymouth on the 25th of March. Passengers—Captain King, R.N., lady and son, Captain Davey and son, Mr. Brown, lady and two children, Mr. Webster, lady and three children, Mr. Wallace and son, and Miss Baker; Messrs. Goodall, Lathwaite, Ibbotson, H. and W. Halse, Marshall, Cook, St. George, and Mr. Evans, Surgeon; and 160 in the steerage.

New Zealand Gazette and Wellington Spectator 7 August 1841 page 2

In difficult onshore equinoctial winds Dawson kept her well off the New Plymouth roadstead, so passengers had to be rowed ashore from some miles out.

A large number of natives were on the beach to shake hands and welcome the *Pakias*. A great disappointment was felt on board when they heard there was no harbour here.³⁸⁶

Lloyd's List reported from New Zealand,

The *Amelia Thompson*, Dawson, arrived here from London and Port Nicholson, lost an anchor and chain, whilst discharging at New Plymouth (Taranake), and

385 WHJ Seffern 1896. *Chronicles of the Garden of New Zealand, Known as Taranaki*. Taranaki Herald. Page 70.

386 Dr Henry Weekes's journal, in Rutherford & Skinner. Weekes had arrived on the *William Bryan*.

since her arrival here has carried away the shank of her best bower anchor,³⁸⁷ and the stock of the other.³⁸⁸

She had departed on 13 August, was off New Plymouth on 4 September, finished unloading passengers on 17 September. On the 18th Dawson wrote to King,

I regret to have to inform you that in consequence of damage sustained in the late gales, loss of anchors and cables, and distress amongst several of my crew arising from over exertion, I am no longer in a position to remain off this coast for the return of fine weather. I am also short of water, nor can I depend on obtaining a supply from New Plymouth. Those circumstances justify me in releasing myself from the private arrangement, which had for its object the landing of the cargo and luggage on the beach, and compel me, in justice to all the interests concerned, to land them at Port Hardy, which is strictly speaking the Port of New Plymouth. I trust, therefore, you will lose no time in making the necessary arrangements for their reception there.

P.S. Sept. 20th. 1841. Since writing the above, I have been induced, from the return of fine weather, to return to the roadstead with a view to recover the tackling which I have slipped; but this—on account of the uncertain quality of the holding ground—I have been unable to accomplish, although in the attempt I have risked the loss of my last anchor. I have not received from you the assistance which—under the circumstances—I might fairly have calculated upon; nor have you taken any measures to supply me with water, of which article it was not unknown to you I have but a limited supply on board. These are additional reasons for my abandoning all idea of the further promotion of the object which brought me

387 One of the two anchors carried at a ship's bow, known as the best bower (starboard) or small bower (port).

388 *Lloyd's List* 23 March 1842 page 2.

*to this place, and I shall, as soon as I may be able, deliver all the remaining stores and cargo to Port Hardy, which I am now informed beyond a doubt is to be the port of New Plymouth.*³⁸⁹

Henry King wrote to Wakefield via a messenger on 28 September— News reached the Wellington papers in October,

... a native arrived with mail from Taranaki. He brought dates to the 27th September. The *Amelia Thompson* had arrived and landed nearly all her passengers; and some of her cargo. She had however, been obliged to slip,³⁹⁰ and had not returned to her anchorage when the messenger left.... We understand that the settlers by the *Amelia Thompson* were highly charmed with the appearance of the country.³⁹¹

King wrote to Wakefield again on 14 October,

I wrote you a few hasty lines by a Native, on the 28th. ult., communicating the dilemma we were likely to be placed in, had Captain Dawson carried his purpose into execution. He returned here from Port Hardy on the 30th., when we had two or three favourable working days, but could not complete discharging the ship before the weather became so unsettled that she was obliged to get under weigh. The "Regina" arrived on the following day (the 14th. inst.) with Captain Liardet,³⁹² to whom I have resigned my charge. Since he landed we have had a succession of bad weather, that has rendered it impracticable to launch the boats, and will no doubt cause heavy demurrage. I am afraid the unsafe roadstead, and difficulty of discharging vessels, will be a

389 Confidential correspondence of the Plymouth Company. Puke Ariki.

390 In an emergency when a vessel is unable to heave the anchor, she may be obliged to slip the cable or cables and proceed to sea.

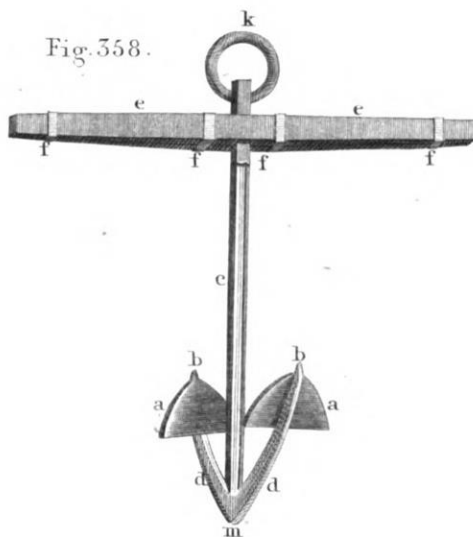
391 *New Zealand Gazette & Wellington Spectator* 13 October 1841 page 2.

392 According to Henry Weekes, it was the *Oriental* that brought Liardet back from Wellington.

*serious drawback to the advancement of the settlement. The agriculturists, however, are highly pleased with the land, and, as far as I am able to form an opinion, the soil is of first rate quality and easily brought into cultivation.*³⁹³

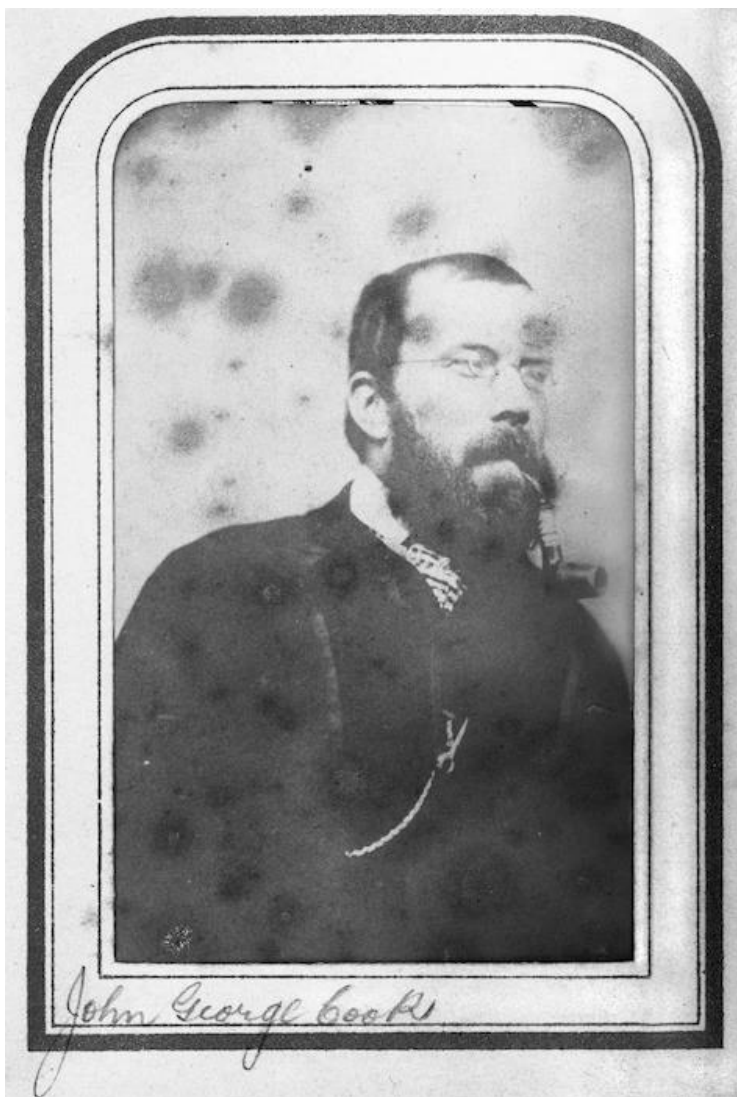
The cargo and luggage were unloaded at New Plymouth and the *Amelia Thompson* and captain Dawson departed again on 17 October 1841.

A number of diaries and letters with first hand accounts of the voyage and her appearance off Taranaki have survived. Excerpts from those of John George Cooke, William Halse, John Newland and Richard Chilman follow.



An anchor: c = the shank, e = the stock. Darcy Lever 1843. *The Young sea officer's sheet anchor: or a Key to the Leading of Rigging and to Practical Seamanship*. E. & G.W. Blunt, New York; fig. 358.

393 *Confidential correspondence of the Plymouth Company*. Puke Ariki.



Carte de visite portrait of John George Cooke taken, probably in the 1860s, by an unknown photographer. National Library reference PA1-0-326-24.

John George Cooke's account of the voyage

(Cabin passenger Cooke's) self-representation as an English gentleman located him as a man belonging to an elite social class with the economic means not to have to engage in trade. Indeed, his genteel wealth and cultured upbringing had taught him to disdain the working classes.³⁹⁴

In 1876 he wrote of his early life, his journey to New Zealand at age 24 and of the next few years—in a capably written, if egocentric memoir.³⁹⁵ Here are excerpts relating to the voyage,

... finally we sailed in a detestable old ship cram full of emigrants all from North Devon and Cornwall, and a cabin-load of passengers. The *Amelia Thompson* was commanded by a worthy although choleric old Scots Highlander, Captain Dawson,³⁹⁶ an honourable man who was always lamenting his defective education. However, he read every book of every kind that he could lay his hands upon with avidity and did his duty by the ship and its owner, Alderman Thompson.

Passengers in the cabin (cuddy) were a motley lot. Captain King (Past) and his wife, the New Zealand Company's Agent, an old and not very wise man. There were some uneducated, vulgar, quarrelsome Yorkshire men going out as Land Agents. There was a Mr. and Mrs. Webster and children and niece. He was a good fellow, companionable and agreeable. His wife and niece were unobtrusive and quite common. Charles

394 Helene Connor 2021. On Becoming "Colonially Bitten". The Reminiscences of John George Cooke and his Sojourn to Aotearoa New Zealand, 1841–1850. *Australasian Journal of Victorian Studies* 25.1.

395 Cooke, John George 1876. Reminiscences. Excerpta de ma vie.

Souvenirs. Reminiscences of John George Cooke. MS-Papers-0605-08 and qMS-0542, Alexander Turnbull Library, Wellington, New Zealand.

396 Cooke was 24: the "choleric old Scot" Dawson (1810–1858) was 31.

Brown, who shared my cabin with me, was not very pleasant: he was inclined to be quarrelsome, although I never had a dispute with him. His father had been a friend of Greek Trelawney's, Keats, Hunt, Byron and Shelley and W.S. Bander, and had never been married. His only child was illegitimate and it seemed to have soured the young man. Two brothers of the name of Halse, sons of one of the Queen's State Pages, whom I knew very well in New Zealand. An old pedantic idiot, a Mr. Wallace, was one of the passengers whom I remember best. There was one gentleman besides myself,³⁹⁷ Captain Davy, a little Welshman and his son, a boy of twelve or fourteen, and his steward, a man named John Williams. These three spoke Welsh together, gave us songs, etc, and were really very pleasant. The most gentlemanlike man was the steward, William Black, a Scotsman from Ayrshire and who had a great education. He was a famous cook and Baker and he had worked, I suspect, most trades. He settled in Taranaki and did well.

The second class passengers I entirely forget except Mr. and Mrs. Merchant. The emigrants were small farmers, tradesmen and artificers, labourers and miners and their families.

We made rather a fair weather passage, indeed I can only once recall any bad weather for a day and night off the Cape of Good Hope and about four hundred miles to the South East, when we were running under a close reefed main topsail and fore course and a heavy sea. We were driven so much to the Westward that we put into Bahia in the Brazils and I saw the glorious tropical vegetation for the first time in my life. We sighted Kings Island and Barrin Reef and the heads of Port

397 The other "gentleman" was George St George.

Phillip as we went through Bass Straits and we sighted Mount Egmont or Taranaki soon afterwards. We went to Queen Charlotte's sound and anchored in Cook's Cove, and sent a slow whale boat across to Wellington, Port Nicholson, for orders. . . .

Having got our sailing orders we weighed and stood over for Port Nick and anchored in this splendid harbour abreast of the town of Wellington. I went ashore. . . .

We were busy taking in water and provisions and did not get away for a fortnight; we then went to sea, intending to sail for Taranaki at once, but in getting outside were caught in a furious North Wester and obliged to take shelter in Port Underwood (Cloudy Bay). Here some of the seamen tried to get away, to Captain Dawson's great wrath; indeed, ever since his arrival in Cook's Straits he had been so baffled and irritated with contrary orders and delays, that he was most unamiable.

We were at Port Underwood about three days, and got under weigh one day about three o'clock, and were getting away splendidly, working out from the Land, when in one of our boards inshore the matter at the compressor & cat-fall of the chain cable our anchor was catted and not fished—let go the fall, & away went our anchor, bringing us up about a quarter of a mile from a precipitous, rocky shore and coming on to blow from the SE. There would have been no help for us had we gone ashore, we must have been lost, all hands. It blew very hard for about four hours, then suddenly became a fine night and the wind shifted to the North West. So at daylight we got under weigh and made the best of our way to Taranaki. We had light southerly and westerly weather and did not sight the Sugar Loaf Islands off Taranaki for three days. We sailed so slowly and were

so heavily laden that in the light weather we made but little way.

Impatient as we were to get to land, we got the Captain to lend us a boat, and some four or five of the emigrants with one or two passengers, amongst whom were Williams and myself, pulled in for what we supposed to be the settlement, but darkness overtook us and we could only see the lights on the cliffs. However the people on shore had observed us and came down to direct our landing. Old Williams was at the helm and behaved very coolly and resolutely. I was pulling stroke oar and he, watching his opportunity, carried us high and dry on the beach through a heavy surf. The Expeditionary party of emigrants and a few whalers surrounded us, hauled our boat up beyond high water mark and distributed us among the settlers. . . .³⁹⁸

The barque was about eight miles from the land. . . . I despaired of getting my freight out of the old Amelia Thompson for a long time as Dawson did not seem at all inclined to anchor. . . .

In process of time I got my tent and goods ashore. . . . I had great luck, for I had bought the ship's cow, a fine Shorthorn, and her calf, but she died from eating a berry of the tutu tree shortly after landing. . . .

We were three weeks discharging the ship. Captain Dawson would not anchor and had quarrelled with his chief officer Watson, who came ashore and married a farmer's daughter and eventually became beach Master.

At that time we had no organised service of boats, although Captain Liardet RN who soon superceded

398 This was John Williams of whom William Halse wrote warmly. Rutherford and Skinner record that near the beach Williams said, "I have had considerable experience in beaching boats on the coast of Wales" so took the steering oar and guided the boat in. Far from "high and dry" they were all drenched.

Captain King, and Watson shortly after had two surf boats built and regular crews ready. At last we were glad to see the Amelia Thompson safe off the coast.



Cooke referred to the vessel as “a detestable old ship” and as “the old Amelia Thompson”.³⁹⁹ He wrote, “She was a vessel of the New Zealand Company’s Agents who were professed seamen and Lloyds never should have recommended or authorised her to take out emigrants.” But when she came to New Zealand she was only eight years old so his comments seem odd. Perhaps he had by then heard the story of her broken back (see Appendix D).

He recalled she had sheltered in Cook’s Cove (ie, Cook’s “Ship Cove” in Queen Charlotte Sound), whereas Halse and Newland clearly identify the shelter from which the cutter was despatched for orders as Port Underwood, Cloudy Bay.

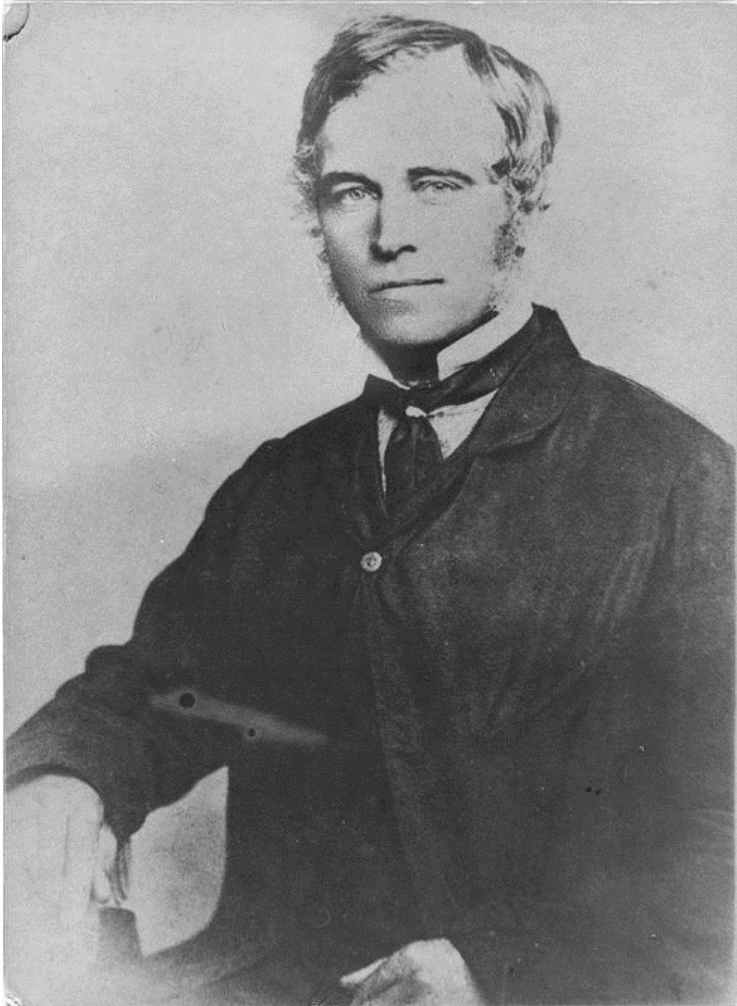
Cooke was recalling these events some 35 years after they happened—whereas Halse’s and Newland’s accounts were written at the time, as was Dawson’s note—perhaps explaining the disparities in Cooke’s memoirs.

William Halse’s letter home

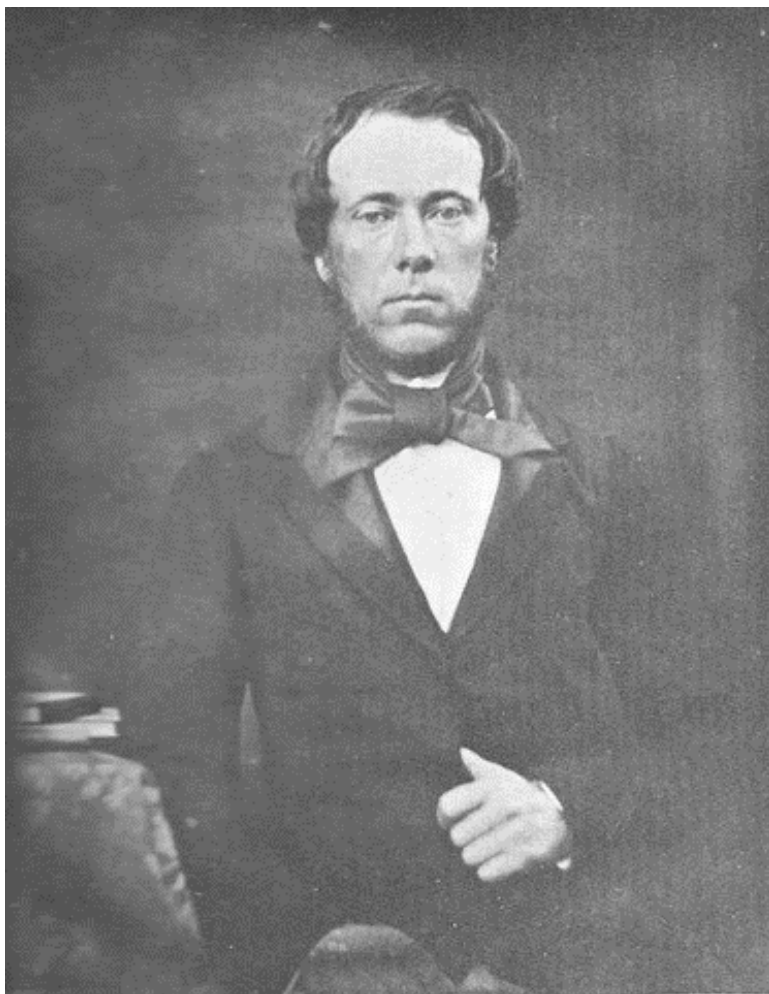
A thorough account of the voyage, together with a daily chart of the vessel’s position, is contained in a letter to his mother by cabin passenger William Halse. From his meticulously recorded chart the vessel’s route can be traced.

Halse’s letter was printed and published in London in 1842. A transcript follows. Original pagination is in square brackets.

399 Fifty years after her arrival an editorial in the *New Zealand Mail* would refer to “the William Bryan, the Amelia Thomson, the Regina, the Oriental, and many other good old tubs of the good old times; safe, tolerably commodious, and intolerably slow” (*New Zealand Mail* 10 April 1891 page 20).

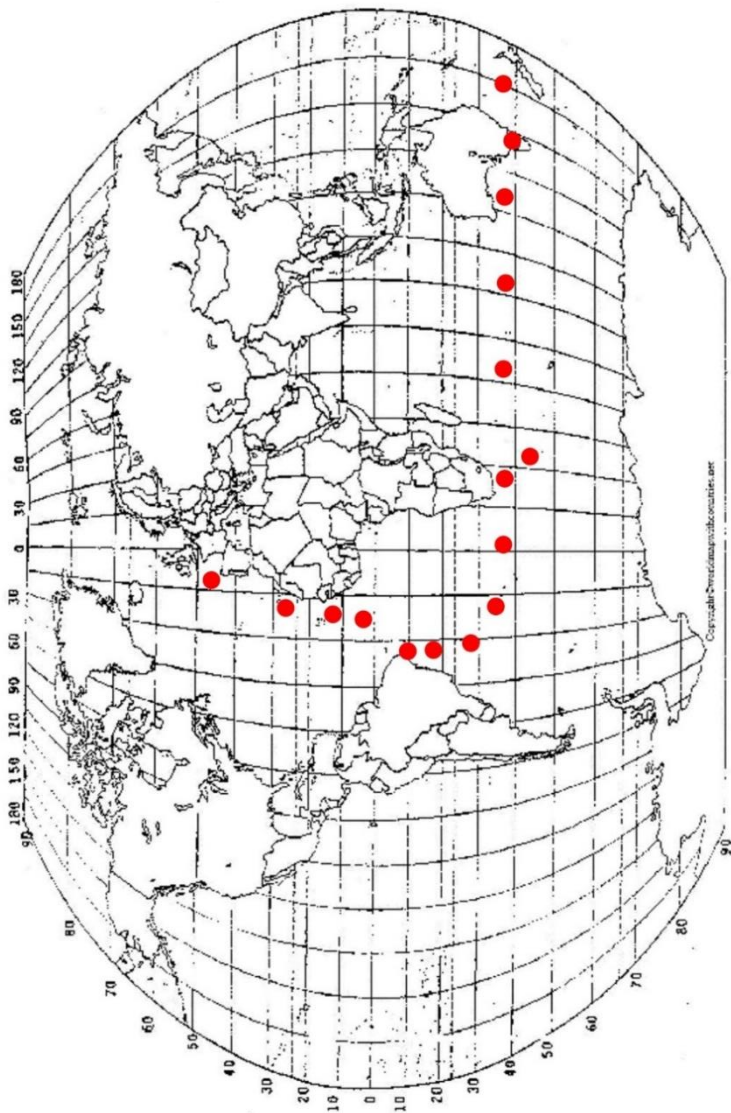


William Halse, portrait by an unknown photographer.
Puke Ariki image PHO2008-1850.



Henry Halse.

<https://www.geni.com/people/Henry-Halse/600000018022583543>.



The voyage of the *Amelia Thompson*, 25 March–2 August 1841.
 The dots show William Halse's positions each Saturday of the voyage.

LETTER

FROM

WILLIAM AND HENRY HALSE

DATED

ON BOARD THE “AMELIA THOMPSON”

OFF THE COAST OF

NEW ZEALAND

15TH JULY 1841

=====

London:

PRINTED BY T. BRETTELL, RUPERT STREET, HAYMARKET

—
1842

297

A LETTER

&c. &c.

Lat. 39° 32' S.
Long. 144° 52' E.

THE AMELIA THOMPSON,
BASS'S STRAITS,
Thursday, 15th July, 1841.

I AM happy, at any time, my dear Mother, to have an opportunity of communicating with home, how much more then, to be enabled to date to you so near the termination of this long but pleasant voyage. We have just passed King's Island; and the chance of meeting a vessel in these Straits, the high road to Sydney, is alone an inducement to have a letter in readiness, which I shall not close till the last moment. If we do not meet one, I shall still forward it from New Zealand, either by a ship bound direct to England, or by Captain Dawson,⁴⁰⁰ for transmission by the Overland Mail from India, with the additional information I may have time to give. In any case, it is policy to knock off now as much correspondence as possible, though suffering from a severe fall I had on the main deck, last Saturday evening, during a heavy sea, which injured my right temple and left forehead, and considerably inflamed my right eye. Under Henry's care I am progressing, though a few leeches (which perished during the passage) would have materially accelerated my recovery. I am sure you will make all allowance for bad writing, which the motion of the vessel renders inevitable.

The commencement of this, apparently ill agrees with my silence at Bahia, for which, though I regret it, I really cannot blame myself. It was entirely owing to our sudden departure, [4] I was prevented completing a journal of our voyage as far

400 The publication uses only the surname initial for Captains Dawson and King and others, not all of whom can be easily identified now.

as South America, which I considered more acceptable than a letter. So little indeed was it known to the passengers, that we should sail on the Sunday, that several (amongst them Henry) were on shore, and guns were fired, and the fore top-sail loosened to bring them off. From Henry, however, you will have long since received the announcement of our arrival there. I have always attributed our hurried departure to a mutiny which unfortunately broke out amongst the crew, owing to the severe treatment of them by the Mate; and as it occurred, and was arranged, while in port, the Captain put it out of their power to repeat it, by getting fairly out at sea. It was intended to touch at Rio Janeiro, nearly 700 miles to the south of Bahia; but an adverse wind carried us so near the latter port, that the Captain properly considered he was saving time by running in. To write for the first two or three days, on landing, after a six weeks' confinement on board, for the first time in our lives, was almost impossible. Every thing yielded to the pleasure of once more treading the earth, and the novelty of all we saw. Although the commencement of a tropical winter, the weather was much hotter than during the passage. The town, raised on a declivity, amongst the most beautiful verdure and foliage, viewed from the bay, is particularly handsome; but on entrance, we found it, with some exceptions, very old, the streets very steep, ill paved, and filthy. Some of the Roman Catholic churches, and public buildings, are, however, very splendid. Though till very recently the capital of Brazil, the town is principally occupied by African slaves, male and female;⁴⁰¹ indeed they form two-thirds of the entire population. The former are used in the place of horses and vehicles, both rendered useless by the miserably paved and precipitous streets, and carry enormous loads, at times supported by as many as twelve. Their dress consists only

401 1.7 million slaves were imported to Brazil from Africa from 1700 to 1800, and the fashion for coffee in the 1830s further expanded the Atlantic slave trade. Of the Americas, Brazil was the biggest importer of African slaves and was the last to abolish slavery, in 1888.

of a linen covering, or straw hat for the head, to protect them from the heat of the sun, and a light pair of trowsers to the knee. The women have a similar head covering, [5] with a very light robe, loosely hanging over the shoulders, and another light dress from the waist downwards. They are very finely formed, and many delicately beautiful. The men are, without any exception, ugly, but intelligent, and of Herculean mould. Both sexes, though leading a life of slavery, appear happy. We made one or two excursions into the most *romantic* country. I can imagine every tree was entirely different to those grown in England. We saw several native Indians, and luxuriated amongst growing oranges, citrons, pine apples, cocoa nuts, coffee, tobacco, and all the varied produce of this delightful climate. Though a table is kept on hoard, it is usual, but not necessary, that cabin passengers should reside on shore, while in port; independently of the etiquette, we were too happy to have it in our power to do so, and therefore, with eight or nine fellow passengers, took up our abode at the Hôtel de l'Univers, the *Clarendon* of Bahia, an immense building, with very spacious rooms. English like, we, as a matter of course, ordered an English dinner, which was, as a matter of course, awfully tough. After one day's experience, we wisely left those matters to the host, who served up very grand repasts, the *composition* of which is up to this time to us a mystery. Speculation in the matter is, however, better avoided; though at the time I was powerfully reminded of the man, who, on being requested to partake of a dish of sausages, quickly replied, "Thank'e no, I lost my dog 'Pincher' the other day!" The coffee was the best part of the entertainment, and superior to that I have had in Paris. This lovely climate, like every other, has its annoyances. Lizards and mosquitoes infect the rooms; but the great nuisance of the place is cigar smoking. The slaves even indulge in it, and the black men who waited on us, carried cigars in their mouths, which they laid on the sideboard, when their services were required. It is necessary for the English to be very guarded in

their conduct here, and to avoid the *night air*, as they have rendered themselves particularly obnoxious to the Brazilians in their efforts to suppress the slave trade, which is [6] carried on to a great extent. They are also enormous cheats; and in making purchases, the greatest caution is requisite. A gentleman in Bahia, to whom Captain Dawson gave a copy of the "Plymouth Herald," *recognised our name*, and said he knew Father; but as he was a stranger, I could not trace him. I obtained of an English settler there two kittens, and though I tended them with *maternal* solicitude for a month, feeding them with new milk through a bottle, (in this case a pardonable deception), they died. I was glad of it, for Brazilian cats are thin and long legged, and the most ugly creatures of the sort in the world. I am very sorry I was deprived by Mr. A——'s servants, of the handsome kitten he kindly gave me; more especially as New Zealand abounds in rats.

The Voyage has been exceedingly pleasant, and time, much to my surprise, has not passed heavily. The rolling of the ship for the first week or fortnight, makes life miserable. Reading, writing, and even walking, are out of the question. As we had nine days' foul wind, we were less to be envied. All these annoyances are soon got rid of, and then the passage becomes pleasant. Some of my fellow passengers are, however, affected by the sudden change of weather, even at this distance from England. The greatest caution is requisite, to avoid falls, which are generally very serious. It is not by any means uncommon, to have all our dinner carried into the laps of those seated on the lee side of the ship, and it is utterly impossible to keep on your feet without holding on. Indeed, it is strange that every thing is not broken in very bad weather, which we have fortunately escaped. You would be as much amused (after being some time at sea) as we are, to see twenty-four of us keeping our seats at table, during rough weather, and joints *chasing* poultry, and vegetables, the whole length of the table, followed by plates, knives, forks, &c., and not stopping till they settled

in the laps of some, or were firmly held in the hands of others; yet this is frequently the case, and excites considerable merriment. The most anxious inquiries are afterwards made from the top of the table. For instance, a lady [7] will thank any one, who has been fortunate enough to rescue the breast of a fowl from the floor to *return* it, Another has lost the last baked potatoe. The most amusing part of this is, that these tit bits find their way into the mouths of the fortunate finders, who think, as they have the gravy in their laps, they had better keep the innocent cause of it. About a week since, Henry and I had a dish of tongues shot into our laps, one of which I insinuated into my *dress coat* by way of atonement; and as we are not grog drinkers, it made an excellent lunch for four or five days. Pads placed across the table, between each individual, in some measure secure the dishes, and swing trays hung all along the ceiling, preserve the glass, &c. There is one thing I should not omit. The wife of one of the emigrants, who secures all the offal, and pieces for the dogs, has been for some time very ill, and as biscuits only is allowed her, soft bread is a great delicacy. I gave the man a loaf one day for her, and he was very grateful. He observed I always produced one in *rough* weather, and soon discovered the cause, which was this: at breakfast and tea, about a dozen loaves are placed on the table, and the plates replenished, if necessary. In bad weather, I always got on the lee side, that is the side away from the wind; a lurch would then send all the bread at *my head*, which enabled me to give it to the man. In fine weather the man kept his distance; but directly it commenced to blow, he would touch his hat, and beg I would not forget him.

The weather, with few exceptions, has been very fine—in the tropics splendid; and though winter here, still continues so. The “Amelia Thompson” is a very good, but not over-fast sailer. I should state, that she made the passage from England to Sydney in ninety-three days, two years since. Her greatest speed this voyage was 228 miles in 24 hours, on the 15th of

June. Her great recommendation is excellent accommodation for passengers, and dryness at sea, seldom shipping water. I have traced on a map, her course from [8] England, which I will send from New Zealand, when complete; I will also give the actual distance she has sailed.

It may not be uninteresting to here introduce the manner in which the days are spent on board. The twelve hours are divided into three separate four hours, or eight bells (one bell for every half hour); at half-past seven, or seven bells, we are called for breakfast (if the mornings are fine, most of us are up); at eight bells, or eight o'clock, the first breakfast bell is rung; and at one bell, or half-past eight, the second, upon which we assemble at the table. When over, the greater portion of us devote the morning to writing up our journals, reading, &c.; at twelve, or eight bells, the Captain makes his observations, after which he informs us of the latitude and longitude, and the distance run during the preceding twenty-four hours. Grog is placed on the table at the same time; at five bells, or half-past two, the first dinner bell is rung; and at three, or six bells, the second; upon which we assemble at the table: at half-past five, or three bells, the bell summons us to tea (in the tropics we had it on deck); and at eight o'clock, grog is again placed on the table. The intervening hours are spent in a variety of ways—shooting sea fowl, consisting of albatrosses, *boobies*, cape hens, cape pigeons, gulls, &c., and hooking them with a baited line; fishing for different animals, and fish; and in cards, chess, draughts, &c. Much time is spent in arranging our cabins, particularly after rough weather, which we prefer doing ourselves, though parties are employed for the purpose. While speaking of our different pursuits, I may as well give an account of *angling* for sharks, as it actually occurred in my presence, which was the most exciting occurrence of the voyage. They are very sluggish in their movements, and therefore rarely seen near a vessel, except in smooth water, or the ship is making little way. The first notice you have of the monster, is a view of

his back fin, as he swims round the ship, as if to survey it, at a very respectful distance. Shark hooks, with a length of chain, and lines, are in immediate [9] requisition, and harpoons also, if at hand; the brute's instinct tells him that every thing thrown overboard, must necessarily float at the stern of the ship; a hook baited with two or three pounds of salt pork (his favorite meal) is dropped astern, which he soon discovers, even at a great distance; and after swimming by it two or three times, he suddenly turns nearly on his back, revealing the dreaded white of his body, and darts at the bait, which he carries down with great velocity. Like a pike, he does not gorge at once. After the lapse of a short time, the line is jerked, and then commence his struggles. He bites in vain at the chain, and makes for the keel, where he will soon cut the line, if allowed to remain. A slip noose is hung astern, and the monster being hauled to the surface by main force, it is dropped under his gills, and pulled on the deck. When there, this dreaded enemy of man meets with little mercy. Every sailor on board delights to plunge his knife in the body, and even after receiving wounds innumerable, he will clear the deck of every body, and break the limbs of any one he may encounter.

Our living on board is exceedingly good, and much superior to what is usually met with. I will give you an account of it, as I promised in my last letter to do so, more particularly as I am sure you think we are *starved*. The live stock for the cabin table taken on board at Plymouth consisted of one cow (for milk) and calf, 30 pigs, 25 sheep, 108 fowls, 84 ducks, three turkeys, and three geese; to which was added at Bahia, 72 fowls, and 24 turkeys. Independently of all this there is preserved veal, fresh salmon, hares, and different kinds of poultry. Soups of nearly all kinds; mock turtle, gravy, vermicelli, vegetable, pea, &c. Independently of fresh vegetables, such as potatoes, turnips, carrots, cabbages, &c., we have preserved *fresh peas*, carrots, turnips, &c. The preserves consist of apple, apricot, plum, gooseberry, rhubarb, red and black currant, raspberry &c., and

cheeses, butter, and pickles, of the best order. For our *breakfast*, we have the best cold joints of the preceding day, with a hot dish or [10] two, and boiled rice and potatoes; coffee, tea, new milk, lump and pounded sugar, butter, bread, and biscuit, and occasionally eggs from the poultry. *Grog* at twelve (on land called lunch), consisting of biscuits, brandy, rum, geneva (all pure), water, lime juice, sherry, and sugar. *Dinner* always entirely hot. One of the above soups changed daily, three or four hot joints of fresh meat, preserved meats, occasionally fresh salmon, veal, and green peas, maccaroni, &c., sometimes changed to poultry, &c., and tarts of some of the above preserved fruits, or plum and rice puddings. There is plenty of vegetable daily, and pickles. Very little salt meat is served in the cabin. During dinner, sherry (in hot weather, claret), bottled ale and porter in great perfection, without limit (very unusual at sea). Cheese very good; and after dinner, a dessert, either of fresh fruit, grapes, apples, oranges, nuts, &c., or almonds and raisins, sweet biscuits, &c., and port and sherry. On Sundays we have plenty of champagne. We have even preserved *milk* on board. The next meal is tea, which I need not mention, or grog, as it is the same as in the morning. The intermediate and steerage passengers are liberally allowanced, but they have to cook for themselves, at a stove common to both. Their food consists chiefly of soups, preserved and pickled meats, vegetables, &c.

I think I may as well now give you an account of our voyage from England, but I shall considerably shorten it from the journal I have kept, without, however, omitting any points of interest. It is a remarkable fact, that the Sundays thus far have been the finest days of the voyage, and the sea has been invariably quiet, which enabled Captain King to have the service read on deck. Did Mr. Wollcombe⁴⁰² tell you it was the Commissioners' intention to request our assistance on those

402 Thomas Woollcombe, secretary of the Plymouth Company.

days? The service (owing to frivolous excuses advanced by some of our fellow passengers) has always been by Captain King, Henry, or me. The bell tolls us to service and it is a very interesting sight to see respectably-attired people emerging from different parts of the deck, with their [11] children and books. The reader is seated above the rest; the capstan, covered with the royal ensign, forming the desk. I recently met with some lines, composed by the late Bishop Turner, on his voyage to India, written, probably, within a few miles of the spot we ourselves have performed service, which I am induced to insert, though I very much grudge the room. You will say they are very pretty. They are entitled,

“SUNDAY AT SEA.”

Bounding along the obedient surges,
Cheerly on her onward way;
Her course the gallant vessel urges
Across thy stormy gulph, Biscay!
In the sun the bright waves glisten,
Rising slow with measured swell;
Hark! what sounds unwonted !—Listen,
Listen! tis the Sabbath bell.

Hushed the tempest's wild commotion,
Winds and waves have ceased their war,
O'er the wide and sullen ocean,
That shrill sound is heard afar.
And comes it as a note of gladness,
To thy tired spirit? wanderer, tell:
Or rather does thy heart's deep sadness
Wake at that simple Sabbath bell?

It speaks of ties which duties sever,
Of hearts so fondly knit to thee;
Kind hands, kind looks, which, wanderer, never
Thine hand shall grasp, thine eye shall see.
It speaks of home, and all its pleasures,
Of scenes where memory loves to dwell;
And bids thee count thy heart's best treasures;
Far, far away, that Sabbath bell.

Listen again, thy wounded spirit
 Shall soar from earth, and seek above
 That kingdom which the blest inherit,
 The mansions of eternal love.
 Earth and its lowly cares forsaking,
 (Pursued too keenly, loved too well),
 To faith and hope thy soul awaking,
 Thou hear'st with joy the Sabbath bell.

It will not be necessary to give you an account of our proceedings prior to finally leaving Plymouth, as you are already [12] in possession of them. On the morning of our quitting, the Editor of the "Plymouth Herald" sent a boat alongside with the report of the dinner given by the Company, nearly 100 of which were purchased, and sent to our friends. I presume you received one or two, which I entrusted to the Pilot? Henry and I are anxious to know whether the announcement of our departure was received by telegraph, or letter.

The following is a list of our fellow-cabin passengers, married and single, with their late residences; also the number of souls on board at the period of leaving.

<i>Married.</i>	<i>Late Residence.</i>
Captain and Mrs. King, R.N. (Commissioner),	Holworthy, Devon.
Captain Davy, Bengal Army,	Bridgend, Glamorganshire.
Mr. and Mrs. Webster,	King Street, Westminster.
Mr. and Mrs. Browne,	Huddersfield.
Mr. Wallace,	Birmingham.

Single Ladies.

Miss Baker (Niece of Mrs. Webster).

Disconsolate, or Single Gentlemen!

Mr. Evans (Surgeon to the Company),	Tavistock, Devon.
Mr. Cooke, late 53rd regiment Foot,	
Mr. Durant (under the assumed name of St. George)	Tong Castle, Salop.

Mr. Goodall,	}	Halifax, Yorkshire
Mr. Lewthwaite		
Mr. Ibbotson		
Mr. C. Brown,			Lars Bridge, Plymouth.

Mr. William Halse,	St. James's Palace. [13]
Mr. Henry Halse,	

Children.

Miss and Master Webster.
 Master King.
 Master Davy.
 Master Browne.

Total Cabin Passengers,	24
Intermediate,	7
Steerage,	152
Crew, including Captain, 1st and 2nd Mates,	26
	<hr/>
Total on leaving England,	209
	<hr/>

Previously to leaving England, a female child, nine months old, died, and a coffin having been obtained, was conveyed ashore, in the Pilot boat, for interment.

1841.

March 25th (Quarter Day), we weighed anchor, with an indifferent wind. As we passed astern of H. M. S. the Impregnable, and Belle Isle, their bands were mustered on the quarter deck, and played "Rule Britannia," "Auld lang Syne," and "The Girls we leave behind us." This unusual mark of respect to departing subjects produced a great effect on us all, and it was replied to with loud cheers. After passing the Breakwater, tacked, with little progress during the day, in the English Channel.

- " 26th. Off the Lizard Point; lost sight of *England*, 2 p.m.
- " 27th. At 4 p.m., boy born in the steerage.
- " 28th. First Sunday at sea. I read Divine Service, Henry, Lessons, in the cuddy, at Captain King's *request*.

April 3rd. Gale off Biscay, at 10 a.m., lasted two hours; first favourable wind since leaving England. All the [14] pigstyes, pigs, &c., were rolling about the deck. One sheep was killed, by the cow falling on it. Passed Cape Finisterre during the night.

“ 4th. Henry read Divine Service; Marshall, Lessons.

“ 5th. First whale seen. French brig (homeward bound) passed close, but not sufficiently near to speak with her. In latitude of Lisbon, 12, noon.

“ 7th. At 4 p.m., Porto Santo (one of the Madeira Isles) 40 miles distant, seen ahead, passed it on our right in the evening.

“...8th. Passed Madeira and Desert Island, 5 a.m., on our right; 4 p.m., sail in sight on our left. Exchanged signals, “The Royal Saxon.”

“ 9th. Good Friday. Hot cross buns made on board. At 11 a.m., the wife of one of the emigrants, only 21 years old, and newly married, died of pleurisy. At 6 p.m., the bell tolled the funeral, and the body, wrapped in canvass, and shotted, was borne to the gangway on a grating, covered with the royal ensign. Captain King read the service, and the remains were dropped overboard. All the cabin passengers appeared in black, as a mark of respect. “The Royal Saxon” far astern. The *nautilus* seen, for the first time, sailing past in large numbers. Entered the north-east trade winds.

“ 11th. Easter Sunday. I read Service, Phosphorescent lights very visible on the water during night, and until we got out of the Tropics, which we entered this day. *Flying* fish in large shoals.

“ 15th. Two p.m. St. Antonio (one of the Cape de Verd Isles), 25 miles distant, seen ahead; passed to the right of it at that distance, during the evening. Mrs. Webster confined with a boy at half-past six p.m.

“ 18th. Captain King read service, Marshall, Lessons, on deck. Crossed the sun.

“ 20th. A very heavy storm of thunder and lightning. [15] April 21st. Ship 15 miles ahead, made signals to speak with us. We bore up, and when within a mile of each other, both vessels were put in stays (stopped), and the Captain, with the Surgeon, came on board of us in his jolly boat.⁴⁰³



A nineteenth century jolly boat.

His name was McDonald, his ship, the “Lord Auckland,” bound from Colombo and Bombay to England, and, owing to calms, was short of provisions, and had several sick cabin passengers. During the last nine days he had only made 150 miles. One lady threw herself overboard yesterday, and was rescued by the steward, who jumped in after her. The surgeon’s name was H——. Captain Dawson supplied him with one pig, one sheep, rum, and captains’ biscuit and sweet biscuits; black currant jelly, and raspberry jam, for the invalids.⁴⁰⁴ While this was going on, two sharks were hovering round our vessel, one of which Captain King fortunately hooked. After tremendous struggling, a harpoon was driven completely through his body, and a rope, with a noose, passed under his head, by which he was hauled on

403 A ship’s boat used mainly to ferry personnel to and from the ship.

404 The *Lord Auckland* arrived off Plymouth in midJune and reported “speaking with” the *Amelia Thompson* (*Morning Herald* 19 June 1841).

- deck. Although dreadfully mangled, he kept all, for a lang time, at a distance; but was soon cut up in 100 pieces. His size was between six and seven feet. The remaining one was afterwards *fished* for, but he sounded a retreat. The passengers of the "Lord Auckland," thinking we were bound to India, sent a letter bag by the Captain, which we filled with letters for England.
- " 22nd. Had the shark's *tail* (the epicure's morsel) for breakfast, eatable, but rancid.
- " 23rd. Got in the south-east trade winds.
- " 25th. Divine Service read on deck by me; Lessons by Captain Dawson. During service, a shark hanging about vessel. Before service was well over, the hooks were baited, and Captain King hooked him. Our impiety was, however, rewarded by the animal snapping a very large and strong hook, and escaping. Saw swallows, on their way, perhaps, to England. Crossed the line, at [16] 6 p.m., without any ceremony. A sword fish followed the vessel for some time.
- April* 26th. Exchanged colours with an American barque, supposed to be a South Sea Whaler, homeward bound, probably from New Zealand; we all regretted she did not pass sufficiently close to speak with her.
- " 27th. The dog Rose very ill; bled and doctored by Henry, supposed to proceed from inflammation of the chest.
- " 29th. A birthday at home; a girl born in the steerage.
- May* 1st. Another birthday. Foul wind obliged us to make the South American coast.
- " 2nd. Divine Service on deck, read by Henry, Lessons by Marshall. Dolphin seen following vessel.
- " 5th. Two a.m., South American coast visible; laid-to till daylight; anchored in the Bay of Bahia, 4 p.m.; found there H.M. Sloop the "Rose," of 16 guns, and the American Sloop the "Decatur," of 16 guns, for the capture of slavers. The lieutenant of the "Rose" came aboard of us, and Captain King returned with him in the cutter to see his captain. He

- took with him Henry and me; found the “Andromache,” and “West Indian,” from Sydney and Hobart Town. Captains Dawson and King went on board each, but they could not tell us where New Plymouth was situated, though both spoke well of New Zealand. Slept on shore, at the Hôtel de l’Univers. The dog Rose, much to our surprise, had five pups during the morning.
- “ 6th. Little boy, in the intermediate, died, aged sixteen months.
- “ 7th. The “West Indian,” and “Andromache,” sailed for England. During the afternoon, our crew refused to work, and at 11 p.m. mutinied. The two most noisy, were, with great difficulty, ironed; and the remainder having attempted to rescue them, the mate lowered the cutter, and requested assistance of the “Rose,” the lieutenant [17] of which soon after came on board, with a party of marines, and took five away in custody. He offered us troops, which Captain Dawson considered unnecessary. Turned into our cabins at two in the morning. The child, which died yesterday, interred in the English church at Bahia.
- May 8th.* Captains Dawson and King went on board the “Rose” early this morning, and the five men, on being assured the mate would not repeat his treatment to them (the sole cause of the mutiny),⁴⁰⁵ returned to their work. The remainder soon followed their example. We were all pleased at this satisfactory termination, as the Captain admits them to be the best crew he ever commanded.
- “ 9th. Weighed anchor, with a fine breeze, at four p.m. We procured in Bahia two Brazilian kittens, three rabbits, and two marmozets, all of which died during the passage.
- “ 16th. Divine Service read by Captain King, sermon by Mr. W——; three or four fin-backed whales, and Cape hens seen.

405 John Watson was first mate. According to Cooke, he quarrelled with Captain Dawson off New Plymouth. He left the *Amelia Thompson*, no doubt to Captain Dawson’s relief.

- “ 17th. Heavy sea; grampuses in shoals; jib rent by the wind.
- “ 18th. Lost 18 miles since 16th, owing to bad weather.
- “ 20th. Heavy sea; studding-sail boom fell overboard from fore-top; jolly boat lowered, at great risk, and boom picked up by second mate, a mile off. Ship laid-to till all on board.
- “ 24th. Queen’s birthday; her health drank at dinner. Albatrosses seen for first time.
- “ 25th. *Another*, but not a royal, birthday. Large quantities of sea-fowl. Almost a calm.
- “ 28th. An immense number of porpoises round the ship.
- “ 29th. Child, twelve months old, died in the steerage at seven a.m., and buried at six p.m.
- “ 30th. Divine Service, and Lessons read by me.
- “ 31st. Another birthday at home; exchanged signals with a ship three or four miles off, which having neared us [18] during the afternoon, in a heavy sea, enabled the captain of each vessel to use the speaking trumpet. She was the “Baboo,” from Liverpool to Bombay, with a cargo. Promised, at our request, to report us. Abreast of the Tristan da Cunha group, at five p.m.
- June* 1st. Heavy wind and sea; topmast studding-sail boom snapped in two, but replaced in a few minutes. During a squall at eleven p.m., lower studding-sail rent. In the vicinity of Gough’s Island during the night.
- “ 3rd. Past meridian of Greenwich half-past ten a.m.
- “ 7th. Little boy died in steerage, one a.m., and buried two p.m. Funeral service read by Captain King.
- “ 8th. Almost a gale; pigs, &c. adrift; main hatchway battened down, and dead lights put up.⁴⁰⁶ Several seas over main deck. White swallows (sea) seen.
- “ 9th. Rounded the Cape. Sail in sight.
- “ 11th. Spoke with ship seen yesterday. “The Royal Saxon” (signalized by us on the 8th April, in lat. 31° 32’ north, and

406 Protective covers or shutters fitted over portholes or windows.

long. 17° 8' west), bound from Waterford to Port Philip, with emigrants. She put in the Cape. In company half-an-hour, and at parting we cheered each other. Another ship in sight.

- “ 12th. Spoke with the second ship seen yesterday, “The Helen,” from Liverpool to Sydney.
- “ 13th. “The Helen” astern; at four p.m. she came along-side, and the following conversation took place:—Captain of the Helen, “Hope you’re well?” Captain Dawson “Quite well, thank’ee, hope you are all well?” H. “All well. How many passengers have you?” D. “189. How many have you?” H. “810!” D. “A large family.” H. “Can spare you some.” D. “I have quite enough to take care of my own. How many days are you from Liverpool?” H. “69.” D. “Have you called anywhere?” H. “Not anywhere *at present*,” (with a melancholy accent). D. “Any news from America?” H. “The President had not arrived.” D. “There were [19] two vessels at Bahia from Sydney when I put in.” H. “What was the name of the ship you spoke with yesterday?” D. “The Royal Saxon.” Some questions were then put about the weather, &c., and we parted. (I merely state this conversation to show how very polite captains are to each other after dinner.) Whales seen during day. Almost a gale during night. Jib sheet gave way, and foresail rent. Binnacle blown out, main hatchway battened down, and dead lights put up. Two men at the wheel.
- June* 14th. Considerable sea. Mrs. Brown confined with a girl, six p.m.
- “ 15th. Less sea. Water spout seen by mate.
- “ 16th. Fine day. Eight p.m. large meteor seen in. the N.W., which lighted the horizon; and then receded from sight.
- “ 18th. Waterloo day. “The *Duke*” drank at dinner. Boy born in steerage.
- “ 28th. Passed to the south of the island of St. Paul, half- past three a.m., distant 15 miles.

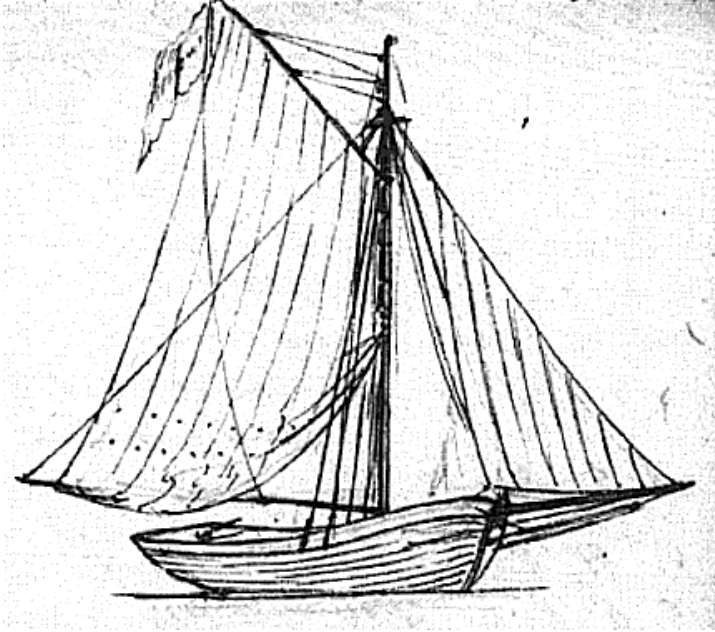
- “ 30th. Almost a gale. A cape pigeon blown against the main-mast and killed.
- July* 2nd. The sailmaker, while loosing the gaff topsail, fell from the mizen cross trees, into the jolly boat. His fall was broken by the ratlins, three or four of which were broken. Although his head was dreadfully cut he survived the accident; and the fact of his being a teetotaller (a rare instance at sea) hastened his recovery.
- “ 11th. Divine Service read by Henry; Lessons by M——.
- “ 15th. Vessel astern, supposed to be the “Helen.” At half past six a.m. land seen ahead, which proved to be King’s Island; passed it at seven a.m. on our right. Caught a great many baracoutas during day in Bass’s Straits, weighing from six to eight pounds, in shape similar to a pike, and taste to a mackerel. This enabled all on board to have fish breakfasts and dinners, a great treat at sea. [20] The bait used is a piece of *red cloth*, on a large hook, dressed with wire, to prevent their escape, as they have very large teeth. At eleven p.m., passed Sir Roger Curtis’s Island.
- July* 16th. Dead calm from nine a.m. to three p.m. (the first during the passage). At half-past one a.m. passed Judgment Rock, and at four p.m. abreast of Kent’s Group, four miles distant, where we were becalmed. At one p.m. Captain lowered jolly boat to look to trim of ship, taking with him Mr. C——, Henry, and me. After which we rowed about a mile distant, and Henry bathed. Baracoutas caught during day.
- “ 17th. Large flocks of Australian gulls, and during night shoals of bottle-nosed porpoises round ship.
- “ 18th. Immense numbers of bottle-nosed porpoises, at half-past seven a.m. all round; their breathing produced a noise similar to a railway engine getting up the steam! Divine Service read by Captain King. Lessons by Captain Dawson nearly a calm all day, wind favourable towards evening.
- “ 19th. Foul wind (which lasted till Sunday the 25th). Boy in

- the steerage, aged six years, died at quarter-past eight p.m. of consumption, after a lingering illness.
- “ 20th. Boy buried at two p.m. Service read by Captain King.
- “ 25th. Almost a calm; little wind there was, favourable. Divine Service read by Henry, Lessons by Captain King. An albatross hooked, but as he was hauled ship’s side, the hook broke, and he escaped. Wind freshened towards night; One of the pups died during the night in a fit.
- “ 27th. Almost a calm. Barometer lower than at any period during the passage, in consequence of which, every thing made snug for the night. Mount Egmont distant about 100 miles; Cape Farewell, 80.
- “ 28th. At half-past one a dead calm, and the sea running mountains high; the gunwales were under water, and [21] almost all on board were up. There was not a breath of wind, which made the lurching more heavy. All this indicates a gale at no great distance, which the barometer gave warning of yesterday. Five a.m. land seen, and at daybreak Cape Egmont on the northern island of New Zealand, and a long line of coast on the southern island, the inland mountains of which were covered with snow. The highlands, bounding Massacre Bay, were also visible. Abreast of Tasman’s, or Blind Bay, at five p.m.
- “ 20th. Off Durville’s Island the whole of the day, wind against us. Obligated to beat up, with little progress.
- “ 30th. Within seven miles of Durville’s Island. At seven a.m., brig seen coming out of Port Hardy, which Captain Dawson, King, and Mr. C——, went on board of, after breakfast. She was the “Ann Sophia,” of London, commanded by Captain James,⁴⁰⁷ owner, but now from Port Philip to Port Nicholson, with 500 sheep, 50 of which died between Port Philip and Cook’s Straits, after entering which, he was either becalmed, or met by foul winds for

407 Captain Tudor James.

fifteen days; on Wednesday morning, between eight and twelve, he encountered the most dreadful hurricane he had ever witnessed. Eighty sheep were killed, his cabin windows stove in, and every moment expected to be their last. Every soul on board (three or four passengers included) had to go aloft, to close reef every sail, after which he saved himself, by running into Port Hardy. His barometer the day before was $27^{\circ} 80'$, the lowest point he had ever known it. The tremendous sea we had after one o'clock on Wednesday morning, was the prelude of all this. Captain James dined, and spent the day with us, and both ships kept company all night. Captain Dawson brought from the brig five sheep, lamp oil, and New Zealand potatoes. Captain James could not tell the position of New Plymouth, but we all expect it will be in "Looker's On," on the southern island. Captain James informed us that the "St. Kildare Yacht," from Plymouth [22] (lying in the Catwater while we were there), had arrived at her destination, Port Philip, a total wreck, without a single stick on deck. We all felt very grateful; for having escaped so many dangers. If we had not been becalmed outside Cook's Straits, we should have been at least dismantled; for we were running into it, under sail. Captain Dawson delivered to Captain James Her Majesty's Mails for Port Nicholson.

July 31st. Fair, gentle wind. "Ann Sophia" on our left, rounding the land to Port Nicholson. We entered Cloudy Bay, ten a.m.; and by beating inland, entered Port Underwood, five p.m. The cutter was previously lowered and Captain King and Mr. Lewthwaite went ashore for our instructions, which we found were not left for us. Captain King brought on board Mr. W——, a resident whaler, and store keeper, who informed us our destination was Taranaki, north of Cape Egmont, on the western coast of New Zealand, one of the most fertile soils of New Zealand. This selection has disappointed us all, as there is not a harbour. Ship's head turned to Port Nicholson for our instructions.



A cutter is a single-masted boat, with two or more headsails.
This is a contemporary cutter sketched by JD Hooker during his visit to the Bay of Islands on the *Erebus* in 1841.

August 1st. Off Port Nicholson early in the morning, but a head wind blowing out of the harbour obliged us to beat in during the day. At night we anchored in Chaffer's passage.⁴⁰⁸ Mr. Martin,⁴⁰⁹ the chief magistrate, came on board and informed us of the non-arrival of the "Regina."

" 2nd. I have now the pleasure of closing this letter from Port Nicholson, to which we were most unexpectedly obliged to come, for Captain King's instructions, which should have been left for him at Port Underwood, the place appointed by the company. We are all disappointed, that any part of New

408 The passage on the Miramar side of Barrett's Reef.

409 William Martin, first Chief Justice.

Zealand should have been selected by their agent, without a harbour, particularly as harbours abound, all along the coast. All accounts agree that it is a delightful country, possessing fine soil, without the great drawback to this Port, large mountains, and [23] almost impenetrable forests. Taranaki is a fine level country, and unencumbered by trees. It abounds, too, in rivers; and, if accounts be true, is rich in minerals. I prefer, however, not saying another word of it, till I am enabled to judge for myself. We daily expect to leave this place for Port Hardy, in Durville's Island, to take in ballast; after which, we shall make for our settlement, which is on the western coast of the northern island. This is a splendid harbour, but, for the reasons I have stated, will never be an agricultural settlement. It will depend on others in the island, and I think it was for this reason that Taranaki was chosen for us. The natives are more peaceable than even accounts had led me to imagine, and barter and reside among the settlers, as if they were all of the same race. From the sons of Mr. W——, Henry and I have received the greatest attention. We have been living at their house here for two or three days, and they are daily visited by the chiefs and others, to whom we were always introduced. You will remember that Mr. W—— is a fellow passenger.

I regret to state that the "Regina" has not been heard of. Even if she has escaped accident, her non-arrival will sadly inconvenience all of us, as she has on board all our goods. It must not be forgotten that she may have encountered the bad weather which dismasted the "St. Kildare Yacht," lying in Plymouth when we sailed, or the hurricane with which New Zealand has been recently visited, both of which we happily escaped.

Instead of the map I drew during the passage, I enclose you one on Mercator's projection, which gives the earth flat, instead of round, its natural shape. On it I have traced our ship's course, continuing from Port Underwood, on the Southern Island, to

Port Nicholson, Port Hardy, and Taranaki. The distance between Plymouth and Port Underwood is 16,245 miles, and from thence to this Port, Port Hardy, [24] and Taranaki, 210 miles; making in all 16,455 miles; or by the crow's flight it is not more than 12,000 miles. It appears very strange to me that we could traverse so vast a distance without meeting more than seven or eight vessels, the extent of all we saw, and only one of which was bound to England. The latitude, longitude, and distance run by the day, and the temperature from the period of entering the Tropics, I send you in the form of a table. By it you will be enabled to ascertain our position on any day during our voyage. In a former part of this letter, I stated that the greatest distance run during the passage, was on the 15th of June. I find, on reference to the table, that we made 234 miles on the 23rd of June.

I am unable to state whether the fruit trees given Henry and me by Mr. A—— are alive. The case was made by the carpenter employed, of new wood, which admitted the air. On discovering it, I remedied the defect, but I fear not in time to save the greater part of them.

We heard with regret of Mrs. R——s perilous situation the Goodwin sands, and congratulate her on her fortunate escape. Was the accident attributable to bad seamanship, or weather? How are Mrs. L——, Mr.—— and Mr.—— all invalids at the time of our departure?

I am reluctantly compelled to now terminate my correspondence with you for a time, owing to the many different occupations, both for Henry and me, preparatory to our final landing. You will be glad to hear that we have been both *well* during the passage. The passengers in general have been in the enjoyment of good health, and the mortality has been confined to children of tender years, and parties in whom the cause of death was sown previously to quitting their homes.

We did not forget you on the birth days which have occurred in our family since our absence; and we wished you all far more

than I can ever express on paper.

How strange that this will not be, if ever, read by you till Christmas. I mean an English Christmas. [25]

Present to Father, our Sisters, and Brothers, Henry's and my love, and our united wishes for your and their health and happiness. To all our friends we desire to be remembered.

I remain,

MY DEAR MOTHER,

Your ever affectionate Son,

WILLIAM HALSE.

P.S.—If we remain here till Saturday, I shall send you the “New Zealand Gazette.”

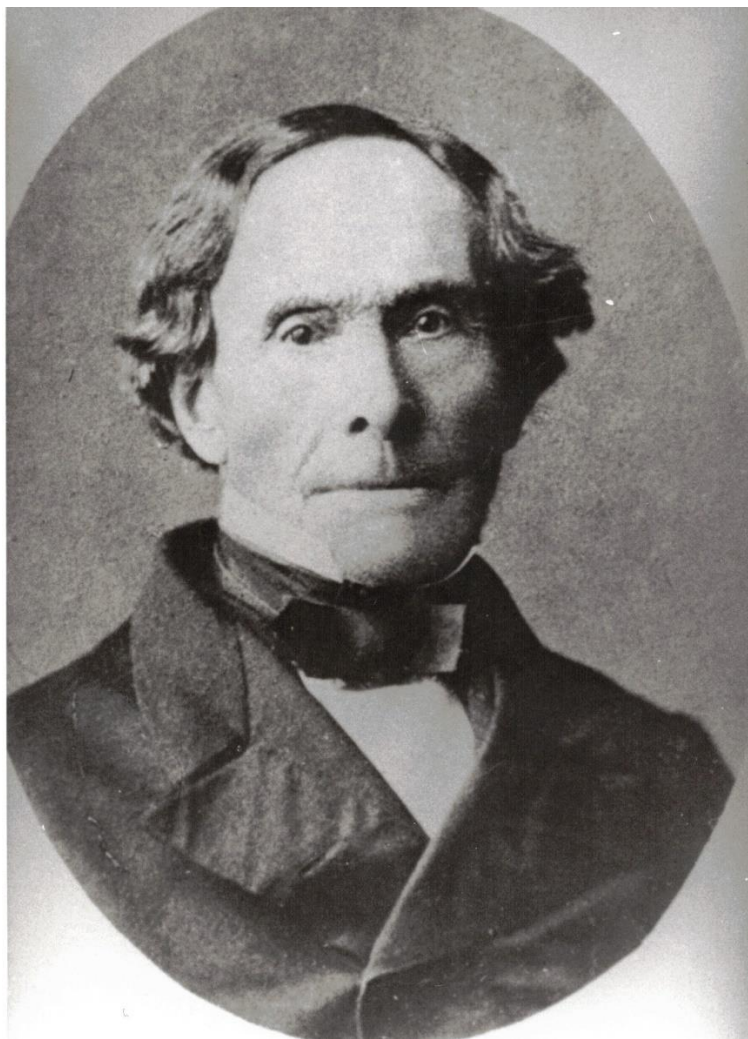
John Newland's diary

Builder John Newland (41) travelled steerage with his wife Frances (30) and their children Frances Agnes (13), Susan (8), John (6) and William (2). Paraphrased parts of his diary form the basis of Rutherford and Skinner's account of the voyage.⁴¹⁰

Newland lacked Halse's effete ease with language but his diary, despite his idiosyncratic spelling and at times clumsy prose, reveals more feeling, acknowledges the impatience and fears of the passengers and is much more compelling.⁴¹¹

410 Rutherford J, Skinner WH 1940. Chapter VII (p.135) in
*The establishment of the New Plymouth settlement in New Zealand
1841–1843*. Thomas Avery, New Plymouth.

411 Journal of John Newland. Typescript, Alexander Turnbull Library P q920
NEW 1841–1873.



John Newland. Puke Ariki image ARC2001-120.

DIARY OF JOHN NEWLAND

1841–1873

In the year of our Lord 1841.

John Newland, Frances Newland, Parents, Francis Agnes, Daughter aged 13 years, Susan aged 7 years, John (Son) aged 6 years, William (Son) aged 2 years. Left London on Saturday March 6th by Steamboat and arrived in Catwater Plymouth at ½ past 11 o'clock on Sunday night landing on Monday where we tarried till Tuesday 16th when all embarked on board the "Amelia Thompson" laying in the Sound for the purpose of prosceeding to New Zealand or rather New Plymouth in New Zealand. Our good ship left this port at 10 o'clock a.m. on Thursday 25th Inst. with an easterly wind.

MARCH

- 25th. Most of the Emigrants are well, one death took place this morning, an infant in the steerage.
- 26th. Emigrants all very unwell.
- 27th. Much as yesterday, wind quite contrary. An infant borne.
- 28th. Sunday contrary wind.
- 29th. Wind South West.
- 30th. Do Do Health better.
- 31st. Fair wind (North).

APRIL

- 1st Health of Emigrants improving.
- 2nd Emigrants nearly recovered.
- 3rd A very boisterous night.
- 4th A fair wind, the ship going at the rate of 9 knots, all in good spirits and I think the health of the Emigrants

- are generally well. Prayers read and sermon delivered by the Surgeon.
- 5th The wind continued fair throughout last night and up to this hour 11 o'clock a.m. continues this instant, saw a Whale in the Atlantic in latitude $39\frac{1}{2}$ this evening 10 o'clock p.m. The wind still fair.
- 6th all on board quite well and the wind North West (fair) going at 8 per hour.
- 7th All well and the wind fair. Saw the island of Porto Santo at 4 o'clock p.m. and passed it at 10. Passed a pleasant hour on deck and turned in at $\frac{1}{2}$ past.
- 8th The health of the Emigrants is good. The ship entered the trades this morning about 2 o'clock and is progressing very satisfactorily in latitude 31.
- 9th Good Friday a very beautiful day and wind fair. One death took place this morning (Female married). Saw several Nuncles the colour of them sky blue the edges of extremities Pink, in appearance like a boat under sail having a very pretty appearance. Funeral of the above took place this afternoon at $\frac{1}{2}$ past 5 p.m. The service was performed by Capt. King and Mr. Wm. Halse. The body was consigned to the deep at 6 o'clock, as near as possible the whole of the Emigrants being present the ships crew also. Captain Dawson (Commander) and all the cabin passengers in respectful attire. In Latitude 28.
- 10th Today is the first hot day we have experienced. Awning put up to shade the Emigrants.
- 11th Easter Sunday a most beautiful day, wind fair and all on board well. Had hot rolls for breakfast. Cold chuk of Pork with Plum Pudding for dinner and hot bunnis for tea. Divine service performed by Mr. Wm. Halse. Morning and Easter Hymns sung, this duty was done

- on Deck at 12 o'clock at noon, we were in Latitude 22.22 N.
- 12th Trade wind and all well.
- 13th As above.
- 14th A very fine turtle was seen close to stern of ship wheying about 50 pounds at 9 o'clock this morning. Wind fair and weather very hot. Latitude 19.54 North Longitude 25.16 West.
- 15th A flying fish seen this morning in coveys like Larks flying for a considerable distance.
- 16th One birth.
- 17th Very hot tolerable breeze.
- 18th Sunday. The sun vertical and very hot Latitude 9.
- 19th Calm and very hot.
- 20th Do Do Do
- 21st Saw a ship early this morning 5:30. She proved to be the "Lord Auckland" from Bombay bound to London the Captain and Surgeon of which came on board the "Amelia Thompson" at 4 o'clock p.m. They were in want of Provisions, they were furnished with a Pig, a Sheep, a cask of Rum, a few small articles and a cwt of Biscuits. As they were about to take their departure a Shark made its appearance and was taken by Capn King by hook and line, I assisted in pulling it on deck, measured about 7 or 8 feet in length. I partook of some this evening do not dislike it. Sent a letter to Mr. Wm. Roe, dated 11th Inst. Easter Day and concluded it this day, it was forwarded to England by the Capn of the above Ship after the fish fun had subsided who quitted "A. Thompson" about 6 o'clock p.m. We were at 12 o'clock in Latitude 4.28 Longitude 22.32. Very hot.
- 22nd Saw a Shark this morning not far from the ship, a great many on the look out for it.
- 23rd Very hot indeed Latitude 2.5.

- 24th Very hot Latitude 1.7.
 25th Sunday. Divine Service performed by Mr. Wm. Halse and Capt. Dawson. At the conclusion of the Service a Shark made its appearance at the stern of the ship, the hook was broken in taking it, tried to entice it a second time but could not although it accompanied the Ship 2 hours, at last the attempt was given up. We crossed the Equator at 6 o'clock p.m. Health of the ship is good.
 26th Very hot. Nothing particular happening till May.

MAY

- 5th Wednesday. Cast anchor in the Bay of Bahia St. Salvador South America at 3 o'clock p.m. the town presented a very pretty appearance. Went on shore 3 times very much gratified with all I saw, gathered oranges and fruits which were very plentiful. Saw the coffee trees and gathered fruit from them. Also the lemmon and tamirends. Mrs. Merchant losted her child (Boy).
 6th Very hot went on shore today. Nothing very particular till Sunday when we set sail.
 9th Sunday. At 4 o'clock we left the Bay of Bahia. Sent a letter to Mr. Wm. Roe dated 7 Inst. by the "Andromache".
 16th Nothing has happened up to the Sunday, in a calm and very hot.
 29th Nothing happening till Saturday 29 when Roberts losted a child.

JUNE

- 7th Edgecomb losted a child.
 8th The weather very gloomy, all day the wind blowing almost if not quite a strong gale which lasted till 4 o'clock next morning.

- 9th A tolerable day and all well, the sea came on us
terifically.
- 10th A very fine day indeed till 6 o'clock when we
experienced a very severe gale which lasted till 12
o'clock the severest we have had since we left.
- 11th From 12 o'clock last night to this hour the wind and
weather has been very fine. We spoke to the Barque
"Royal Saxon" from Waterford (Ireland) to Port
Phillip with Emigrants. We are now in Latitude 38.24
Longitude 25.40 East.
- 12th Nothing very particular.
- 13th Sunday. About 1 o'clock in the afternoon spoke to the
Ship "Ellen" of Liverpool from . . . to Sydney 310
Emigrants. Experienced a strong gale wind blowing
from . . . commenced about 9 o'clock and lasted till
6 o'clock next morning. The gale more severe than
the former.
- 14th Mrs. Brown safely delivered of a Daughter about 4
o'clock this afternoon.
- 15th Very fine weather indeed. Longitude 40 East.
- 16th A very fine day indeed. In Latitude Longt.
- 17th Nothing particular.
- 18th Oxenham's child born. Fine day and contrary wind.
- 19th Much as yesterday, we are now in Latitude
Longitude .

JULY

- 15th This morning (Thursday) at half past six (day break)
we saw Van diemens land on our Starbord, it to us
appeared like South America. We have experienced a
very excellent passage since passing the Cape of
Good Hope. The Emigrants took many fishes
(Baracouta), we partook of some for dinner, very
much like Mackerel in flavor but not so handsome
being much longer and thinner. We entered Basses

- Straits this morning about 10 o'clock with a most beautiful breese.
- 16th We are favored with one of the most beautiful days we have experienced since we left "Bahia" being quite in the calm. The Jolly boat was lowered and some half dozen of the cabin Passengers went and bathed in the Straits. Caught a few fishes today but not so many as yesterday, dined on fish today and a treat it was.
- 17th The same beautiful weather continues, quite calm.
- 18th Sunday fine day.
- 20th (Olivers) child was committed to the deep aged 6 years (Boy).
- 21st Very stormy many ill.
- 22nd Much as yesterday.
- 23rd Fine day, wind forward.
- 28th At day break (6 o'clock) we made Cape Egmont, in a few minutes afterwards we made Cape Farewell being in a complete calm when we entered Cook's Straits. Some of the Emigrants caught some baracouta. A breese struck up in the afternoon at 4 o'clock, the wind was rather ahead which was rather desirable. Although we have the moon three days over the second quarter that we might enter Cloudy Bay at a seasonable time tomorrow. The coast of the Southern Island we had a perfect view of as we slowly passed it by, the snow appearing on the tops of the highest mountains which had a very beautiful appearance the sun having a similar effect on others which stood prominent would have made quite a panorama.
- 29th As calm as a mill pond which enabled us to see the Southern Island at ease, could not see the other.
- 30th Quite a calm last night, a light breese this morning, which assisted us a little. All on board quite uneasy at the delay the Capn. also.

31st This has been a very beautiful day, a very gentle breeze took us into Cloudy Bay. We were some time getting into Port Underwood the wind being ahead. Capn. King prosceeded on shore to ascertain some particulars when he found a Whaling Station who informed him that the Plymouth Company had formed their Settlement at or near Mount Egmont "Taranaku", we then bout ship and directed our course to Port Nicholson (North Island), we made the Harbour about 4 o'clock.

AUGUST

- 1st Sunday morning when a complete calm ensued, two boats was lowered the Ship was towed some distance up the Harbour. At 5 o'clock in the afternoon we cast Anchor.
- 2nd At 11 o'clock this morning we wheyed anchor and prosceeded up the Harbour, in consequence of the wind being a head one we did not get in to the Bay till $\frac{1}{2}$ past 6 this evening when we Anchored about 1 mile from the town of Wellington.
- 3rd Wind South East and a very stormy night and all the day also.
- 4th Nothing particular occurring.
- 5th Went on shore at Wellington which presented a number of very humble huts. Suppose the town to reach from two to three miles in length, the Harbour and Bay is a most magnificent one which is the greatest recommendation to the town and the opinion of most I had conversation with is that it will never be any but a resort for shipping. To clear the land which is mountains would not pay for clearing although the bush runs down close to the back of the town. Butter (fresh) $\frac{4}{6}$ per lb, Salt do $\frac{1}{6}$, Eggs 6d each, cheese

- 1/8 and 2/-, 2lb loaf 8d, Bacon & Ham 1/6, Mut. 7d, 11d and 9d, Pork 7d leg, Beer 9d.
- 6th Nothing has taken place worth recording. Weather favorable.
- 8th Died this morning ½ past two Mrs Jones, this evening a child named Pierce also died, they were taken on shore at Wellington for interment.
- 9th This morning the corps's were taken on shore and buried in the burial ground of the Church Estd. The weather very boisterous so much so that those who attended the solemnities did not return till next day.
- 13th We left the Bay of Port Nicholson this afternoon ½ past two o'clock, in consequence of contrary wind we were obliged to run into Cloudy Bay where we propose to cast Anchor for the night (Saturday), the captain proposed to proceed to Port Hardy in Cook's Straits but for reasons above spoken of could not effect his purpose and was obliged to keep to sea all night doing nothing.
- 14th This day fortnight we made this Bay (Cloudy) much about the time we did today, about 4 o'clock p.m. Wind contrary we kept tacking about in the Bay all night.
- 15th Sunday. We are almost in a calm up to this hour 1 o'clock p.m. and still in Cloudy Bay, all on board very uneasy in consequence of being detained so long after having made our intended and anxiously awaited country. Saw three whaling boats towing apparently a very large Whale to Port Underwood. A large whale has just made its appearance very near to these boats but being engaged with the former it passed up Cook's Straits diving and spouting the water to the great gratification of all present. Our Capn. endeavoured to enter Port Underwood but was

- prevented by the wind being contrary, at 5 o'clock in the afternoon we cast Anchor in Cloudy Bay.
- 16th Our Capn. and boats crew went on shore at Port Underwood to ascertain if ballast could be obtained this morning, on their return the Anchor was wheyed and the ship got as far up the Port as she could, the wind being ahead North West very little progress was made which was dishearting. We cast Anchor this aftn. 4 o'clock.
- 17th Our ship was got under way at 6 o'clock this morning, the wind North West and after a great deal of patience for the Anchor was let down about noon as the tide was running out of the Port and the wind unfavourable we lay to till the flowing of the tide when we raised the Anchor and notwithstanding the wind being ahead we prosceeded to an inlet and cast Anchor within the length of our ship from the shore in 5 fathoms of water.⁴¹² Many fishes has been taken and very good they are indeed. We dined today on a very good little Cod of a pinky hue but very delicate. There has been taken Snappers, a species of Ling, and Salmon, all of which are of good flavour.
- 18th This has been a very rainy day indeed. We raised the Anchor and got closer to Land to enable the Ship to take in her ballast with more ease. This Port (Underwood) abounds with very fine inlets, the surrounding hills or Mountains have a very fine appearance being clothed with trees and brushwood from the summit to the water's edge. There are a great number of wild ducks, I saw two coveys which had the appearance of clouds. I saw today a few wood pigeons and very fine they are, almost as large as a fowl. Some Paraquits were brought on board. Strange

412 In Ocean Bay, according to Rutherford & Skinner.

- to say the Pigeons no matter how many there may be the sportsman continues to fire away at them till he brings them all down as they are not in the least disconcerted, quite the reverse of those at home. The Ship is now quite in readiness to take in her ballast.
- 19th Mrs. N. self and John went on shore at this Inlet and spent a very pleasant day. We dined in the Bush, we gathered Parsley, Celery, and Letuce in a wild state, the former is as fine as I ever wish to see it or ever did in England. The cabbage and Broccolli I culled at the Mountain top. The Mountains have a very picturesque appearance, the foliage is very variegated and pleasing being intersperced with large trees. This day our people assisted in getting the ballast.
- 20th This day I went in shore to get in ballast with many others, it was a very fine day.
- 21st Nothing very particular has occurred this day.
- 22nd Sunday. Mrs. N., Self, Fanny, Susan, John and William went on shore, ascended the Mountain and dined, it being so beautifully fine we enjoyed it very much. A vast quantity of useless whale bone is lying on this Shore.
- 23rd This has been a very fine day, sea calm and the Emigrants busily engaged in taking in ballast. A great number of Natives came on board today with various articles to sell, fish, vegetables and oysters, the latter I purchased nearly one hundred for a few biscuits, they are quite equal to those known as "Natives" which are sold in London and much larger.
- 24th Very fine day, assisted in getting ballast. Many Natives came on board with Vegetables and sundry shell fish, bartered with them on reasonable terms.
- 25th As fine a day as yesterday. Very busy on board preparing for our destination (Taranaki). The Long Bt. taken on board and put in its place. A very interesting

- scene took place this afternoon, a full sized whale appeared very near our ship. There happened to be on board the Capn. of a Whaler and his crew, they were over the side of the Ship as quick as lightning in pursuit, the did not succeed in capturing as the Animal bent its course to the Ocean.
- 26th This morning a very large whale was towed past our Ship by the two Whaling Boats belonging to a Brig laying in the opposite Bay. Weather very fine and all well on board, two sailors left our Ship named Frasier and Baker. All very uneasy by being so long here. There has been a great quantity of fish taken today of various kinds, partook of an excellent repast on Birds shot in the woods surrounding this Bay (Ocean), great many kinds. At ½ past 10 o'clock tonight the Anchor was wheyed the wind being favourable to prosceed to Taranaki.
- 27th Our ship has prosceeded very slowly through the night and her course did not mend till about noon when we had a very fine breese which took us up to the sisters (two Rocks a considerable distance from the land very much resembling each other) N.W. of the Wellington head.
- 28th The wind has been contrary, so much so that our progress has been less than ever we had it, every thing appears to be going wrong.
- 29th Sunday. Last night has been a very boisterous one, it blew a gale till about 8 o'clock this morning, wind blowing from the N.W. quite the reverse of what we could wish, in consequence of which we have been obliged to put to sea for safety. Orders have been given to stop 1 Quart of water from each Adult.
- 30th The wind was tolerably favourable last night for a few hours but since that time it has been as contrary as it can well be, so much so that the Capn. has made up

- his mind to put back to Port Underwood, but drop'd Anchor in Cloudy Bay at 9 o'clock in the evening.
- 31st The Capn. and crew went to Ocean Bay for water, they returned about 4 o'clock this afternoon when a fair wind sprang up, orders were given to be under whey, all was activity and every heart was glad but a sad catastrophe befell us on raising the Larbord Anchor, through some neglect or misfortune, it slipped or the chain stop was not properly secured, the Anchor dropped with tremendous velocity the ship not more than 1 Mile from the shore and the wind blowing a gale from the S.E. Every thing wore the appearance of inevitable destruction, nothing could save us. The Starboard anchor was let go which was of the greatest service the other having dragged. About 7 o'clock the wind subsided for which all on board were thankful to Providence and the night was tranquil. The blame rested with the second Mate (Murry) who was instantly discharged.

SEPTEMBER

- 1st This morning at $\frac{1}{2}$ past 3 o'clock the Anchors were whayed but the wind has dwindled into a calm. At 10 o'clock p.m. we had a fair wind South which has up to 12 o'clock continued in our favour. At ten o'clock Mrs. Johnston was delivered of a Son.
- 2nd The wind is still in our favour going at the rate of 8 miles in the hour. The lofty Mount Egmont has just made its appearance in bold relief, 10 o'clock a.m. everybody busy preparing for landing and in good spirits.
- 3rd In a calm and could make no progress, laying under Mount Egmont almost the whole of the day.



A tiny pen sketch of the becalmed barque *Amelia Thompson*, all sails set: from the Taranaki shore, by Dr Henry Weekes, 3 September 1841.

- 4th Today our ship made a very fine approach to the land and the Anchor was cast for the purpose of landing, unfortunately the wind blew a stiff breeze soon afterwards which prevented our much to be desired object from being attained, and to sea we were obliged to put once more which put us in bad spirits. We had made every preparation for landing.
- 5th Sunday. This morning at 9 o'clock we left the ship and landed on the beach at Taranaki at 2 p.m. Altho' it was a very fine day it took us five hours having some surf to contend with. The distance from the Ship was 12 miles, our boat ran in right up the beach which caused us to land in a most comfortable manner. The kindness with which the Natives received desires to be recorded, all had smiling faces and outstretched arms which made a strong impression on all our feelings. Too much cannot be said of those who has

presceeded us, one and all received us with the best feeling possible.

17th This night at ½ past 10 o'clock the shock of an Earthquake was very generally felt here (New Plymouth) some of the people were very much frightened.

OCTOBER

3rd Arrived from England the "Regina Schooner".

17th (Sunday) Left the "Amelia Thompson" Barque this afternoon 5 o'clock.

*Richard Chilman's diary*⁴¹³

Chilman sailed to New Zealand on the *William Bryan* in 1840 as a clerk to the New Plymouth Company. His diary records the much anticipated arrival of the *Amelia Thompson*.

413 "He was the Pepys of the Taranaki settlement:" *New Zealand Graphic* 1 September 1909 page 45.



Richard Chilman. Puke Ariki image PHO2008-261.

28 August 1841.... The delay of the Amelia Thompson is now a serious affair, no flour has been issued from the stores for a fortnight and we have only about a Ton of Potatoes, and 20 or 25 Bushels of Pease, besides meat, in the stores, Mr. Brown says he has only Biscuit enough to last the people a week, if that, and there is no other stock in the place: we are very anxious for the wind to change to the South, as the vessel may possibly be wind bound at Cloudy Bay.

4 September. The beginning of the week very wet & stormy, wind from the West on Wednesday the wind shifted to the South and we had three days fine today it has been shifting about to all quarters and since twelve O'clock has kept steadily from the North West, a very provoking circumstance as the Amelia Thompson has been beating about all day, and stood off again this afternoon being afraid to Anchor. Yesterday morning a small schooner arrived from Wellington, we obtained ten casks of Bread and a few potatoes from her, the Captain brought intelligence that the Amelia Thompson had been into Port Nicholson and left the same time he did 3 weeks ago, with the intention of going to Port Hardy to take in ballast, the Captain having heard so bad account of this place, that he was afraid to come here with the ship light which she would be after landing the emigrants & their luggage. From subsequent accounts it appears that great dissatisfaction prevails amongst the Cabin Passengers because there is no harbour here; and that a portion of them have protested against being located here, a circumstance likely to do the place an injury, and moreover an ill-judged measure as it appears our Surveyor had good reasons for its choice. We were exceedingly astonished yesterday afternoon to see Captain King and his son walking towards the Store

House as we had seen nothing of the ship; it appears they arrived in the ship's cutter having left the vessel about 20 miles off, the wind being light and against them. This morning the ship was in sight opposite the town and continued so all day until 4 or 5 O'cl. P.M. when she stood off. We succeeded in getting a letter bag on shore....

11 September. Sunday & Monday both beautiful days, the remainder of the week variable, heavy showers of rain, but no wind of consequence. Our little community has been kept in a state of great excitement all the week owing to the strange conduct of the Captain of the Amelia Thompson. On Saturday last, as stated in my journal the Captain was afraid to bring his ship to anchor, it blowing rather fresh in the afternoon from the N.W. the wind however moderated in the evening and we fully expected on Sunday morning to have seen the ship close at hand & ready to anchor as it was a beautiful day with but little wind, instead of which she was about 10 or 12 Miles to the South of the Sugar Loaves, with a faint wind, and that against her, so that she could not work up to her anchorage. We sent off the Company's boat at 8 O'Clk in the morning & she returned about 3 with some of the emigrants, the ship's long boat was also towed by the cutter & brought a great number with their bedding &c. Monday the ship was in about the same position as Sunday, some more passengers were landed. On Tuesday we had a fresh breeze from the North & N.E. The ship showed herself but the Captain stood off, although there was nothing in the weather to prevent him from bringing up either off Nga Muto or off the town. On Wednesday we had but little wind; the ship so far to the Southward that she could not fetch up to the Sugar Loaves; the Captain

apparently thinking that there was no safety for him unless he is ten or twenty miles from this place, must have stood right down the straits. On Thursday we had a breeze from the North, it was a very dull day with a great deal of rain, the ship was not seen all the morning. On Friday morning we had a great deal of rain with the wind rather fresh from the North, the ship beat up until opposite the town, and we now fully expected she was at last going to anchor, there being no wind to hurt; but presently she fired a gun, and off to the Southward again with a fair wind. Mr. Barrett went on board & told the Captain there would not be bad weather and that he had better not stand away, which advice it appears he disregarded, as nothing was seen of the ship until the middle of today when she was discovered standing in from the Northward, but making very slow progress, it being nearly a calm; the sea quite smooth. This evening between 5 & 6 O'clock she came to anchor off the Town, but should there be a little wind again to night, I shall expect tomorrow to see her once more in her favourite place, ten miles the other side of the Sugar Loaves. I had forgotten to mention that on Thursday the Captain sent off a boat from the ship with some Cabin & Steerage Passengers with their bedding &c, at $\frac{1}{2}$ past 5 O'clock in the evening, the ship distant about 8 miles from the landing, it was quite dark when they arrived, and as might have been expected the boats struck on the rocks, fortunately assistance was at hand & the sea smooth, otherwise all might have been drowned, as it was they were all thoroughly soaked & their bedding &c saturated with water. Mr. Cutfield sent off a boat as soon as the ship came to anchor for some flour, as the people have actually nothing to eat, all the biscuit & potatoes being gone; for some reason

or other the Captain refused to send it, so if he should go to sea again I do not know what we shall do. A week has thus been entirely lost, as the vessel could have been at anchor all this time with perfect safety, and we should have landed nearly all her cargo. The conduct of Captn, Dawson is disgraceful and inexplicable. Received letters on Sunday from a host of friends in England the news is altogether satisfactory. I do not know how I am to find time to answer them. I have this week been busily engaged in the garden & have got in a good patch of potatoes, and a great many seeds, next week I hope to sow everything it is necessary to attend to yet. I had forgotten to mention that when the Amelia Thompson left England, a schooner called the Regina, taken up by the Company to convey part of the Emigrant's luggage, stores &c, was ready to start, and it was expected she would have arrived long before the Amelia, as there would be no occasion for her to put in anywhere; she has not however shown herself and great fears are entertained of her safety,

18 September. Sunday & Monday both tolerably fine, the ship at anchor and engaged in landing the passenger's luggage & some flour. Sunday morning we served out flour to the people, five weeks have elapsed since they last had it. On Monday night it blew very hard from the Northward, the gale continued on Tuesday the ship held on quite as long as was prudent, & then bore away to the South, on Friday we again saw her, but the wind still blowing fresh she did not come to anchor, she has been beating about off the town all today & if at all favourable tomorrow will no doubt anchor again. We have had a most miserable week, Wednesday & Thursday blowing hard with a great deal of rain, yesterday & today both showery, and

also cold the wind being from the South & everything saturated with rain.... On Monday saw Mr. Webster, a Gentleman who came out in the Amelia Thompson, and a friend of Mr. Everingham, in the course of conversation he said Captn. Dawson was not so much to blame as people imagined; he had heard exceedingly bad accounts of the place & the extreme violence of the N. West winds, & thought it prudent to get well away from the place, afterwards he could not get up, owing to his vessel not being able to beat to windward at all. Nothing has been heard of the Regina, should she be lost it will be a most distressing thing, as the greatest part of the passenger's property is aboard of her.

25 September. Sunday, a fine day, the ship off the landing place, endeavouring to pick up her anchors which she slipped last week, but not succeeding in getting them & the afternoon being rather rough, she went off again on Monday morning, with a fresh wind from the North & West. Tuesday & the remainder of the week we had beautiful weather, with scarcely a wave on the beach.... We are again driven to close quarters for food, as the Captain instead of landing flour, sent off passenger's luggage. This vessel presents a striking contrast to the good ship Wm Bryan, as we came in & discharged comfortably in 6 days, a great deal is of course owing to the weather, which has been worse for the last month than we have had it all the winter, & something may be attributed to the fact that there is not so good a feeling between the Captain & other parties, as there was in our case.

2 October.... Again I have to record the arrival of the Amelia Thompson, she came to anchor on Thursday & has made good progress in discharging. We have now about 150 Brls, of flour in the Store House, a good

prospect after the late scarcity. I have bought 2 brls.
off a gent who brought some out in the A. Thompson
for £3.10 per brl....

16 October...., the Amelia Thompson has discharged all her
Cargo & is therefore at liberty to depart at any time.

Cutfield wrote,

*As I expect the Amelia Thompson will sail tomorrow—or next
day—I must now close this letter. I must however remark that
the weather has proved most unfortunate since the arrival of
the above named ship—indeed I am assured by Mr Barrett &
one or two other persons who have known this place for some
years, that they never before saw such weather here—*⁴¹⁴

Dr Henry Weekes had been surgeon on the *William Bryan*
which preceded the *Amelia Thompson* and he was now on
shore. He wrote, on Friday 3 September,

*The sudden appearance of Captn King from England created
to-day some surprise & no little joy in our isolated community;
for no ship was to be seen in which the voyage had been
accomplished. The 'Amelia Thomson,' the long expected
emigrant vessel, had left England on the 25th March, had been
to Port Nicholson, and after more than a month retention there
& in the Straits, now lay becalmed 25 miles to the southward
from whence the gallant captain (our principal agent) had
arrived in a boat. He informed us that many on board wished
to draw up a protest against the place as having no harbour;
but that the majority thought it useless, as being too late.*⁴¹⁵

414 Colonial Office NZ Company records. Correspondence from Nelson and
New Plymouth. ATL Micro-MS-Coll-13-1396.

415 Henry Weekes 1842. Progress of the Colony. Puke Ariki ARC2001-129.

Sunday 5 September,

The Amelia Thomson arrived here on Friday but has not yet come to an anchor tho' she probably will tomorrow. She sailed from England on the 25th. of March—put in at Bahia & has been at Port Nicn. & about the Straits more than a month. Captn King rowed on shore (25 m.) on Friday & many emigrants have been landed to-day. A large number of natives were on the beach to shake hands & welcome the “Pakias”—A great disappointment was felt on board when they heard there was no harbour here —⁴¹⁶

Cabin passenger Master F. Brown recollected the first boat ashore from the *Amelia Thompson*,

I left Plymouth. England, with my parents in the sailing ship *Amelia Thomson*, 600 tons burthen and 200 passengers on board; commanded by Capt. Dawson; first mate, Watson, who afterwards became the first harbor master of New Plymouth. We had to call at Wellington for orders, as it was not known, when we left England, where the settlement was to be fixed, and, on arrival off the coast near the Sugar Loaves, the ship cast anchor; and, although it was near sunset, the people on board were eager to go ashore after being six months at sea on a six hundred ton ship. Two boats were launched, and, filled with passengers, pulled for the shore, and in doing so passed between the Sugar Loaves and miraculously escaped the sunken rock which was afterwards known to exist in the passage between the two rocks. It was dark before the boats reached the shore; and, steering between two fires which were lit on the beach to guide the boats, we struck the rocks and all of us had a narrow escape of being drowned. The mistake of steering between the fires was a natural one; but it was intended by those who lit

416 Puke Ariki ASRC2001-129 Box 3. Weekes's diary.

them that we should steer for either of them. The boats landing at Dicky Barrett's whaling station at Moturoa. Owing to rough weather coming on during the night the ship had to up anchor and run out to sea, and did not return for a week; and as nothing in the shape of food or tents had been brought ashore, everybody had to depend upon the goodwill of Barrett and the Maoris, the latter rolling the children in blankets and carrying them about in their arms, of whom I was one.⁴¹⁷

There had not been room on the *Amelia Thompson* for all the passengers' baggage and equipment, so a tender brought their gear from Plymouth,

... the newly-built copper-sheathed schooner *Regina*, 174 tons, Captain Browse, was chartered by the company. She left Plymouth early in April, 1841, and on August 31 reached Port Nicholson, where she remained nearly a month. She left again on September 27, taking as a passenger Captain Liardet, R.N., who superseded Captain King, as agent of the New Zealand Land Company, the two organisations having by this time amalgamated.

Arriving off New Plymouth on October 3, the schooner struck the same bad weather as the *Amelia Thompson*. Part of the little vessel's cargo was landed, and then she was compelled to put to sea, there being such a furious gale blowing. Bad weather continued at intervals, and finally, on the evening of November 4, the schooner was driven ashore opposite the landing-place. No lives were lost. An attempt was made to float her off later, with the aid of casks, but she was too firmly embedded, and eventually was so damaged by pounding on the rocks that she became a total wreck. Fortunately

417 A page from the past. Letter from Mr F. Brown, *Taranaki Daily News* 1 August 1914 page 4.

all the cargo was got out of her. The hull was sold to Mr. John Lewthwaite for £150. The spot where the Regina went ashore is just about where the New Plymouth railway station now stands.⁴¹⁸



The schooner *Regina* on the rocks. Ink sketch by Dr Henry Weekes, early November 1841. Puke Ariki ARC2001-129 Box 3.

Captain Nicholas Browse's notebook reflects his desperation,

Col. Wakefield's description of the coast of Taranaki (New Plymouth) published by the New Zealand Company, London.

Owing to the heavy surf on the beach it was impossible to land. Two Chiefs swam off to the boat and came on board. This specimen of communication with them will give a bad opinion of the place as regards its roadstead, and I can say nothing to remove or palliate it. It is completely open to the N.W. and never accessible but after a long calm or S.E. wind both of which are rare events. Ships moreover would have difficulty in going to sea if a gale came on suddenly.

418 Henry Brett 1928. *White Wings Vol 2*. Henry Brett Printing Co Ltd Auckland.

1841 Tuesday Novr. 9. Endeavouring To carry out another anchor astern—the boat was upset obliged to relinquish the attempt—people employed discharging the Cargo at low water the vessel beating heavy on the rocks when the tide was in and filling with water every tide—Wind S.W.

Wednesday 10, heavy swell on the beach, vessel still beating on the rocks—impossible to carry out the anchor through the surf, people employed when the water left the vessel discharging the Cargo, Wind S.W. veering about and blowing heavy.

Thursday 11 succeeded in carrying out another anchor astern, people employed discharging Cargo when the water left the vessel. Went on board the Ship Oriental lying at anchor to see if he could spare me any hawsers blocks Casks &c to get the vessel off the stand—he had no hawsers or blocks but could spare water Cask—consulted with him respecting the practicability of getting the vessel off the stand—he thought it could not be effected from want of means. Captn Wilson told me he had lost an anchor and capsized his windlass the night before when obliged to go to sea. Wind S.W.

Friday 12. Wind S.W. blowing strong. People employed discharging Cargo and throwing overboard the ballast.

Saturday 13. Wind S.W. (Moderate) people employed at low water discharging Cargo and getting out ballast, at noon blowing fresh from S.W. Called Captn Liardet R.N.C.A Captn. King R.N. and Captn. Wilson of the ship Oriental, with Mr. Cutfield to survey the vessel—got certificate in triplicate of their survey.

Sunday 14. Wind N.W. at day light heard signal guns firing of distress, went on the beach, saw the ship Oriental about half cable length from the shore between two dangerous reefs of Rocks, two boats went on board with Captn. Liardet at about 8 a.m. wind turned round to S.S.W. the Oriental slipped her cables and got safe out to sea—the boats returned about

10 a.m. Captn King reported she had struck two or three times but made no water. I am convinced had it not been for the exertions of Captn. Liardet although the wind shifted to S.S.W. which is off the Land the Oriental would have been lost—our people employed getting out the ballast.

Monday 15th. Wind S.W. blowing hard—called Captn Liardet R.N.C.A. Captn. King R.N. and Mr. Cutfield Carpenter to survey the vessel, got their certificate of survey, found from the heavy swell of last night the vessel parted her sternpost and was hove on her broadside on the rocks, the larboard side of her bottom intirely beaten in, the Surveyors recommended her been sold as soon as possible for the benefit of whom it may concern, people employed saving such parts of the Wreck, as washed on shore—posted bills for the sale of the wreck.

Tuesday 16. Wind from S.W. to S.E. high surf on the beach.

Wednesday 17. Wind S.W. blowing strong with heavy swell on beach.

Thursday 18th. Wind S.W. Sold the wreck of the vessel with all her stores &c by auction to Mr John Luthwaite for the sum of one hundred & fifty pounds the hull of which was afterwards sold for £10.

Browse went on to give other examples of the dangers of the Taranaki coast,

Account of landing at New Plymouth described by Mr Williams from the Amelia Thompson, left the vessel about 3 miles from the Sugar Loaves with a light breeze from the S.W. on approaching the beach found a tremendous surf on, which filled the boat with water, to the danger of our lives, and with great difficulty we reached the Shore.

Mr Heaphy Artist of the Company Sketches of the Surf at New Plymouth are beyond description.

Decr. 8 Schooner Vanguard arrived off this Place for Caffia, and anchored for about 6 hours, when it came on to

blow with heavy sea, she was obliged to way and stand off to sea during the night, Mr. Smith of the firm Waters & Smith, sent to his partner by the Oriental for goods to be shipped for this place. Mr. Smith rec'd letters by the Vanguard, and also several other parties, stating she would not send goods to New Plymouth as the risk is so great. Some persons endeavoured to charter a vessel but out of 20 ships lying at Port Nicholson none could be induced to charter at any price. Mr Smith's correspondant stated, had he his stores [illeg.] down with goods, and the Market at Port Nicholson glutted, the risk was so great that he would not send them to New Plymouth.

1842 Jany 6. A very fine day and every appearance of a continuation, the only fine day since I arrived here.

7th. Weather fine, my opinion at present is that vessels should never attempt to anchor here in the winter. All vessels bound to this Place should leave England so as to arrive here the latter end of December, or beginning January.⁴¹⁹

News of the arrival of the *Regina* at Port Nicholson reached Devon in January,

We are happy to hear that the new schooner *Regina*, belonging to F.H. Rowe and Comp. which was chartered by the New Zealand Company, to proceed to New Plymouth in New Zealand, arrived at her destination the 31st of August. She sailed from this port in the middle of April, being a passage of 140 days.⁴²⁰

News of her loss, in March,

We are sorry to hear of the schooner *Regina*, of this port, belonging to Messrs. E. Row, and Co. went ashore on the

419 Puke Ariki ARC2001-135. Capt. Browse's diary.


420 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 26 January 1842 page 3.

coast of New Zealand, and sustained considerable damage....⁴²¹

The schooner *Regina* appears only once in *Lloyd's Register of Shipping*, that of 1841. She was built and registered at Plymouth in 1841, sheathed in yellow metal the same year, partly iron bolted, was 163 tons by the old Act, 140 by the new, surveyed in March 1841 and classed A1, captain misspelt "N. Prouse" and owners "Row&Co". There were other vessels named *Regina* in 1841: a snow, a galliott, a barque and a brig.

Dr Evans was 27 when he arrived in Taranaki. He was appointed colonial surgeon in New Plymouth at £25 a year, sharing duties with Dr St George. He left for Sydney in 1846.⁴²²

On 25 October the *Amelia Thompson* arrived back in Port Nicholson, unloading useful ballast (50,000 bricks and 20 hogsheads of lime) and getting ready to sail for China on 2 December.




CAPTAIN DAWSON, of the *Amelia Thompson*, will not be answerable for any debts incurred by his crew.

New Zealand Gazette and Wellington Spectator 27 October 1841 page 2

421 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 30 March 1842 page 3.

422 RE Wright-St Clair 2013. *Historia nunc vivat*. Cotter Medical History Trust, University of Otago, Christchurch.

For Hong Kong,
To sail positively in a few days,



THE fine first class barque
Amelia Thompson, Captain
 Dawson. For freight or passage
 apply to the commander on board,
 or to

WILLIS and Co.

Wellington, Nov. 23, 1841.

New Zealand Gazette and Wellington Spectator 24 November 1841 page 1

There was an opportunity for Captain Dawson to celebrate his Scots origins,

ST. ANDREW'S DAY.

On Tuesday last, the 30th ult., the festival of St. Andrew was celebrated here, in the true Caledonian style. Captains Dawson and Wilson, of the *Amelia Thompson* and *Oriental*, saluted at noon in honour of the day, their noble vessels being decorated with all their gayest colours.

New Zealand Gazette and Wellington Spectator 4 December 1841 page 3

No passenger or freight was forthcoming, apparently, for she sailed on 4 December in ballast⁴²³—for Manila which she left on 27 January 1842; she was at Singapore 15 February, left Penang on 1 March and arrived at Madras 14 March.⁴²⁴

⁴²³ *New Zealand Gazette and Wellington Spectator* 8 December 1841 p 2.

⁴²⁴ *Morning Post* 5 May 1842 page 3.

The “H.C. transports”⁴²⁵ *John Fleming, Rahomany and Amelia Thompson* would form the last division to sail from Madras to join the China expedition.⁴²⁶ She left Madras on 26 March for Singapore (27 April), Bombay and “China”⁴²⁷ (30 May), one of many transport vessels.

The decisive battle between British and Chinese troops was fought on the Yangtse river at ChinKiang (Zhenjiang) in July.

The *Amelia Thompson* arrived at Macao from Chusan (Zhoushan, south of Shanghai) on 17 August 1842.⁴²⁸ The Treaty of Nanking (Nanjing) on 29 August 1842 ended hostilities and four weeks later she was at Zhenjiang.



The Yangtse river from Shanghai in the east to Nanjing in the west.
The *Amelia Thompson* was recorded as being at Zhenjiang.

Deaths.... On the 26th September, at Ching Kiang Foo, Yangtse Kiang river, on board the *Amelia Thompson*, Joseph Abbott, Esq., M.D. youngest son of Mr. John

425 Honourable Company transport ships, ie East Indiamen.

426 *Globe* 5 May 1842 page 4.

427 *Morning Herald* (London) 7 June 1842 page 11.

428 *Shipping and Mercantile Gazette* 13 January 1843 page 2.

Abbott, of Thornthwaite Hall, Westmoreland, aged 24 years.^{429,430}

That was two months after the battle at ChinKiang (Zhenjiang) so the young doctor may have caught an infectious disease—as they did. She must have returned upriver to evacuate troops. War historian Commander JE Bingham wrote of

... the energy of British character, that, under the blessing of the Almighty, had placed, without an accident, *a fleet of seventy sail* at 200 miles from the ocean, in the heart of the Celestial Empire!⁴³¹

I'm sure Nanjing would be close to 200 miles inland from Shanghai but I am less sure the Almighty would have favoured the British in the Opium War.

The war was over. The *Amelia Thompson* may have been damaged for on 9 November 1842 she was in the harbour at Singapore, “repairing”⁴³² and was still there on 9 February 1843.⁴³³ She left Singapore on 26 February⁴³⁴ and arrived at Madras on 17 March.⁴³⁵

I can find no records of her activities over the next two months—which suggests Dawson had kept her at Madras to find and load cargo for home.

429 *Westmorland Gazette* 18 March 1843 page 3.

430 *Carlisle Journal* 25 March 1843 page 3.

431 Bingham, J. Elliot (184). *Narrative of the Expedition to China, from the Commencement of the War to Its Termination in 1842* (2nd ed.). Volume 2. London: Henry Colburn.

432 *Morning Herald* 25 April 1843 page 7.

433 *Morning Post* 25 April 1843 page 3.

434 *Singapore Free Press & Mercantile Advertiser* 2 March 1843 page 4.

435 *Lloyd's List* 8 May 1843 page 3.

Chapter 10: Sea of heartbreak

She sank on 23 May 1843 and the news reached Britain on 1 August 1843 when it was written in the *Lloyds Loss and Casualty Book*.⁴³⁶

On the same date the *Shipping and Mercantile Gazette* carried a two month old message from Madras—dated 6 June,

The Amelia Thompson, Dawson, foundered at sea about 80 miles E. by S. of this port, 23rd ult.; master and 15 men saved—first and third mate and 5 men died.⁴³⁷

The *Lloyd's Loss & Casualty Book* for 1843 has,

Amelia Thompson, Dawson, foundered off Madras 23 May Master & 15 crew saved.

There has been a severe gale along the Coromandel coast, which has done great damage to the shipping. The ship Amelia Thompson and the brig Union have foundered at sea; and two French vessels, the Joseph and Victor, and a native brig have been driven ashore and wrecked. The Braemar has also been stranded. Besides these, the Lord Elphinstone and Champion have been a good deal injured and five vessels have been seen off the coast dismasted. Two ships which put to sea from Madras when the gale commenced have not yet returned, and apprehensions are felt for their safety.⁴³⁸

The *Bombay Times* of 19 June related the whole terrible event,

We noticed in our last the extreme depression of the barometer about the 19th of May, leading to the inference that a hurricane was then approaching us, or at

436 Guildhall, London: Ref: CLC/B/148/B/001/MS14931/075/002.

437 *Shipping and Mercantile Gazette* 1 August 1843.

438 *Morning Chronicle* 2 August 1843 page 5.

all events raging somewhere in our neighbourhood. The mercury continued to fall till the 24th, having sunk to 29.489, a very unusual depression at Bombay. From this it began to rise. About the 20th and 22nd, a storm, which appears to have been experienced over a most unusual extent of surface, swept the Bay of Bengal, along the Coromandel Coast, proving most disastrous to the shipping. The French ship Joseph and Victor was driven on shore and wrecked, as also was the native brig Hamsamalah. The Amelia Thompson foundered at sea. The Lord Elphinstone put into port in distress, having lost her topsail yards and all her sails. Three ships and two brigs, all dismasted, were seen off the coast, their names are not known. The brig Union foundered at sea. The ship Champion returned to port much damaged. The Braemar was driven shore. Two vessels are still missing; many returned to port with injuries of slighter magnitude. Considerable loss of life had been occasioned. The gale appears to have swept around Ceylon, where it destroyed much timber, but occasioned no shipwrecks we have heard of. Exactly at the same time, a tempest of unusual violence for these seas raged to the north-west of Bombay—its force being chiefly felt off the shores of Scinde, Kattaiwar, and Cutch. Along the Malabar coast, all ‘south to Cape Comorin, extremely rough weather was experienced, while considerable damage was done to buildings in various quarters of the Deccan. Government House near Poonah was almost unroofed. The gale appears to have extended directly, or in branch storms of greater or less violence betwixt the meridians of 70 degs and 84 degs east, and from the line to 23 deg. north.

WRECK OF THE AMELIA THOMPSON.

The loss of this valuable vessel, the property of Sir J. Pirie, Bart., happened about 80 miles east by south of

Madras, on the morning of the 23d of May last. The circumstances attending her loss are, that she was suddenly overtaken by a heavy squall, which completely threw her on her beam ends.⁴³⁹ Part of the crew were saved, but the remaining portion (seven in number) met with a watery grave. Their names are—Mr. C. Quarry, chief mate; J. McNiel, third mate; J. Gibson, ship's carpenter; A. McNab, steward; R. Wills, cook; J. Lowe and J. Palmer, seamen. The unfortunate fellows, it appears, were drowned in consequence of their inability to swim off to the boats, which could not be brought alongside. Captain Dawson, the commander, did not leave the vessel until she was nearly under water, and he only saved himself by springing into the sea so as to clear the wreck. He was afterwards picked up in an exhausted state about 100 yards from the spot where the vessel foundered. The survivors were not rescued until two days afterwards, when the poor creatures were in a dreadful state of suffering.⁴⁴⁰

It was three days after she sank that the survivors were picked up by a "native vessel and landed at Coringa" (Korangi).⁴⁴¹

The Admiralty states,

Cyclones at Madras usually commence with the winds between NNW and NNE. The wind direction changes eastward if the port is in the righthand semicircle of the storm and westward if the port is in the lefthand semicircle. From the middle of April till the middle of December, a sailing-vessel should anchor well out, if she does not enter the harbour, and to be ready to proceed to sea to gain an offing before the wind shifts to NE and E,

439 "on her beam-ends" means tipped over onto her side.

440 *Sun* (London) 14 September 1843 page 7.

441 *Sydney Morning Herald* 9 November 1843 page 2.

when it would be impossible to get away. If a vessel proceeds to sea on the approach of a gale little danger is to be apprehended, but vessels remaining at anchor are likely to be driven ashore.⁴⁴²

“If a vessel proceeds to sea on the approach of a gale little danger is to be apprehended.” That is what Dawson had been obliged to do off Taranaki and it is what he was obliged to do off Madras, to avoid being driven ashore when the wind turned easterly.

JG Cooke’s memoir agrees that Dawson’s only course was to take her to sea—“to gain an offing”.⁴⁴³ He wrote, “She... was obliged to put to sea in a gale in Madras Roads”.⁴⁴⁴

She was blown onto her beam ends and she sank. She was only ten years old. She would be lying in about 3500 metres of water⁴⁴⁵ so the wreck has not been located and no attempt has been made to salvage her (probably perishable) cargo.

One account suggests she was sailing from Australia on her last voyage,⁴⁴⁶ but no records support that and moreover there was not time, even if she left Madras as soon as she arrived on 17 March, to reach an Australian port, unload, reload and return to Madras by 23 May.

442 Hydrographic Dept, Admiralty, London 1953. *Bay of Bengal Pilot*.

443 Offing = a position at a distance from the shore.

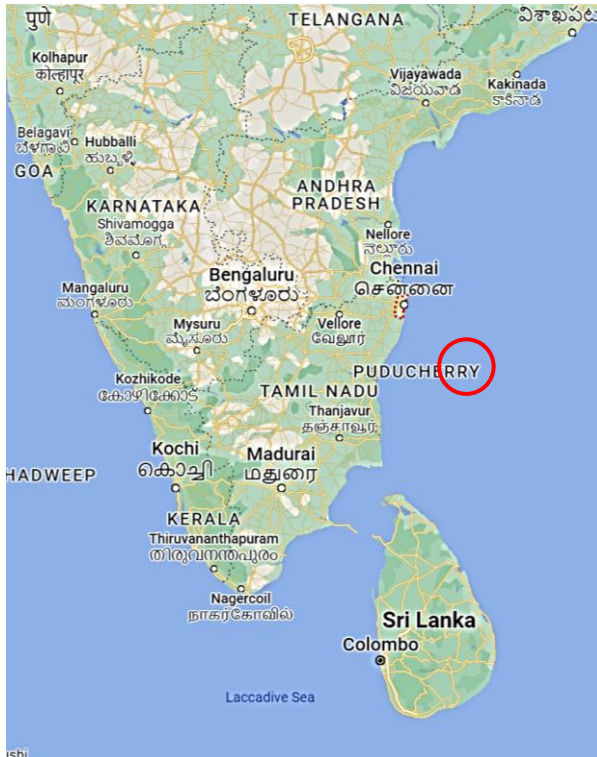
444 Cooke, John George 1876. *Reminiscences*. Excerpta de ma vie.

Souvenirs. *Reminiscences of John George Cooke*. MS-Papers-0605-08 and qMS-0542, Alexander Turnbull Library.

445 https://www.researchgate.net/figure/A-map-of-the-Bay-of-Bengal-Bathymetric-contours-of-200-1000-3000-and-4000-m-are_fig1_258357502.

446 <https://freepages.rootsweb.com/~nzbound/genealogy/ameliat.htm>

She was said to have been carrying valuable cargo so may have been ready to sail home. On the other hand she would have been more easily blown over if not fully loaded and ballasted.⁴⁴⁷



Western Bay of Bengal.

The red circle indicates the area 130km SE of Chennai (Madras) where the *Amelia Thompson* foundered in about 3.5 km depth: about the same depth as the *Titanic* in the Atlantic.

447 That was the reason Dawson picked up extra ballast in Ocean Bay: his vessel would otherwise have been lighter and less stable once the passengers' gear had gone ashore at New Plymouth.

Chapter 11: More about Dawson

William Dawson's captaincy of the *Amelia Thompson* was not an easy time for him.

His first voyage to Sydney was marred by epidemic disease—deaths and delays from smallpox and typhus. After his second Sydney voyage he could find no cargo for the return to Britain so took troops into conflict instead.

Dawson's first mate John Watson, though a "fine seaman," treated the crew so badly that they mutinied in Bahia. Watson finally quarrelled with Dawson and departed the vessel at New Plymouth. (Watson became harbourmaster at Port Taranaki and "There could not have been a better man for the job either. He handled the traffic... with fluency and perfect judgment"⁴⁴⁸). His second mate Murray nearly brought the vessel to disaster at Port Underwood and Dawson dismissed him.

Some crew deserted at Port Underwood, "to Captain Dawson's great wrath; indeed, ever since his arrival in Cook's Straits he had been so baffled and irritated with contrary orders and delays, that he was most unamiable," wrote JG Cooke.

He argued with Wakefield about where and when his responsibility for the passengers ended. He was around Cook Strait in the worst season anyone could recall. He lost anchors. His passengers were disgruntled.

And finally, off New Plymouth, Dawson had to keep his vessel and passengers intact and to do that he had to seek safety, but invite criticism (even "abuse"), with delays and distance from land. Even the usually reserved Dr Henry Weekes blamed "the timidity of the Capt'n" for the delays.⁴⁴⁹ He was criticised for

448 Murray Moorhead 2005. *Pioneer tales of old New Plymouth*. Zenith, New Plymouth. Page 50.

449 Weekes's diary. Puke Ariki ARC2001-129.

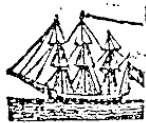
sending luggage ashore when flour was needed. There was no letter of appreciation from the cabin passengers after this voyage.

He was a man under considerable stress. Nonetheless, his Taranaki obituary tells us, he “was justly held in great esteem by those colonists who had the pleasure of his acquaintance.”

After the *Amelia Thompson* he commanded the barque *Slains Castle* (about 500 tons) which left Plymouth on 24 October 1844, and arrived at Nelson on 26 January 1845, making the passage out in a swift 91 days. She went on to Wellington (16 February) and New Plymouth early in March.⁴⁵⁰

Later in March Dawson was in Auckland, seeking passengers and freight for Sydney,

FOR SYDNEY.



THE Barque,
“SLAINS CASTLE,”
Dawson, master, will sail for
the above port on Wednesday

19th instant.

For Freight or Passage apply, to

W. E. CORMACK,

Fort Street.

17th March, 1845.

Auckland Times 18 March 1845 Page 2

Dawson must have been delighted with the response: 95 passengers. War was threatening, troops had arrived, some gentlemen had dug a defensive trench in Barrack square and Auckland men were enlisting. But, to the dismay of the editor of the *Auckland Times*, the women were fleeing,

450 Henry Brett 1928. *White wings (volume II)*. Brett Printing, Auckland.

So far, we have much encouragement; our people have behaved with that steadiness and propriety which can alone give security under emergency. We are sorry to observe, as an exception to this, that many married ladies, forgetful of their promise of adhesion “for better or for worse,” have left Auckland, by the *Slains Castle*, for Sydney; it is this sort of alarm that breaks down the resolution of men in the time of most demand! Where are our Flora McIvors? or our devoted mothers who would arm their sons to the battle and send them forth with a standard to defend, which, albeit in itself a trifle, they would part with their heart’s blood rather than relinquish. These are feelings that we hope New Zealand, as a British Community, will not be the first to allow to fall into discontinuance.

The *Slains Castle* and the *Matilda* are serving most lamentably to depopulate the Colony.⁴⁵¹

She was back in record time, the now “gallant vessel” bearing troops. On 29 April she was involved in the capture of Pomare in the Bay of Islands and the sack of his pa. On 26 May she left again for Sydney and on 1 September 1846 for London, Sydney again in September 1847, on to Melbourne, leaving in February 1848 for London. Shipbroker, Pirie.

The *Cornwall* (550 tons) was Dawson’s next and last command: she sailed from London on 20 April 1849 arriving at New Plymouth on 18 August. Major Charles Brown had gone back to England and was a passenger, returning to New Plymouth. Seffern relates the reception Dawson received from the settlers,

Captain Dawson met with a most hearty reception from those who had come out with him on the *Amelia Thompson*; and he expressed his surprise that the place

451 *Auckland Times* 25 March 1845 page 2.

should have progressed in the way it had, considering the difficulties the settlers had had to encounter.⁴⁵²

The *Cornwall* was carrying settlers mostly for Otago and arrived in Port Chalmers on 23 September 1849. She was back in December 1851 and August 1853, leaving for Hongkong where she arrived in December 1853.

In 1855 Dawson took her from Gravesend to Melbourne, thence to Hongkong, returning with Chinese miners in steerage in 1857. On 15 April 1858 she was again cleared outwards for Hongkong from Melbourne's Port Philip.

Seven years after the *Amelia Thompson* foundered, New Zealand's *Daily Southern Cross* published an erroneous report of a similar incident in 1850,

A terrific storm occurred at Madras on the 24th of May,⁴⁵³ which, though brief in its duration, was most disastrous in its effects. The ship "Sulimany" of Bombay went to pieces in the surf—her commander, Captain Dawson, his wife and two children, two European officers and 33 native seamen perishing; 36 of the native part of the crew were saved.... [Our readers will, no doubt, learn with regret that the Captain Dawson above mentioned was the same, who, during the New Zealand conflicts, held command of the "Slains Castle" troop ship].⁴⁵⁴

He wasn't, of course. Captain William Dawson would die of natural causes at sea on 27 July 1858 on the *Cornwall*, between

452 WHJ Seffern 1896. *Chronicles of the Garden of New Zealand, Known as Taranaki*. Taranaki Herald. Page 159.

453 The same time of year as the sinking of the *Amelia Thompson* seven years earlier: the end of May is the start of the monsoon season in the Bay of Bengal.

454 *Daily Southern Cross* 13 December 1850 page 2.

Melbourne and Singapore, his death marked in Taranaki but unnoticed by the British and Australian press.

The *Taranaki Herald* (1 January 1859 page 3) reported,

D I E D,

On the 27th July, 1858, at Singapore, on his voyage from Melbourne to Hongkong, WILLIAM DAWSON, of Tarbert, Argyleshire, Commander of the barque Cornwall.

Our obituary contains an announcement of the death of Captain William Dawson. Captain Dawson in command of the *Amelia Thompson* landed many of the early settlers on these shores in August 1841. On his return voyage, he had a narrow escape of his life in a monsoon off Madras, when the above vessel foundered with several hands. He afterwards revisited this settlement in command of the *Slains Castle* (which was taken up by the Colonial Government as a transport in the war in the north) and latterly in the *Cornwall*. The deceased officer naturally took a lively interest in the progress of this settlement and was justly held in great esteem by those colonists who had the pleasure of his acquaintance.⁴⁵⁵

He was 48. No doubt he was buried at sea. I can find no record of marriage or children.

The National Maritime Museum, Greenwich, London has a collection of documents relating to William Dawson,

- Letters from William's brother Dugald Dawson written to his father while he was overseer on River Estate, Trinidad. (Manuscript) (DWS/1).

455 *Taranaki Herald* 1 January 1859 page 3.

- Letters from William Dawson to his father and brothers 1828–1836 (Manuscript) (DWS/2), from which the above extracts are transcribed.
- Letters and journals written by Captain William Dawson, 1848–1851 (Manuscript) (DWS/3).
- Various papers including business letters from Captain Dawson and documents relating to the *Cornwall*. (Manuscript) (DWS/4).
- Letter from John Dawson to his father written in Trinidad (22 July 1833). (Manuscript) (DWS/5).
- Miscellaneous letters, including from Mrs B. Dawson to her sons, and correspondence relating to the late Captain Dawson’s Tarbert property. (Manuscript) (DWS/6).
- Miscellaneous papers on the tombstone erected by James and William Dawson for their father William and brother Dugald Dawson. (Manuscript) (DWS/7).

None of these mentions the *Amelia Thompson*.



Tarbert, Rothesay, Greenock, Glasgow.

Chapter 12: More *Amelia Thompsons*

The *North & South Shields Gazette and Northumberland and Durham Advertiser* would announce on 1 March 1850,

The fine new barque *Amelia Thompson*, recently launched in the Wear, is loading in our harbour, and will proceed for Barcelona and Odessa under the command of Captain Thompson.

She was 385 tons, built of wood by Haswell & Bulmer at Sunderland, sheathed in yellow metal⁴⁵⁶ and launched in January 1850⁴⁵⁷ for owner and captain Thomas William Thompson of King's Lynn: (his wife was born *Amelia Neve*).⁴⁵⁸

On 17 January 1851 the mate of the *Grace O'Neill* reported having spoken to the *Amelia Thompson*, from Liverpool, for San Francisco, 8th Jan. in lat. 48, long. 11, with loss of main and mizzen topmasts, boats, bulwarks, &c. making water, and crew exhausted.⁴⁵⁹

She survived and limped into Rio de Janeiro in June. She was repaired and passed A1 by Lloyd's at her survey in 1853 in the St Katherine dock.

From London for San Francisco on 19 September 1853, she encountered difficulties of some sort and put back into Deal on 4 October 1853.⁴⁶⁰

456 Survey Report for *Amelia Thompson*, 14 February 1850, reference code LRF-PUN-SLD930-0134-R. <https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-sld930-0134-r>.

457 <http://sunderlandships.com/view.php?a1Page=762&ref=158665>.

458 <https://www.familysearch.org/search/genealogies/results?q.anyPlace=Kings%20Lynn&q.givenName=thomas%20william&q.surname=Thompson>

459 *Liverpool Mercantile Gazette and Myers's Weekly Advertiser* 20 January 1851 page 4.

460 <https://www.searlecana.org/sunderland/sunderland059.html>.

A message from Port Stanley, Falkland islands, in December 1853, reported,

The Amelia Thompson, Thompson, from London for San Francisco, got on shore in Berkley Sound, but came off and has put into this port to-day, and will have to discharge.⁴⁶¹

She left there on 9 June for San Francisco and from there came the news she had grounded on the California coast,

ENGLISH BARQUE ASHORE.— The *Sea Bird* reports that the British Barque *Amelia Thompson*, Capt. Thompson, from London for this port, was wrecked a little south of San Simeon Bay, on the 26th August, at 4 P.M. She missed stays, and went ashore. The Barque is now high and dry on the beach.⁴⁶²

The British barque Amelia Thompson, Thompson... has bilged, is full of water, and there are no hopes of getting her off; part of the cargo has been saved.⁴⁶³

She was a wreck, some of her cargo, anchors, chains and rigging salvaged by the steam tug *Carolina*, her hull (oak and brass) sold for \$710.

She was four years old. TW Thompson was either very unlucky or very incompetent.

From 1866–1872 yet another English barque named *Amelia Thompson* was trading between India and Europe.⁴⁶⁴

461 *Shipping and Mercantile Gazette* 15 February 1854 page 3.

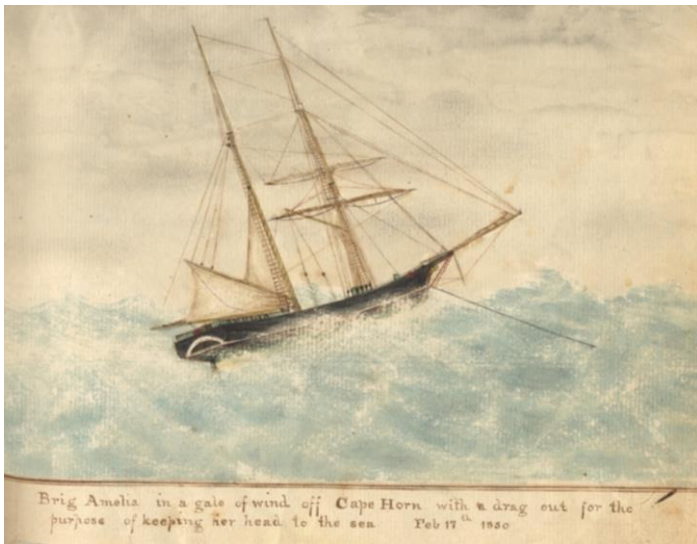
462 *Daily Alta California* 9 September 1854.

463 *Shipping and Mercantile Gazette* 27 October 1854 page 4.

464 eg, *Homeward Mail from India, China and the East* 23 December 1867 page 22.

Appendix

- A. *Lloyd's List* and other newspaper reports of shipping gave a vessel's name, a comma, then the name of the captain. During the same period a hermaphrodite brig named the *Amelia* whose captain was named Thompson was active. Online searches for *Amelia Thompson* often, confusingly, hit on "*Amelia, Thompson*"—sometimes the brig, sometimes the ship. Moreover the captain of the second *Amelia Thompson* (1850) was named Thomas Thompson, so it is reported as "*Amelia Thompson, Thompson*". The *Amelia Thompson* is also often named the *Amelia Thomson*. And that is not to mention the many many women, alive and dead, named Amelia Thompson and Amelia Thomson, who appear in searches.



The brig *Amelia*. *Journal of a Voyage from Eastport ME To San Francisco in the Herm' Brig Amelia*. Captain Joseph Clark Mate Charles Folsom 2d J.D. Norwood.

B. Who owned her? Alderman William Thompson bought her, John Pirie was shipbroker but is often cited as her owner. In 1836 Captain Tomlinson said on oath that “the owners of the ship are Alderman Thompson, John Pierie, Philip Lang, and myself”. Newspapers named Thompson as the owner for the New Zealand voyage and Pirie when she foundered on the extension of that voyage.

Ownership of Indiamen was often complex so the owners named on documents were just those convenient for the purposes of certification.⁴⁶⁵

C. Broken back? Seffern first disclosed this story in 1896 (*Chronicles* page 159).

Major Charles Brown tells me that it was whilst on board the Cornwall returning to New Plymouth, that he learnt from Captain Dawson the history of the Amelia Thompson. The vessel, it appears, was lost off Madras, where she was “taken aback,” and went down stern first, Captain Dawson and the crew saving themselves in the quarter boats. There was one man lost, Archy McNab, the steward, who went below for his gold watch and chain, and had not time to come up again.... After one or two voyages to Australia with emigrants, she came to New Plymouth on a similar mission, and she was represented to the passengers as a splendid vessel, being built under the inspection of Lloyd’s surveyor, and classed A1 at Lloyd’s for the longest period allowable.... and before going down off Madras, was beached at Batavia, to clean her bottom, when Captain Dawson discovered that *her back was broken*.

465 <http://www.barnettmaritime.co.uk/mainheic.htm>.

This he mentioned, on his return to London, to the secretary of the Insurance Office, where she was insured, “Oh, yes,” replied the Secretary, we knew that her back was broken in launching.⁴⁶⁶

The “strange story” of her broken back has often been retold. But is it true? A fractured keel timber was not mentioned at her launch, which went off very happily. Before leaving for New Zealand in 1841 she was, according to a document signed by O. Forsyth (agent), W. Thompson (owner) and T. Woollcombe (Plymouth Company), “surveyed by the surveyor of Lloyd’s in the Clyde, and approved by the Company on his report”.⁴⁶⁷ If the keel was found to be fractured when she was in the Rothesay (Clyde) docks in 1840 Lloyd’s would have recorded it. Dawson, too, would have seen the damage in the docks.

The first clause of the Plymouth Company tender contract was deleted: that clause required the vessel to be placed in dry dock in London where she would be inspected by the Company’s surveyors. The deleted clause was replaced by a rider accepting that the Lloyd’s certification on the Clyde would suffice and had made the London survey unnecessary.

It would be farfetched to suggest that the owners (and William Thompson was for a time chairman of Lloyd’s) of the *Amelia Thompson* were trying to hide her “broken back”. That would have required a conspiracy involving Philip Laing, the newspapers, the Lloyd’s surveyors on the Clyde and in London and the insurance company, all

466 WHJ Seffern 1896. *Chronicles of the Garden of New Zealand, Known as Taranaki. Taranaki Herald*. Page 159.

467 Archives NZ. Tenders for emigrant ships—Tender for “Amelia Thompson”—26 November. Item code R17497043.

agreeing to put the crew and thousands of passengers and troops at risk—a most unlikely intrigue.

Furthermore the records of earlier annual surveys dated February 1836, November 1837 and May 1839 make no mention of such damage. The reports state “She is eligible to remain classed as 10A1” and “She is at present in such a state of repair and efficiency as to entitle her to retain her present class 10A1”.⁴⁶⁸ Maritime historian Len Barnett agrees: Lloyd’s Register of Shipping (the classification society) would not have classed a vessel A1 with a broken back.



“10A1” wrote the Lloyd’s surveyor. No sign of a broken back.

There is also no mention in the usual sources of a visit to Batavia after the New Zealand voyage, though there are records of her undergoing repairs at Singapore—and admittedly there are gaps in the newspaper coverage, times when she may conceivably have had a cleanup in Batavia.

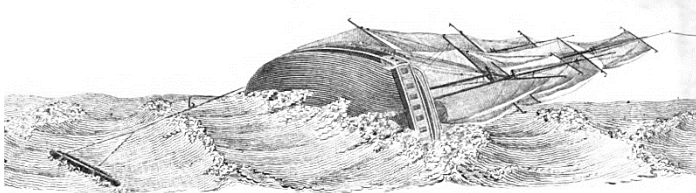
Her loss was not caused by a putative “broken back” but by an exceptional May monsoon storm that simply blew her (and other vessels) over. Reports at the time said she was thrown onto her beam ends, not “taken aback”⁴⁶⁹ nor did she “positively go down under the crew with but very little warning”⁴⁷⁰—experienced skipper Dawson had time to

468 <https://hec.lrfoundation.org.uk/archive-library/ships/amelia-thompson-1833>.

469 Said when the wind suddenly forces the sails back against the mast.

470 Cooke, John George 1876. Reminiscences.... MS-Papers-0605-08 and qMS-0542, Alexander Turnbull Library.

launch boats before jumping into the sea himself. Dawson's account via Brown mentions only one death but contemporary reports list seven.



"A Ship on her Beam Ends." Darcy Lever 1843. *The Young sea officer's sheet anchor: or a Key to the Leading of Rigging and to Practical Seamanship*. E. & G.W. Blunt, New York; fig. 514 page 96.

Was it just a good story? Dawson "read every book of every kind that he could lay his hands upon with avidity" wrote Cooke, but Brown said he told this to him in 1849, two years before Herman Melville's "wrecked ship, with a broken back".⁴⁷¹

Did he blame himself for her loss? On his voyages after he left New Zealand in 1841 Dawson could no longer rely on the skilled seamanship of his first mate John Watson (nor even that of his less skilled second mate Murray): did he invent the broken back to eliminate criticism of his captaincy and exonerate himself for her loss? It seems somewhat at odds with our perception of his character but is there another plausible explanation?

Or did the story have its origin in the fertile imagination of Major Charles (Carlino) Brown?

If, as I think, her back was not broken, then Seffern's hint that the passengers were deceived is awry. Moreover the suggestion that a broken back *caused* her to sink, for instance in a report of the 175th anniversary reunion of

⁴⁷¹ *Moby Dick* 1851 chapter 55.

descendants of *Amelia Thompson* passengers (“Little did the passengers, the crew or even the captain know the ship’s back was broken and she would eventually end up at the bottom of the sea,”⁴⁷²) is misleading in several ways. In fact nearly all of these six ships ended up on the bottom of the sea.

D. Here are some interesting though largely unreferenced **passages from Rutherford and Skinner**,⁴⁷³

- It was Henry King who suggested the Bahia call; he wrote to the Company on 7 May 1841, “... the prevailing winds have carried us so far to the west on the Brazilian coast as Bahia, and the ship making little progress, I considered it a favourable time to run in and break the monotony of the voyage which was visibly depressing both steerage and cabin passengers, as well as to give the people a supply of water for washing their clothes, and replenishing them by a change of provisions, fruits and vegetables, which I hope will contribute to their health for the remainder of the voyage....” (p.141).
- Lying in the bay (Bahia) at the same time as the *Amelia Thompson* was HMS *Andromache*, and a court of inquiry was held on her with regard to many complaints made by the vessel’s crew to the naval commander as to their treatment by one of their officers. Capt. King presided and found for the crew. The officer was found guilty and was sentenced to be confined below. “The necessity that arose for the safe working of the ship, however, greatly shortened this confinement below decks.”⁴⁷⁴ (p.142).

472 Yvette Batten 21 July 2016. Reunion will mark 175th anniversary of the Amelia Thompson’s trip to New Plymouth. *Stuff NZ*.

473 J Rutherford, WH Skinner 1940. *The Establishment of the New Plymouth Settlement in NZ 1841–1843*. Thomas Avery, New Plymouth.

474 The offender’s name is coyly withheld but Halse identified “the severe treatment of (the crew) by the Mate” as the reason for the inquiry. This

- The blame for the loss of the anchor at Port Underwood on 31 August rested with second mate Murray who was discharged. “I have heard this event discussed by my elders. They all maintain that disaster was averted mainly through the instant action of the first mate, Mr. John Watson. His prompt action and fine seamanship saved the barque from destruction. Certain it was that had she been driven on to this precipitous rock-bound coast, nothing could have saved the ship or its human freight.” (p.153, footnote).
- It happened, unfortunately, that the *Amelia Thompson* arrived off the Taranaki coast in the most tempestuous season, it was said, that the whalers or the natives could remember. The consequence was there was much delay and risk incurred in the landing of passengers and goods from the barque in this open exposed roadstead. (p.156).

It was better under these circumstances to err on the side of ultra safety; this he (Captain Dawson) did, and eventually landed all the colonists, their luggage and the ship’s cargo in safety, under decidedly trying circumstances, but receiving a lot of abuse nevertheless. (p.158).

After many weeks of effort to complete her discharge, being forced on several occasions to quit her anchorage and put to sea, owing to heavy north-west gales, the *Amelia Thompson* completed her clearance of baggage and cargo by Saturday, 16th October, the prior week having been perfectly calm. Sunday 17th broke rough with a north-west gale blowing, making it unsafe to remain at anchorage. Accordingly she cleared the roadstead and locality that had given so much anxiety to Captain Dawson, for good and all with a favourable wind for Port Nicholson. (p.159).

account fits with John Watson’s poor relationships with crew—and underlines his reputation as a skilled seaman.

E. **How many anchors** did she lose and where are they?

The larboard (port) anchor was slipped a mile offshore in Cloudy Bay on 31 July—but was it lost? Newland wrote, “... the Anchor dropped with tremendous velocity the ship not more than 1 Mile from the shore and the wind blowing a gale from the S.E.... The Starboard anchor was let go which was of the greatest service the other having dragged”—so perhaps the port anchor was not actually lost, just dropped with too much chain, leaving the vessel to drift.



In Port Underwood the *Amelia Thompson* was anchored “not more than a mile” offshore, probably near Ocean Bay whence Dawson and crew fetched fresh water and ballast. The gale was southeast.

She “lost an anchor and chain, whilst discharging at New Plymouth (Taranake), and since her arrival here has carried away the shank of her best bower anchor, and the stock of the other”. These losses probably happened after Newland went ashore on 17 September, for he did not record them.

Indeed Chilman recorded on 24 September, “the ship off the landing place, endeavouring to pick up her anchors which she slipped last week, but not succeeding in getting them.”

Captain Dawson’s longhand note of 27 September 1841 says she “had slipped from one anchor and parted from another: broke the Ridge anchor—leaving in the roadstead 2 bower anchors, and 100 fathoms of chain cable”.

So... perhaps the port anchor and chain in Cloudy Bay, an anchor and chain off New Plymouth (if not picked up) and the shank of the starboard anchor and the stock of the replacement port anchor also off New Plymouth? It is hard to be certain now.



Ocean Bay today.

F. Images of the *Amelia Thompson*

I can find no contemporary artwork of the *Amelia Thompson*.

She was too early for a photograph; the first known ship photograph was taken in 1844, by which time the *Amelia Thompson* was at the bottom of the Bay of Bengal.

We should thus not hope an historical photograph will turn up. Nonetheless two nineteenth century photographs and an engraving have been wrongly (and repeatedly) identified as the *Amelia Thompson*.

The photograph below is of a barque rigged vessel with an iron hull. Sailing vessels with iron hulls were mainly built from the 1870s to 1900. Elsewhere this is identified as the United States Revenue vessel *Salmon P. Chase*, 1878.



The next photograph of an iron hulled vessel is not the *Amelia Thompson* either. It is named *Timandra*, a merchantman of 1562 gross tonnage, built by Robert Duncan & Co., Glasgow in 1885. She was a fully rigged sailing ship and disappeared in March 1917 between Britain and Buenos Aires.



Nor is it the ship *Timandra*, the fourth Plymouth Company vessel to New Plymouth, with Captain James Skinner. *She* was about a quarter of the size.

The engraving below of a ship rigged vessel was first identified as the *Amelia Thompson* on the dust jacket and opposite p.136 of Rutherford and Skinner (1940). Others (I, too, I regret to admit⁴⁷⁵) have uncritically followed their lead.

Nineteenth century bills of lading (and newspaper adverts) often displayed tiny engravings of vessels or marine scenes—exquisite little representations of the printer’s art.



From a Canadian collection of bills of lading.⁴⁷⁶

475 IM St George 2021. *Fifty years a Taranaki doctor*. Self published.

476 <https://sailstrait.wordpress.com/2021/11/11/art-in-the-service-of-commerce-miniature-engravings-on-bills-of-lading/>

The Establishment of the New Plymouth Settlement in New Zealand

1841-1843

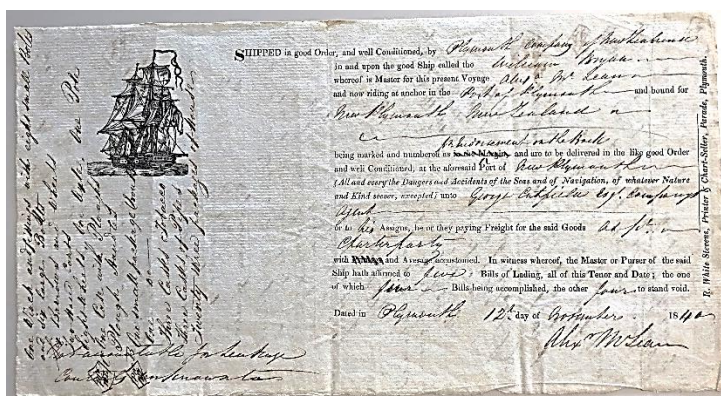


"AMELIA THOMPSON," one of the vessels
on which the pioneers sailed from Plymouth.

Compiled and Edited by
J. RUTHERFORD
AND
W. H. SKINNER

The dust jacket of Rutherford and Skinner

This image was reproduced on bills printed by Robert White Stevens, Printer and Chartisteller, Plymouth.⁴⁷⁷ It is on a RW Stevens bill of lading at a Canadian website⁴⁷⁸ and Puke Ariki has the bills of lading for the *William Bryan* and the *Amelia Thompson* with the same image—presumably where Rutherford and Skinner found it. It is a romantic vision, with its long streamers floating out from the mainmast head, but alas it is not she.



Bill of lading. Puke Ariki ARC2001-373. Box 1 Part 3. *William Bryan*.

477 Author of *On the stowage of ships and their cargoes with information regarding freights, charter-parties, &c., &c.* 1878.

478 <https://sailstrait.wordpress.com/2021/11/11/art-in-the-service-of-commerce-miniature-engravings-on-bills-of-lading/>



And this? not even close. That is a pretty little model of a gaff ketch. Nice cake too.

A *barque* has at least three masts, square rigged on all except the aftermost (the mizzenmast) which is fore and aft rigged. The *Amelia Thompson* was a three masted ship rigged vessel at launch (she had crossjack and mizzen topsail, topgallant and royal yards). She was initially consistently referred to as a ship (often, though, of course, a general term for any large vessel). But after 1935 she was nearly always called a barque and was barque rigged on her New Zealand voyage.

The *Amelia Thompson* must have been rerigged from ship to barque at some time, possibly after her grounding and damage at Calcutta in 1834 on her maiden voyage.

Actually, we do have images of the *Amelia Thompson*. Dr Henry Weekes was in the habit of punctuating the pages of his journal with little pen sketches. The earlier settlers were excited about the imminent arrival of the second ship and when she did arrive, Weekes made sketches of her in three places in his “Journal of Common Things,” twice depicted in the company of the *Regina*.

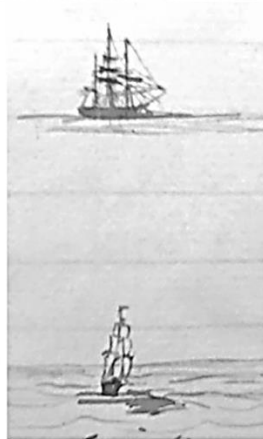
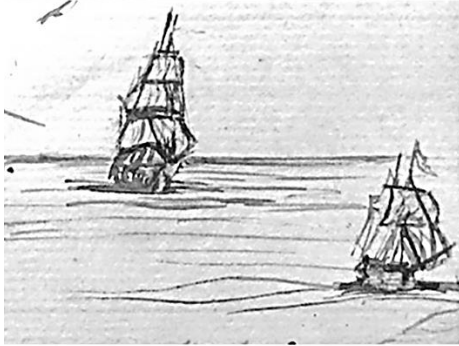
There is also a sketch of the *Regina* on the rocks.



The *Amelia Thompson* at anchor off New Plymouth, 17 October 1841.
Ink sketch by Dr Henry Weekes in his “Journal of Common Things”,
Puke Ariki ARC2001-129 Box 3.

He wrote under the sketch, “Both vessels returned, & the A.T. having
discharged will probably sail in a few hours.”

This image c. 30x20mm, that of the vessel alone 11x10mm..



Dr Henry Weekes's sketches of the *Amelia Thompson* (she was barque rigged) and the *Regina*.

Puke Ariki ARC2001-129. Henry Weekes's diary.

What is this painting, then?

It is entitled, “The Amelia Thompson off Taranaki September 1841” and is linked to the name *Amelia Thompson* at http://users.tpg.com.au/users/rdempsf/miller/1amos_miller.htm. The artist is not identified, nor when it was painted. My enquiries were not answered and the website cannot now (2024) be reached.



“The Amelia Thompson off Taranaki September 1841”
http://users.tpg.com.au/users/rdempsf/miller/1amos_miller.htm.

Contemporary representations of the barque *Philip Laing* are as close to detailed images of the *Amelia Thompson* as we are likely to see. The *Philip Laing* was also built at Laing’s Deptford shipyards on the Wear, in 1846,⁴⁷⁹

479 Ian N Church 2002. *Opening the Manifest on Otago’s Infant Years—Shipping Arrivals and Departures, Otago Harbour and Coast 1770–1860*. Dunedin: Otago Heritage Books.

thirteen years after the *Amelia Thompson* and she was about the same size (459 tons) as the *Amelia Thompson* (477).

The most familiar image of the *Philip Laing* is in David Ogilvie Robertson's 1898 painting in the Otago Early Settlers' Museum. It was painted 50 years after her arrival at Port Chalmers on 15 April 1848, by a painter who was not born when she arrived. It may or may not be accurate.

There is a model of the *Philip Laing* in the Otago Museum made by one of its crew, Henry Godfrey, who should have remembered her well.



The *Philip Laing*, model made by crewman Henry Godfrey. Otago Museum. The *Amelia Thompson* came from the same shipyard and with her long (43 ft) bowsprit and 40ft jib boom would have looked similar when she was barque rigged.

G. The library. The *Amelia Thompson* brought books from Plymouth for the use of passengers and for the foundation of a library in New Plymouth,⁴⁸⁰ including an *Encyclopedia Britannica*.⁴⁸¹

A Colonists' Library was set up on the first (*sic*) immigrant ship to the area, *Amelia Thompson*, in 1841, and a book club with a reading room was up and running in New Plymouth by 1847.⁴⁸²

In a series entitled "Old New Plymouth" in the *Taranaki Daily News* in 1935, SC Allen wrote,

When the first ship dispatched by the Plymouth Company, the "William Bryan," left Plymouth, it carried a copy of the *Encyclopedia Britannica* presented by Mr. Thomas Gill, Mayor of Plymouth, and a director of the Plymouth Company. This book... bears the inscription, "This work was presented to the infant colony of New Plymouth in New Zealand by Thomas Gill Esqre, of Plymouth, England, March, 1841."⁴⁸³

But the *William Bryan* left England in November 1840, so the *Encyclopedia* is of course the one brought by the *Amelia Thompson*.

W. Brydges of the Plymouth Company sent "A List of the Immigrants Library" to Captain King on 25 March,

480 Colonial library—list of books (E22.13).

<https://collection.pukeariki.com/objects/35039/plymouth-company>
ARC2001-373. Box 1 Part 4, *Amelia Thompson*.

481 Murray Moorhead 2005. *Pioneer tales of old New Plymouth*. Zenith, New Plymouth. Page 147. See Appendix I.

482 <https://www.nzgeo.com/stories/carnegie-libraries/>

483 *Taranaki Daily News* 20 July 1935 page 1 (Supplement).

Dear Sir,

Annexed I send you a corrected Catalogue of the Colonists' Library.

Yours truly W. Brydges.

<i>20 Volumes Encyclopedia Britannica.</i>	<i>Mr Gill</i>
<i>1 Lowery Political Reformer</i>	<i>Mr Ellice</i>
<i>2 Forsythe on Agriculture</i>	<i>Mr Leach</i>
<i>1 Ancient India</i>	<i>Do</i>
<i>1 Hawtreys Address</i>	<i>Mr Hawtrey</i>
<i>1 Art of Wine Making</i>	<i>Mr Furneaux</i>
<i>1 Home and Vines</i>	<i>Mr Do</i>
<i>12 Gibbons Roman Empire</i>	<i>Mr Bry(dges?)</i>
<i>2 Penny Magazines</i>	<i>Mr Lou[illeg]</i>
<i>5 Horticultural Registry</i>	
<i>2 China Assessed</i>	
<i>2 British Husbandry</i>	

Mr Hawtrey might have tried to be broader in his outlook and the donor of the two penny magazines, his name mercifully lost to a chunk torn out of the paper, was a bit mean. Mr Furneaux did well.

A little after the *Amelia Thompson* left England, there was a grand ball and fete in Plymouth; over a thousand people were present, among them most of the nobility and gentry of Devon and Cornwall. The large sum raised was put towards, among other things, the erection of the Mechanics' Institute in New Plymouth and the purchase of books for its library.⁴⁸⁴

484 *Otago Daily Times* 26 September 1885 page 1 (Supplement).

H. No liaisons below decks

Governor Sir George Gipps partly blamed the two partitions or bulkheads across the *Amelia Thompson* for the outbreak of infectious diseases on the 1938 Sydney voyage—unhealthy obstructions that would not have been allowed on a Government vessel, where there was always a beneficial current of air from stem to stern.⁴⁸⁵

It isn't clear that the *Amelia Thompson* had a matron and no plans exist for the vessel, but Dr Henry Weekes, Surgeon Superintendent of the *William Bryan*, showed segregating partitions in a plan of that vessel (page 29).⁴⁸⁶

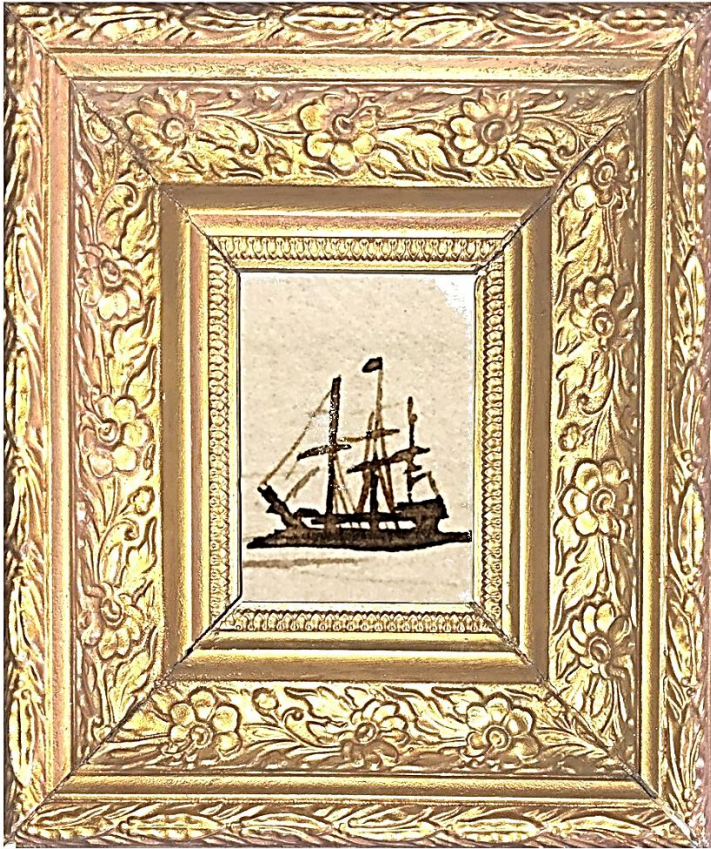
Those in the *Amelia Thompson* were probably similar.

⁴⁸⁵ *Sydney Gazette and New South Wales Advertiser* 9 August 1838 page 2.

⁴⁸⁶ Weekes's diary. Puke Ariki ARC2001-129.

Book 3

The
Oriental



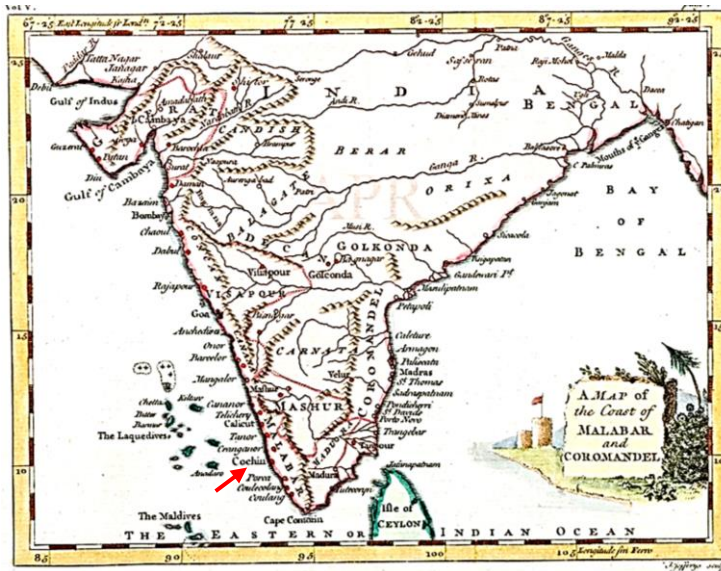
The ship *Oriental* off New Plymouth.
Enlargement of an ink sketch by Dr Henry Weekes, 7 November 1841.
Puke Ariki ARC2001-129.

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Chapter 1: The Bombay run

The Dutch East India Company (VOC, Verenigde Oostindische Compagnie) was founded in 1602 and was the biggest of the early European trading companies in Asia.

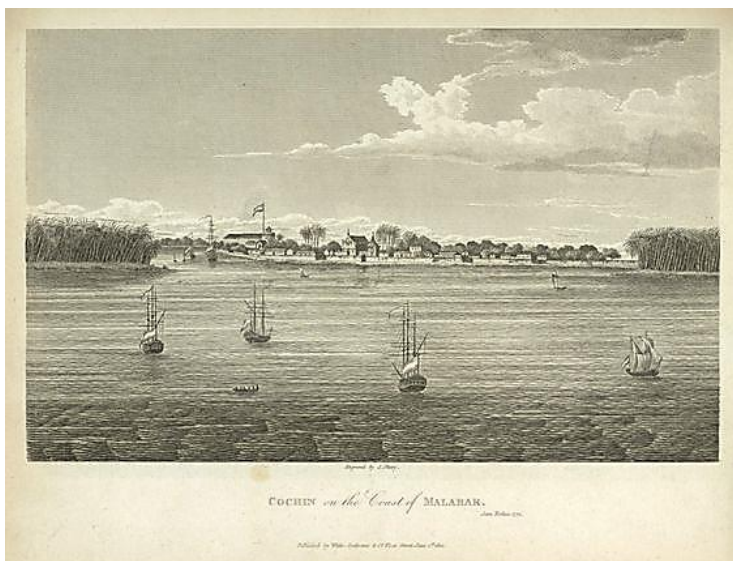


Cochin on the Malabar Coast.

The port of Cochin (Kochi) on the Malabar Coast of India had, with its plentiful supply of teak, always been a centre of shipbuilding and after the Dutch conquest in 1663 the VOC established its shipyard there. The shipyard was still in existence when Cochin was captured by British forces in 1795.

A number of British vessels were built at Cochin thereafter, during the early nineteenth century.⁴⁸⁷

The 507 ton teak built *Oriental*, launched in 1830, was one of them. She was “sent to Liverpool”.⁴⁸⁸



Cochin (Kochi) in 1813.

<https://in.pinterest.com/pin/550072541957413829/>.

There is no record of her launch, but her maiden voyage was indeed Bombay to Liverpool in 1830,

487 Eric Odegard 2019. Construction at Cochin: Building ships at the VOC-yard in Cochin. *International Journal of Maritime History* 31(3):481–494.

488 Phipps J 1840. *A collection of papers relative to ship building in India*. Scott & Co.

**For Freight or Passage
to Liverpool,**

**THE
FINE NEW TEAK BUILT COPPER**

FASTENED SHIP,



ORIENTAL,

600 TONS.

JAMES LEADER,

COMMANDER.

HAS very Superior accommodations for Passengers, no expence having been spared in fitting them up in the first style of elegance; she carries an experienced Surgeon, and will sail in all October, to touch on the Malabar Coast, for Passengers. Apply to Messrs. OWEN, CALDECOTT AND CO., Bombay or Cochin, where Plans of the accommodations may be seen.

Bombay, 25th August, 1830.

Bombay Gazette 25 August 1830 page 2.

She would pick up passengers from the Malabar coast,

For Passage to London from Malabar.

THE
FINE NEW TEAK BUILT COPPER
FASTENED SHIP,



ORIENTAL,

600 TONS.

JAMES LEADER,

COMMANDER.

HAS very Superior accommodations for Passengers, no expence having been spared in fitting them up in the first style of elegance; she carries an experienced Surgeon, and will sail from Aleppey on or before the 7th of October. — Apply to Messrs. OWEN, CALDECOTT AND CO., Bombay or Cochin, where Plans of the accommodations may be seen.

Bombay. 8th Sept., 1830.

Bombay Gazette 8 September 1830 page 2.

In the Bombay shipping news on 25 May 1831,

Letters from the Cape announce the safe arrival of the Ship Oriental, last we believe from Cochin, all well.⁴⁸⁹

489 *Bombay Gazette* 25 May 1831 page 3.

She had sailed from Bombay on 18 November, departed from the Cape on 23 January 1831, called at St Helena on 5 February⁴⁹⁰ and arrived off Dover on 10 April 1831.⁴⁹¹ In July she would depart again for Bengal, arriving at Deal from the river on 10 July. The news reached Bombay in November,

The Ship Oriental, James Leader, Commander, chartered by the H. E. C. to sail for Calcutta direct....⁴⁹²

She had been chartered by the “Honourable Company”, the British East India Company, and was thus an East Indiaman, on the trade route between Britain and India. She was at Calcutta in February 1832,

It appears that the Ship Oriental, captain Leader, has been laying near Garden Reach, for two days, and will be towed to sea this morning by the Ganges steamer, which afterwards proceeds to Chittagong.⁴⁹³

She sailed back from the East, via the Cape and the *Bombay Gazette* reported,

THE H.C. SHIP ORIENTAL

Accounts have been received from the H. C. Ship *Oriental*: she reached the Cape on the 19th of April, where she would only remain a few hours to replenish stock, &c.

Mr. LIMOND, Superintending Surgeon, died on board, on the 2d of March. The letter, from which this information is derived, states not a single accident or

490 *Bombay Gazette* 15 June 1831 page 9.

491 *Albion and the Star* 11 April 1831 page 3.

492 *Bombay Gazette* 16 November 1831 page 7.

493 *Government Gazette* (India) 9 February 1832 page 3. The Garden Reach is an area of Calcutta (Kolkata).

case of sickness has occurred among the children, and that they and all the passengers are well and happy.⁴⁹⁴

Just as well, with the doctor dead (he was Robert Limond of the East India Company's Bengal Medical Establishment in Calcutta). The *Oriental's* visit at the Cape was probably kept brief to reduce, in his absence, the likelihood of passengers catching infectious disease ashore.

She was back, off Portland (Weymouth) on 18 June 1832.⁴⁹⁵ That would also end James Leader's second and final voyage with her.

James Leader, master mariner, was living at 3 Soho Square, Liverpool in 1829. He died in 1835.

Her agents advertised for freight and passengers,

FOR BOMBAY DIRECT.—To SAIL in July, the fine, fast-sailing teak ship ORIENTAL, 600 tons, A1, Captain JAMES LEADER. This ship has very superior accommodations, which are spacious, lofty, and airy, is well manned and armed, and carries an experienced Surgeon.—For freight or passage apply to TOMLIN and MANN, 14, Cornhill.⁴⁹⁶

Not all ships were surveyed and included in *Lloyd's Register of Ships*. The ship *Oriental* first appeared on the *Register* in 1832, but the 1833 entry is more informative,

7	Oriental S	Filler	507	Cochin	1830	Owen & Co	19	Lo Bimby	A 1	A 1
W&C.30	C.32	C.33	Tk				3PIC		7	10

The entry for the *Oriental* in *Lloyd's Register of Ships* for 1833

494 *Bombay Gazette* 18 July 1832 page 2.

495 *English Chronicle and Whitehall Evening Post* 19 June 1832 page 4.

496 *Morning Herald* (London) 30 April 1832 page 1.

Oriental; S=Ship, Master=Filler (*sic*: Fidler), 507 tons, Built in Cochin in 1830, Owen & Co owners, 19=19ft draft when loaded, LoBmby=London Bombay run, classed A1, w.W (?wales) & C30=coppered in 1830, C.rp32=copper repaired 1832, sC33=sheathed in copper 1833, tk=teak, Classed A1 for 7 years, last surveyed in 10=October 1832, 3PIC=?

But it was captain George William Fidler who arrived downriver at Gravesend in command of the *Oriental* on 24 August 1832,⁴⁹⁷ for Bombay and back at Liverpool on 4 September 1833.⁴⁹⁸ She brought an interesting cargo,

Oriental, Fidler, from Bombay, with 1274 bg ginger, 8 bdl seamorse teeth, 213 bg China root, Dirom, Richmond, and co. . 131 bl hemp, 250c deer horns, 1546 pc teak staves, Jones and Owen. . 1113 bl cotton, J Miller and co. . 999 do, 35 ck gum olibanum, 55 cases gum arabic, order—P Dk.⁴⁹⁹

George Fidler 1806–1839, master mariner, was born in Manchester; he and Elizabeth Stevenson were married after this voyage, in October 1833.

Away again for Bombay on 24 December 1833,⁵⁰⁰ arrived on 21 May 1834,⁵⁰¹ sailed again in July⁵⁰² and arrived at Liverpool on 6 December 1834,⁵⁰³ a voyage of a year's duration.

Oriental, Fidler, fm Bombay, with 228 bales cotton. 1 bx and 71 ps elephants' teeth, 348 bls safflower, 115 bgs

497 *Public Ledger and Daily Advertiser* 27 August 1832 page 4.

498 *Liverpool Albion* 9 September 1833 page 7.

499 *Liverpool Mercury* 13 September 1833 page 7. Seamorse teeth were the canines or tusks of the hippopotamus, regarded as the most suitable ivory for the manufacture of false teeth. China root is *Smilax china*, a herbal medicine. Gum olibanum is an Ayurvedic medicine.

500 *Liverpool Standard and General Commercial Advertiser* 24 December 1833 page 4.

501 *Atlas* 14 September 1834 page 2.

502 *True Sun* 6 December 1834 page 4.

503 *Albion and the Star* 8 December 1834 page 3.

terra japonica, 106 cs castor oil, 3 bxs tortoise shell, 9 bls 1 hf ble wool, 4 bxs presents, Order —882 bls 40 hf bls cotton, 100 bgs rice, W F Porter—28 bdls elephants' teeth, 6 bdls tips, &c, 130 cs castor oil, 22 bgs pepper, 44 bgs Colombo pepper, 54 bls wool, 90 cs tea, 13037 ps buffalo horns, 61 bls 4 hf bls cotton, 305 cs cassia, 43 bgs couries, 23 bls 1 hf ble safflower, 200 bgs senna, 148 cs castor oil and seeds, 142 bxs bees' wax, 15 kgs aloes, 1000 ps red wood, 36 cs gum olibanum, 30 cs gum arabic, 9 cs gum animi, Dirom, Richmond and co—60 chts tea, T and W Earle and co—5 bls hides, 1 bx samples, J Skinner and co—66 bales cotton, Inglis, Forbes and co—1 bdle tea, J Henderson—B Dk⁵⁰⁴

That would end George Fidler's second and final voyage with the *Oriental*. His wife was pregnant with George William Fidler junior who was born in April 1835—therefore conceived in July 1834 when her husband was in Bombay—so clearly not his son.

George Fidler died on 10 July 1839 at Roscommon street, Liverpool. He was 34 and the cause of death was recorded simply as “Inflammation”: probably septicaemia, though vague and curious diagnoses on death certificates—such as “inflammation” or “gout of the stomach”—were sometimes entered as euphemisms for suicide.

504 *Liverpool Standard and General Commercial Advertiser*
12 December 1834 page 4.

Chapter 2: To Australia

Changes were in store, the following advertisement appearing in newspapers throughout Britain and Ireland in January and February 1835.

EMIGRATION FROM LIVERPOOL.

FOR HOBART TOWN, VAN DIEMEN'S LAND and SYDNEY, New South Wales, the splendid First-class Ship **ORIENTAL**, John Gilman, Commander. To parties who are making preparations to emigrate to these healthy and flourishing Colonies early in the Spring, this magnificent Ship presents an opportunity which is rarely if ever met with. The few following particulars will enable persons residing in the country to form some idea of the extent of her accommodations: she was built in India, under particular inspection: is only 4 years old; burthen per register 507 tons; sails very fast; her accommodations for cabin passengers are elegant and spacious, having a poop cabin 7 feet high; her sleeping apartments, which are from 9 to 12 feet square, are fitted up in a very superior style, each having a separate water-closet, air port, and other requisites; her second cabin and stowage are 7 feet high between decks, fitted up with every convenience for the comfort of passengers, and she will carry an experienced surgeon. This Ship having been surveyed by the Government Agent at Liverpool, who has reported the same to the Government Agents residing at Dublin, Cork, Belfast, Limerick, Greenock, Leith, and Bristol. Persons wishing to obtain correct information relative to this Vessel, and the parties connected with her, are respectfully requested to apply to these Gentlemen, whose report may be relied upon with every confidence.

Further particulars may be obtained on application to Mr. W. F. Porter merchant; or to William Bell, 20, Water-street, Liverpool. All letters must be post paid.

Weekly Dispatch (London) 18 January 1835 page 7.

She sailed on 27 March, her captain now A.P. Allen,⁵⁰⁵ and reached Hobart on 7 August.

505 *Public Ledger and Daily Advertiser* 30 March 1835 page 4.

One passenger was John Bede Polding, first Catholic bishop and archbishop of Sydney, and the voyage was recorded in detail (and in observant, witty, scholarly prose) by Lewis Harding, a priest accompanying him.⁵⁰⁶ His first impression,

... she moved out slowly and majestically. Her figurehead, which represents a lady of the East draped in rich profusion, was so elevated and prominent that it passed very near as if seeking to take leave of the spectators on the quay. On her smiling countenance sat a supernatural serenity, which imparted an instant and irresistible impulse of confidence to the beholder. It must, I thought, be one of Thetis's race on an embassy to escort us across her wild unbounded dominions. So, paying homage, I was reminded to jump onboard....

Our little captain is captain-like... Captain Allen is from Waterford; appears obliging and likes fun and wit of any kind. He wears a gilt watch chain as regularly over his waistcoat, gracefully folded in and out the pocket and buttonholes as if it were a badge of his office. He had served formerly on board an East Indiaman. Prudence shews itself uppermost of his other qualifications....

... being perfectly calm the jolly boat was let down. The Captain and Dr Polding took a rowing excursion around the ship. They had time enough to survey the Oriental and reported her a man-of-war to all appearances. The Captain turned out again with paper and pencil and has taken a sketch of her....

506 Fowler CF (ed.) 2019. *At sea with Bishop John Bede Polding: the journals of Lewis Harding 1835 (Liverpool to Sydney) 1846 (Sydney to London)*. Hindmarsh, SA: ATF Press.

As the weather was fine, we admired each day some new beauty on ocean's fair but variable face. Today it was a sun setting amidst glorious colours and long streaks of gilt-edged clouds succeeded by a clear light horizon contrasting strongly with a dark bank of calm sea beneath. Another day it was a clear blue sky behind the well-defined edges of some fantastical clouds representing hills and valleys and trees, or some huge monster. Across this a solitary bird taking his flight would appear coming from the land or winging it from one hill to another....


As well as the Bishop, the *Oriental* brought a cargo of expatriate desirables, advertised in Hobart's *Colonial Times*—

Ex "Oriental,"

TABLE AND COMMON SALT
 Bar, sheet, nail, rod, and Swedish iron
 Manchester manufactures
 Woollens
 Swedish tar, coal pitch, turpentine
 Soap, in 28lb. boxes
 Double refined sugar
 Earthenware
 Glassware
 Sherry, Madeira, and Sicilian wine
 Mens' strong shoes
 Red herrings, in jars
 Currants, in casks of 1 cwt.
 Prime mess pork.
 M'GAA, WARHAM, & Co.
 Wharf, Aug. 11, 1835. [6275]

—along with information on her voyage on to Sydney and the captain's warning to the unwary,

For Sydney.

 **T**HAT remarkably fine E. I ship *Oriental*, will sail for the above Port in about ten days. For freight or passage, having splendid accommodations, apply to Captain ALLEN on board, or to

M^cGAA, WARHAM, & Co.
Wharf, Aug. 11, 1835. [6284]

Caution.

THE Commander of the ship *Oriental*, hereby Cautions the public against giving Credit to any of the Crew of the said vessel.

Aug. 11, 1835. [6276]

Colonial Times (Hobart) 11 August 1835 page 3.

She left Hobart for Sydney on 6 September and arrived on the 14th.⁵⁰⁷ On 5 October captain Allen was advertising for passengers and freight for Bombay.⁵⁰⁸ He left, disappointed, on 14 October, the ship in ballast and carrying only one passenger.⁵⁰⁹

The *Oriental* arrived at Bombay from Port Jackson on 31 December 1835.⁵¹⁰ She returned via St Helena on 9 April 1836 to Liverpool on 10 June with “cotton, wool, pepper, horns, gum &c.”⁵¹¹

507 *Sydney Herald* 14 September 1835 page 2.

508 *Commercial Journal and Advertiser* (Sydney) 5 October 1835 page 2.

509 *Australian* 16 October 1835 page 2.

510 *Lloyd's List* 19 April 1836 page 4.

511 *Liverpool Albion* 13 June 1836 page 7. She also carried tortoiseshell, coloured shell, mother of pearl, buffalo and deer horns, mats and coir rope (*Liverpool Standard and General Commercial Advertiser* 14 June 1836 page 4).

Chapter 3: To the East again

To confuse searchers, a French vessel named *Oriental* (captain Piganeau) was trading with Calcutta at this time, as was the 750 tone English ship *Oriental*.⁵¹²

In September 1836 she was chartered by the South Australian Protestant Emigration Community, which proceeded to advertise shares in order to raise £10,000 capital.

EMIGRATION.—THE SOUTH AUSTRALIAN PROTESTANT EMIGRATION COMMUNITY.
BANKERS—Messrs. Latouche, Dublin; and Messrs. Puget and Bainbridge, St. Paul's, London.

The Committee having duly considered the "request to open the Share List generally," and desiring to form, previous to their departure, an union with a few experienced Merchants, to whom they may consign Oil and Wool, and from whom they may receive General Merchandise, the Executive are now prepared to issue Shares, limited to 10,000l.

The Capital, consisting of Shares from 50l. to 1,000l. each, differs from that of every other Society—the entire amount of each being paid up.

The Community comprises many respectable families, with Chaplains, Surgeons, Teachers, Mechanics, and Labourers.

The Ship **ORIENTAL**, 663 tons, Capt. Seales, Liverpool, is now chartered, and will sail early next month; therefore all who wish to join must do so quickly.


The plans and objects are published, and may be had from J. Cross, 16, Holborn; Mr. Gliddon, 8, Austin-friars; and the Deputation Office, 25, Cecil-street, Strand, London.

G. U. ALLEY, Secretary.

Public Ledger and Daily Advertiser 21 September 1837 page 1.

The protestants continued advertising but it seems, without the success they sought, for in December the *Oriental* was for sale.

⁵¹² eg, *Dublin Evening Packet and Correspondent* 14 July 1836 page 1.




ON SALE,
The splendid teak-built Ship
ORIENTAL,
506 tons, old measurement ;
Is 120 feet 3 inches long, 30 feet 7 inches broad, and 21 feet
deep, with poop and fore-castle; carries a large cargo, and
sails fast; is copper-fastened, sheathed with teak, and is in
the best possible order; was built under the inspection of
an experienced shipmaster in India, and is decidedly one of
the finest ships in the kingdom.—For further particulars,
apply to
W. F. PORTER and SON.

Gore's Liverpool General Advertiser 11 January 1838 page 2.

Her new owner was Robert Barry of London⁵¹³ and she was surveyed afloat on 30 January: 120ft 3in long aloft, 30ft 7in breadth, the workmanship “very good”.⁵¹⁴

By 1 February 1838 she was again intended for Bombay—with a new captain, William Wilson, who would soon bring her to New Plymouth.



Warranted first Vessel.
For BOMBAY,
The fine A 1 teak-built Ship **ORIENTAL,**
Wm. WILSON, Master;
506 tons per register; has very superior accommoda-
tions for passengers, and carries a Surgeon.—For freight
or passage, apply to Messrs. T. HEAVYSIDE and Co. London;
CHAPMAN and WILLIS, Liverpool, or
JAMES AIKIN and SON.

Gore's Liverpool General Advertiser 1 February 1838 page 2.

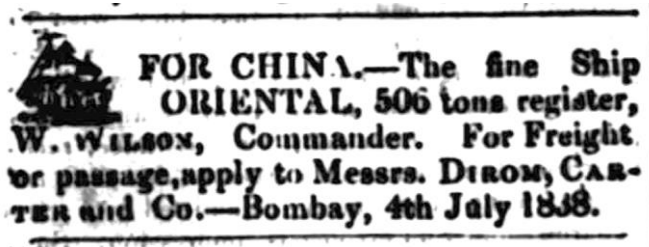
The *Oriental*, Wilson was cleared outwards for Bombay from Liverpool on 15 March 1838.⁵¹⁵ She sailed on the 24th but put

513 *Lloyd's Register of Ships* 1838.

514 *Lloyd's Register* document LRF-PUN-LIV574-0332_R0001.

515 *Morning Herald* (London) 17 March 1838 page 4.

back on the 26th with loss of her main yard.⁵¹⁶ She did reach Bombay safely and advertised for freight and passengers to China,

An advertisement for the ship 'Oriental' is enclosed in a rectangular border. On the left side of the border is a small illustration of a steamship. The text inside the border reads: 'FOR CHINA.—The fine Ship ORIENTAL, 506 tons register, W. WILSON, Commander. For Freight or passage, apply to Messrs. DROM, CARTER and Co.—Bombay, 4th July 1838.'

Bombay Gazette 4 July 1838 page 1.

She sailed from Bombay for China on 17 August⁵¹⁷ and was at Singapore on 15 September,⁵¹⁸ thence to Canton. She departed from Canton on 7 February 1839,⁵¹⁹ to arrive at Cowes on 10 June.⁵²⁰ She was hauled in to the East India Docks at London on 20 June.⁵²¹

One George Bayley surveyed her in the King's Dock on 5 July and he remarked,

At the present time a piece of sheathing taken out of the Bilges, of Starboard upper course, of the strake under wale and at the Hoodings forward below—from the Seams and Butts perfectly sound and hard—the Bottom Chunamed & sheathed with 1 in Teak nailed with wrought copper nails—From the remarkably sound state in which we find the caulking—the excellent condition of the Chuname & the superior quality of the sheathing, we are of opinion that it is not advisable to strip the sheathing off at present—but as it

516 *Gore's Liverpool General Advertiser* 29 March 1838 page 2.

517 *Morning Advertiser* 29 October 1838 page 1.

518 *Lloyd's List* 28 December 1838 page 2.

519 *Morning Post* 1 June 1839 page 7.

520 *London Evening Standard* 12 June 1839 page 3.

521 *Shipping and Mercantile Gazette* 21 June 1839 page 2.

*has been on for a longer time than the rules admit, we beg to refer it to the committee for special consideration.*⁵²²

She was classed A1. The Committee must have agreed, for three days later, on 8 July 1839 she was entered outwards for New Zealand.⁵²³

Chapter 4: To New Zealand

The farewell was very British—and very much a press release from the NZ Company,

NEW ZEALAND LAND COMPANY.

The directors of this Company, together with a vast number of persons interested in the colonisation of New Zealand, made an excursion to Gravesend on Saturday last, for the purpose of inspecting the ships which, under the auspices of the Company, have been freighted with emigrants to that distant region, and for the purpose also of transacting other important and interesting business connected with the foundation of the new colony. The Mercury, one of the Star Company's beautiful steamboats, was employed for the occasion, and though one of the largest vessels engaged between London and Gravesend, her decks and cabins were completely thronged by the multitude of persons who had been invited, every one of whom had a deep interest in the

522 *Lloyd's Register* document LRF-PUN-LON605-0269-R_0001. Chuname = a type of plaster used in India, made from shell lime and sand.

523 *Lloyd's List* 8 July 1839 page 1.

object of the expedition. The Mercury herself was gaily dressed in the colours of all nations—the red cross of England floating supreme above the rest. An ample awning covered the after-deck; an excellent band of music was stationed in the waist. She left her moorings at Fresh Wharf about one, and contending the whole distance against adverse tide and wind, reached Gravesend at half-past three.

The three ships it was intended to visit—the Adelaide, the Aurora, and the Oriental—were moored immediately below the town. As the steamer approached, conspicuous by her colours, the emigrants on board these ships crowded upon deck and received the directors with loud and hearty cheers. The object of the directors upon this occasion was two-fold; first, to see that their instructions for the comfort of the emigrants upon the voyage had been rigidly carried into effect; and, secondly, as the sanction of the government has been withheld from the undertaking—as the infant colony has been left without the aid or protection of the Colonial-office—as no steps have been taken to secure the administration of English laws upon a soil which Englishmen are to inhabit—as all the hopes which up to the eleventh hour the company had entertained of even a slight recognition from the Colonial Office had been disappointed—under these circumstances the second object of the directors was to obtain, if not from each of the emigrants, at least from a great body of them, a voluntary agreement to a charter or code of laws, laying down regulations for the maintenance of order, and establishing a machinery for the administration of law and the enforcement of justice.

The first ship that the steamer ran alongside was the Adelaide. She is a fine vessel, and has been admirably fitted up for the purpose for which she is employed. The

arrangements for the comfort and convenience of the passengers of the lower as well as the higher class appear to be complete. The berths betwixt decks are commodious and well ventilated—the stores are of the best description—the dietary is ample. In short, no pains nor expense appear to have been spared to secure the health and comfort of the emigrants upon their long voyage. As soon as the directors, accompanied by the cabin passengers and a host of visitors, had reached the poop, the labouring emigrants, with their wives and children, were summoned into the waist, when they were addressed by Mr. G. F. Young, the principal director present, to the following effect:—

“My friends, as one of the directors of the New Zealand Land Company, I am anxious to address a few words to you upon a subject of great importance to you all. You will, I hope, be aware, from all you have seen as to the arrangements made for your passage to New Zealand, that the directors of the company have not lost sight of that which is equally their duty and their pleasure to perform—have not failed to do everything in their power to promote your comfort and welfare. (Cheers.) But their views for your good are not bounded by providing for your departure from this country—they cast their eyes beyond the present, and contemplate what your position may be in that far distant land where as yet no such provisions have been made as in every well-organised society are absolutely indispensable for the maintenance of order and the protection of property. The time cannot be far distant when the government will do that which it is bound to do; but in the meantime it is necessary that some measures should be taken by which you may be protected from those aggressions upon social order which might arise if you were left wholly without laws and the means of obtaining justice. I am, therefore,

about to propose to you to enter into a voluntary experiment, by which the ends I have indicated may be secured to you. I propose to you to sign the document which I now hold in my hand, and which, under the peculiar circumstances in which you are placed, I am sure you will find absolutely indispensable to your security and happiness.”

The hon. gentleman then read the document at length. It was in substance as follows:—that all the persons and parties to the agreement should submit to be mustered and drilled in such fashion and at such times as should be deemed necessary to the security of all; that if any person committed an offence against the laws of England he should be liable to be punished in the same manner as if the offence had been committed in England—that a committee to conduct the government of the colony be appointed, with power to make rules, and to name officers—that an umpire be appointed to preside in all criminal proceedings; and, assisted by seven assessors, to decide on the guilt or innocence of the party accused—that where the assessors (whose office would be similar to that of jurymen in this country) pronounced a party guilty, the umpire (whose office would be similar to that of a magistrate or judge) should state the amount of punishment to be inflicted—that in all civil proceedings the umpire should proceed alone—that the general committee should have power to appoint five of its members to constitute a committee of appeal, whose decision in all cases should be regarded as final—that the committee should have power to call out the armed inhabitants whenever the occasion required; and, finally, that it should have power to levy such rates and duties as may be necessary for the good government of the colony,

“Thus (continued the hon. gentleman), no person can be left in any case, civil or criminal, without the means

of prompt redress. It is to be observed, however, that these rules are only intended to remain in force up to the time when British law shall be established under the authority of the British government in that magnificent colony which you are to have the pride and happiness of being the first to found.”

This address, which was very attentively listened to, was received with a hearty cheer. Every man seemed to concur in the propriety of the proposed code of laws, and when it was placed upon the capstan for signature there was not one who hesitated to put his name to it. This part of the business being concluded, the steamer next ran down to the Oriental, who received her with a salute fired from four large guns upon deck. We observed that each of the ships was armed in a similar manner. There was also in each of them an abundance of small arms. The emigrants on board the Oriental are of a very superior class. They are chiefly young men and women of from twenty to thirty years of age—the women looking healthy and buxom—the men intelligent and resolute. Here, too, are a number of Highlanders from the estates of the Duke of Sutherland; they are a fine hardy set of fellows, and capable, no doubt, of fighting their way in any region of the world in which they may be placed. Great care appears to have been taken to secure their comfort. They are clad in one uniform dress—a blue jacket and cap and tartan trousers—everything upon their backs appears to be perfectly new. The noble duke’s agent, who has accompanied them from Scotland, remains with them until the expedition takes its final departure. Mr. G. F. Young, in going through the same ceremony on board the Oriental, that had been previously gone through on board the Adelaide, addressed himself particularly to this body of men.

“I perceive,” said he, “that there are many here from Scotland. Scotchmen are generally well educated and well informed in the history of their country. Those whom I am addressing will doubtless remember the solemn league and covenant which, in a former age, was entered into by their countrymen. I now propose to you, the descendants of that firm and inflexible race of men, to enter into another solemn league and covenant for the maintenance of social order in the new society of which you are to be the founders.” (Cheers.)

The code of laws was received on board the *Oriental*, and afterwards on board the *Aurora*, with the same expressions of approbation as on board the *Adelaide*. It was signed by every man present. Each of the three ships having been visited in turn, the steamer ran back to Gravesend, and preparations were made for dinner. Tables were set out beneath the awning on the after-deck, and in a few minutes were covered with a choice and abundant cold collation. The host of visitors took their seats and turned to at the solids with right good will: but the enjoyment of this long anticipated part of the day’s proceedings was sadly broken by the torrents of rain which fell without intermission, and against which the awning afforded but a very imperfect protection. The ladies hurried below, where in a short time they were followed by the gentlemen. Here a handsome dessert was quickly produced, and with a copious supply of many kinds of wine upon the table every one began to make himself comfortable. Now, however, the vessel was again put in motion for the purpose of once more visiting each of the three ships, and of taking a final farewell of the emigrants. Some touching scenes occurred in the separation of friends who had lingered to the last moment, but, generally speaking, the whole body of adventurers, rich and poor, male and female, appeared to

be in the highest spirits. It may be here proper to mention, that independent of the three ships of which we have been speaking, there are two others which form part of the same expedition—namely, the Duke of Roxburgh, which will take in her passengers at Plymouth, and the Bengal Merchant, which will sail from Glasgow. The number of emigrants on board each of the ships is as follows:—Oriental, 138; Adelaide, 149; Aurora, 142; Duke of Roxburgh, 120; Bengal Merchant, 155; making a total of 704, exclusive of cabin passengers, whose number on board the five ships amounts to 152.

When the farewells of friends and relatives had been finally exchanged, the Mercury took a homeward course, and Mr. G. F. Young immediately assumed the chair in the stateroom, where upwards of a hundred guests still remained. Now the bottle began to circulate, and a second course of business commenced. There were toasts to be proposed and speeches to be made. The Chairman, in the first place, acquainted the company that he had received a communication from Lord Petre, apologising for his absence, but stating that, as he had a son embarked in the enterprise, his feelings would not permit him to take part in the proceedings upon the eve of his departure. Lord Durham, the Governor of the Company, was also unavoidably absent, having left town for the country. These preliminary matters being disposed of, the Chairman came to the list of toasts. The first was “The Queen,” which was loudly responded to. Then came “The Army and Navy,” which was received with applause. The great toast of the day followed—”The Colonists now embarked and embarking for New Zealand.” In proposing this toast the chairman entered into a lengthened but forcible exposition of the difficulties against which the company had had to contend, in consequence of the refusal of the government

to lend any aid or protection, or even to afford the slightest countenance to the undertaking. He explained also the steps which the company had taken to preserve the rights and improve the condition of the aborigines, observing that in this respect the present scheme of colonisation differed from all others that had ever been carried into effect.

Dr. EVANS, the future Umpire, returned thanks in a very able speech, in the course of which he commented in still stronger terms than the chairman had done upon the conduct of government in refusing to lend its sanction to an undertaking of so much importance. Then, speaking of the aborigines, he said, there are no men on the face of the earth who have a more sincere or heartfelt desire to preserve the rights of the aborigines than we have who are about to depart to those distant shores. We feel that they are our adopted countrymen (cheers), and that a wrong or an injury inflicted upon them would be an injury upon ourselves (Hear, hear.) We will be parties to no transaction in which their rights are not consulted equally with our own. (Cheers.) He concluded by proposing "The health of the Governor and Deputy-Governor and Directors of the New Zealand Company."

The CHAIRMAN returned thanks.

The Hon. FREDERICK TOLLEMACHE proposed "The health of the members of the committee that day appointed for the provisional administration of the affairs of the colony."

Mr. DUDLEY SINCLAIR returned thanks.

The CHAIRMAN then, in a speech of much tact and ability, proposed "The health of Lord John Russell and reform in the Colonial-office." He had always regarded, and still continued to regard, the Colonial-office as the worst-managed (owing to the defects of the system itself) of any of the departments of the public service; but

he owned he anticipated much from Lord J. Russell's frank and manly character, from his readiness to correct abuses, and from his sense of justice. The toast was drunk with applause.

Mr. AGLIONBY, M.P., said that although he did not altogether approve of her Majesty's present government, he still entertained the hope that the noble lord at the head of the Colonial Department would effect such reforms in that office as would render it what it ought to be. The hon. gentleman expressed his strong conviction that this colony would realise the anticipations of all those who had projected it; and he had no doubt that Lord John Russell himself would soon see the policy of taking it under the protection of the government.

Mr. WARD proposed "The Public Press;" and the compliment was acknowledged by Rintoul.

Mr. THOMAS A. HANKEY then gave "The Aboriginal Inhabitants of New Zealand;" and said that he had no doubt the establishment of a British colony among them would tend to their welfare both morally and religiously.

Mr. HALSWELL expressed his satisfaction at finding that Naiti, the New Zealand chief, who has visited this country, had been appointed to a situation of trust in the colony, and he had no doubt that the fact would be attended with the happiest results, as indicating the peaceful intentions of the colonists towards the natives.

The CHAIRMAN next proposed "The health of Mr. Hunter."

Mr. HUNTER returned thanks, and said he considered himself the largest capitalist going out to the colony, as he had six daughters and four sons to accompany him. Mr. Hunter then proposed "The health of Mr. E. G. Wakefield,"

And by the time that gentleman had acknowledged the compliment, and described the exertions which he

had made on behalf of this colony, and the attention which he had paid to the subject of colonisation generally, the Mercury reached London-bridge; and the instant the announcement of the fact was made the company left the cabin without ceremony, and immediately disembarked.

There were present during the excursion, the Hon. Frederick Tollemache, Right Hon. Sir Alexander Johnson, Hon. William Petre, Hon. Henry Petre, Mr. Aglionby, M.P., Mr. Vincent Eyre. Mr. Commissioner Evans, the Rev. Mr. Hawtreay of Eton, the Rev. Mr. Saxton, Mr. Browne, late M.P. for Sligo; Mr. Few, Mr. Soames, the deputy governor of the company; Mr. G. F. Young, Mr. E. G. Wakefield, Alderman Pirie, Mr. T. A. Hankey, Captain Nairne, Mr. A. Willie, and Mr. Boulcott.

We think this a fitting occasion to give the following “SONG of the EMIGRANTS to NEW ZEALAND,” by T. Campbell. It is from the first number of the *New Zealand Gazette*:—

Steer, helmsman, till you steer our way
By stars beyond the line—
We go to found a realm—one day—
Like England’s self to shine.

Chorus—

*Cheer up! cheer up! our course we’ll keep
With dauntless heart and hand,
And when we’ve ploughed the stormy deep,
We’ll plough a smiling land.*

A land whose beauties importune
The Briton to its bowers,
To sow but plenty’s seeds, and prune
Luxuriant fruits and flowers.

Chorus—Cheer up! cheer up!

A sunny land with varying sweets
Of healthy plains and hills,
With giant woods to build our fleets,
And floods to drive our mills.

Chorus—Cheer up! cheer up!

There tracts uncheered by human words,
Seclusion's wildest holds,
Shall hear the lowing of our herds,
The tinkling of our folds.

Chorus—Cheer up! cheer up!

Like rubies set in gold shall blush
Our vineyards girt with corn
And wine and oil, and gladness gush
From Almathea's horn.

Chorus—Cheer up! cheer up!

Britannia's pride is in our hearts,
Her blood is in our veins.
We'll girdle earth with British arts,
Like Ariel's magic chains.

Chorus—

*Cheer up! cheer up! our course we'll keep
With dauntless heart and hand,
And when we've plough'd the stormy deep
We'll plough a smiling land.*⁵²⁴

I make no comment. An editorial in *Old England* declared, on the other hand,

524 *Globe* 16 September 1839 page 1.

... we are by no means opposed to the principle of emigration, when fairly and honestly worked out; but to the land-sharking system, on which bubble colonization companies are founded, we are the determined enemies; as we believe it to be pregnant with mischievous results to those emigrants whom they may entrap by misrepresentation and exaggerated reports, and with irremediable ruin to the aboriginal inhabitants of the soil. At present, as our readers must be aware, the scheme of colonization most in vogue is, that which aims at the establishment of a colony in New Zealand on a large scale, and the appropriate instrument for carrying this scheme into execution is a joint-stock association, which dubs itself the New Zealand Company; although what right they can have to that title we have been much at a loss to discover. Were the public in possession of the real state of the case as regards New Zealand, and this joint-stock concern which has assumed so high-sounding a title, there would, we shrewdly suspect, be much fewer dupes on board the emigrant vessels at Gravesend than there now are....⁵²⁵

One Australian correspondent was quite upset,

EMIGRATION HUMBUG FURTHER EXPOSED.

SIR,—Having but lately arrived from Australia... I have been... deeply concerned... at perceiving the scandalous untruths which are daily blazoned about the streets, and circulated throughout the kingdom in flaring advertisements, and fly-away placards, by interested adventurers and mistaken philanthropists, in order to win the affections of the lower orders, and inspire them with an ardour for emigration, I was naturally drawn to the perusal of your leading article of Saturday last,

525 *Old England* 28 September 1839 page 1.

respecting the insidious efforts that are now making, by a club of persons, to entrap the unwary to the shores of New Zealand. No discovery is more meritorious, perhaps, than the detection of knavery, and your able and laudable exposition of the collusion, now in operation to dispose of portions of the New Zealand territory, without right or authority, deserves the highest commendation which justice, honour, and decency can extend to you. Many an incautious emigrant may thus, through the medium of your interference, be saved from irreclaimable embarrassment, and the disastrous consequences which assuredly await those unfortunate and rash adventurers who have already been ensnared into the wild undertaking.... I rejoice that an advocate has at last arisen in England to lift up his voice and expose the flagrant imposition and flagitiousness upon which these means and systems are founded. Well would it be had the British press taken up the subject before. Many families that are now sunk in poverty and destitution, without means to return to their friends and their country, would be living still at home in comfort and happiness; and multitudes of single females, who, through fallacious representations, and the grossest specks of deception, were seduced into emigration vessels, and banished for ever to a foreign land, would have been preserved from the vortex of infamy and destruction, into which, by a vitiated intercourse, and the calamity of disappointment, they have been plunged. Many suicides would have been prevented; and misery in a thousand shapes unknown.... A wilder project was never brought out than, that of selling portions of the New Zealand territory to persons here in England, without showing any right of property. over the soil, or giving any legal title to the possession of it. And yet this project has been successful: great sales have been

effected; and scores of people, in my opinion, been fooltrapped.... I am, Sir, your very obedient servant....⁵²⁶

The *Oriental* arrived at Port Nicholson on 19 February 1840.⁵²⁷
The newspaper *Era* reported,

THE COLONIES.

SYDNEY (AUSTRALIA), MARCH 10, 1840.—By the arrival of the *Sally Ann* at Sydney, from Port Nicholson, February 19—“Port Nicholson (February 19), arrived *Oriental*, *Wilson*, from London, Duke of Roxburgh (late Thompson) ditto. Capt. Thompson having fallen overboard in Cook’s Straits, was unfortunately drowned, and the command of the vessel was taken by a brother to the master of the *Falcon*, of Sydney. The emigrants were very busy in erecting dwellings, &c., and were cheerfully assisted in their operations by the natives. They were anxiously looking for the arrival of Captain Hobson. The *Cuba* had not returned from *Kafia* at the time of the departure of the *Sally Ann*.”

THE NEW ZEALAND COMPANY have received intelligence of the safe arrival in New Zealand of three of the five vessels which left last September with emigrants. They had all arrived quite well, and with the exception of the melancholy death of Captain Thompson, no death had occurred. The natives met the emigrants on their arrival, and showed a most excellent feeling, helping them to build houses, and assisting them by every means in their power. Colonel Wakefield, the company’s principal agent, who arrived there the beginning of last August, has published a letter in the Sydney papers, by which he gives notice that he has purchased from the native chiefs about twelve millions

526 *Old England* 5 October 1839 page 6.

527 *Lloyd’s List* 9 July 1840 page 3.

of acres, including the valuable harbour of Port Nicholson, where the principal town, Wellington, is formed; Captain Smith, the surveyor-general, had also arrived in the Cuba, at Port Nicholson, and sailed for Kafia. The company's ship, Martha Ridgway, left the Downs last Thursday with 150 labouring emigrants, and about 30 cabin passengers. There are now two more vessels advertised, the London, a splendid ship of about 700 tons, now lying in the London Docks, to sail on the 1st of August, and the Slain's Castle to sail on the 6th of September. The names of the emigrant ships arrived are the Aurora, the Oriental, and the Duke of Roxburgh. Captain Hobson had arrived and issued two proclamations....⁵²⁸

The *Oriental* unloaded and left Port Nicholson for Batavia, was at Bombay on 16 June,⁵²⁹ left for Calcutta on 1 July and arrived on the 23rd and was back off Deal on 14 February 1841.⁵³⁰ In April she was in dry dock at the East India Docks on the Thames,⁵³¹ having her annual survey, her destination: New Zealand.⁵³² Her surveyor classed her A1.⁵³³

528 *Era* 19 July 1840 page 9.

529 *Lloyd's List* 6 August 1840 page 3.

530 *London Evening Standard* 16 February 1841 page 3.


531 *Shipping and Mercantile Gazette* 7 April 1841 page 2.

532 *Morning Post* 16 April 1841 page 4.

533 *Lloyd's Register* 1841; document LRF-PUN-LON610-0159A-R_0001.

Chapter 5: To New Plymouth

The Plymouth Company of New Zealand had already sent the *William Bryan* and the *Amelia Thompson* (and *Regina*) to New Plymouth with emigrants. By May 1841 the Company had been absorbed into the New Zealand Company. The *Oriental* would be their next charter: she was loading at London on the 7th.⁵³⁴

For NEW ZEALAND direct.
Chartered by the Plymouth Company of New Zealand,
For Passengers only to Wellington (Port Nicholson).
 **THE splendid, teak-built Ship ORIEN-**
TAL, 600 tons, A 1; Captain Wm. Wilson. This
most superior vessel has very elegant accommodations, with
unusually lofty heights. It is her second trip, having been
chartered by the New Zealand Company for their first colony;
and her captain has a flattering testimonial of approbation
from his passengers. This vessel will carry an experienced
surgeon, and will sail from Plymouth to Port Nicholson direct
on the 15th of June.
For terms of passage apply to Messrs. Arthur Willis,
Sons, and Co., Crosby-square; to
Messrs. JOHN PIRIE and Co., 71, Cornhill;
or at the New Zealand House, in London, and at Plymouth.

Shipping and Mercantile Gazette 8 May 1841 page 1.

She was cleared outwards with cargo on 4 June⁵³⁵ and on the 6th the *Oriental* “came down the river and sailed”⁵³⁶—to reach Plymouth on the 10th.⁵³⁷ She carried a boat from London for New Plymouth,

534 *Public Ledger and Daily Advertiser* 7 May 1841 page 3.

535 *Morning Advertiser* 5 June 1841 page 4.

536 *Caledonian Mercury* 10 June 1841 page 4.

537 *Morning Advertiser* 12 June 1841 page 4.

Shipped

70

(1)

in good Order and well-conditioned, by
in and upon the good Ship called the
whereof is Master, for this present Voyage,
and now riding at Anchor in the
*New Zealand Co.
Oriental
Wilson,
New Zealand.*

and bound for

*New Plymouth New Zealand
One Scurrah complete in frame with
Sails, Boars, Masts & Rigging*

being marked and numbered as in the Margin, and are to be delivered in the like Order and well
conditioned, at the aforesaid Port of *New Plymouth New Zealand*
(the Act of God, the Queen's Enemies, Fire, and all and every other Damages and Accidents of the
Seas, Rivers, and Navigation, of whatever Nature and Kindsoever excepted, save risk of Boils,
so far as Ships are liable thereto), unto *Light, Black, King, Capt. Stevens*
Shall remain the same for the same time being to the New Zealand
or to *his* *Agents* *Wholesale*
Freight for the said Goods

with Primage and Average accustomed. In Witness whereof, the Master or Purser of the said
Ship hath affirmed to *1844* Bills of Lading, all of this Tenor and Date; the one of
which *over* Bills being accomplished, the other *shall* to stand void.

Dated in *New Zealand, 8th June, 1844.*
Weight and Contents unknown to

J. STAYNE,
Surveyor,
Ship & Insurance Broker,
BY APPOINTMENT,
TO THE
NEW ZEALAND LAND COMPANY.

State of Equipment of completion returned to Wm Wilson

Bill of lading from London, Puke Ariki ARC2001-373 Box 1 Part 9. Oriental.

The London and Slains Castle, which carried out the Surveying staff of the Plymouth Company of New Zealand reached the island on the 14th Dec. and 26th January last respectively.

The ship Oriental, Capt. Wilson, arrived at Plymouth, on the 7th instant, from London, to embark passengers and emigrants for New Plymouth, in New Zealand. We understand that the New Zealand Company intend to fill this splendid ship with emigrants from the two western counties, Devon and Cornwall.

Penzance Gazette 16 June 1841 page 3.

Her Surgeon Superintendent was Arthur Clarke Kemball 1802–1889, Licentiate of the Society of Apothecaries (ie, no surgical qualification) 1823. He came from Wymondham, Norfolk, did not stay in NZ,⁵³⁸ was a Justice of the Peace in Brisbane in 1859,⁵³⁹ Immigration Agent in Queensland in 1867⁵⁴⁰ and died in Redfern, Sydney in 1889.⁵⁴¹ His journal of the *Oriental* voyage is on microfilm at the Turnbull Library and appears thorough and detailed but is all but unreadable.

He recorded a birth to an alcohol dependant 40 year old,

Street, Mary, wife of Joseph, age 40, delivered of a female child at 11pm. A perfectly natural labor, completed in one hour—ordered her gruel to be made at 2pm—and to be continued with as much [illeg.] ess. as she liked, which she declined; on the [illeg.] day ordered her in addition one pint of porter, 2oz [illeg.], gave the nurse a gill of rum—but

538 Wright-St Clair RE 2003. *Historia Nunc Vivat: Medical Practitioners in New Zealand 1840–1930*.

539 Beryl Roberts. *He made his mark*. https://projectthink.com.au/wp-content/uploads/2014/02/JJ_HeMadeHisMark_complete.pdf

540 *Australian Almanac* 1867 page 243.

541 *Sydney Mail and NSW Advertiser* 2 March 1889 page 463.

I have refused the patient any spirit which has caused great dissatisfaction & display of temper; & I have discovered that this woman (before this confinement) as well as others, has been in the habit of [illeg.]ing [illeg.] the internal [illeg.] & of obtaining wine & spirits upon the [illeg.] of its [illeg.] & her cases where [illeg.]—but the Emigrants labor under the idea that the wine & spirits on board must be consumed & that which [illeg.] without any reference to the care of ticking may be.

Bad water,

The provisions have been of very poor quality throughout the voyage. The water has, occasionally, been bad, for which the emigrants take juice & spirits, has been the only remedy.

Petty theft,

There have been repeated cases of pilfering lately, among the emigrants chiefly in articles of clothing, taken from the births—& on one occasion money—Wm. Lethbridge having lost in the night 1-10, out of his locker, but as there was no evidence to implicate any one I declined entering into an investigation. Having received, however, a letter to day signed by four of the sufferers begging me to organise a general search—directed the constables, with [illeg.], to search the boxes of all who would submit—it was very inefficiently prepared & no property missing was found.

A leaky toilet,

The state of the Emigrants, generally, is healthy. The Decks are cleaned & aired & the bedding brought up on deck as often as the weather permits—which has likely been very scarce. Water closets require frequent use of lime. One of the single womens has been locked up from the commencement of the voyage—being leaky—the only remaining one (in the steerage) is in a still worse state—

*and so offensive as to be unpleasant on the quarter deck. Unless the cocks which let in the water are in a most efficient state, they are sure, by such frequent use,—& improper management, especially by children—to get out of order & cause incessant trouble. I consider them objectionable, altogether, with a supply Pipe.*⁵⁴²

The *Oriental* sailed from Plymouth on 24 June⁵⁴³ (not on 2 June as is stated on the memorial plaque at Plymouth). She arrived at Port Nicholson on 22 October, discharged some passengers and cargo and departed “for Taranika” on 3 November.⁵⁴⁴

Cabin passengers

For Wellington

TURNER WD (25, gentleman), Mrs (20)

VIRTUE GB (24, gentleman)

SCHRODER GW (27, gentleman)

KNOWLES Henry S (47, gentleman), Mrs (34), Henry H (8),
Francis W (7), Arthur (5), John (3), Walter (1)

BEENLEN Richard (35, gentleman)

DISTIN John (38, gentleman), John S (13)

POLHILL Baker (50, gentleman)

For New Plymouth

BROWN Charles Armitage (60, gentleman)

KEMBALL Arthur C (39, Surgeon Superintendent)

Steerage passengers

For Wellington

SCUTCHINGS James (37, gardener), Jane (38), Jane (10),
Charles (7), Benjamin (6), Ellen (2)

542 Printed copies of... surgeons' journals.... ATL Micro-MS-Coll-13-1486.

543 *London Evening Standard* 25 June 1841 page 3.

544 *Morning Post* 24 March 1842 page 8.

*COOPER Samuel (40, Tailor), Elizabeth (35), Charlotte (16),
 Thomas (14), Mary Ann (12), Betsy (9), James (5),
 Frederick (6 months)*
*WILTON Robert (39), Elizabeth (36), Elijah (14), Charles
 (11), William (11), Thomas (9), Job (7), Frances (1)*
*WILLIAMS William (30, labourer), Mary (30), William (12),
 Thomas (10), Amy (8), Daniel (5), Mary Ann (3), infant*
*WATTS William (45, labourer), Sophia (45), Jane (21), Ann
 (19), Matilda (17), Edward (15), John (12), Elizabeth (10),
 Henry (8), Hannah (8), Daniel (5), Jesse (2)*
*SMITH James (28, labourer), Elizabeth (27), Sarah (7),
 Henry (3), John (1)*
LUMSDEN William (28, gardener), Emma (22)

For New Plymouth

*STREET Joseph (40, carpenter), Mary (40), John (15), Ann
 (12), Richard (9), Joseph (7), Jacob (6), Romulus (1)*
*PATTIMORE William (33, labourer), Eliza (32), Elizabeth
 (7), Mary (5), Jacob (3), Joseph (11 months)*
*BISHOP John (34, labourer), Charlotte (34), John (10),
 Walter (8), Benjamin (7), James (5), Emily (3), Thurza (11
 months), Albert (infant born at sea)*
*LANDER Richard (37, labourer), Jane (31), Eliza Jane (9),
 Thomas (9), Fanny (6), John (4)*
*PHILP John (50, builder), Margery (40), Elizabeth (21),
 Richard (18), Louisa (18), Frances (17), William Henry
 (11), Mary Jane (9)*
*JONAS Matthew (39, labourer), Elizabeth (37), John (13),
 Elizabeth (8), Mary (5), Matthew (4), Jane (2)*
BROADMORE George (30, sawyer), Alice (30)
*LETHBRIDGE Richard (44, labourer), Louisa (40), George
 (20), Thomas (18), Richard (15), Mary (13), Emily (10),
 Edith (2)*
HUNTER William (19, labourer), Hannah (21)
DAVIES Thomas (33, tailor), Ellen (30), Thomas (7), Pascoe (1)

HELLIER John (38, lime burner), Elizabeth (36), Thomas (15), William (13), Sarah (11), Elizabeth (9), Susan (7), Ann (5), John (2)
ROBINSON George (44, builder), Mary (35)
HEALE Thomas (28, miner), Susan (27), Richard (8), William (7), Jane (3), Mary (1)
HANCOCK John (25, labourer), Elizabeth (21), John (11)
GEORGE William (27, blacksmith), Ann (26), Ann Bennett (7), Georgiana (5), William Henry (3), Thomas John (10 months)
HURLSTONE Christopher (45, labourer), Maria (20), William (11), Mary Ann (9), Christopher (7)
FOREMAN Richard (43, shoemaker), Susannah (47), David (18), Richard (17), James (17), Stephen (17), Henry (15), James (12), Thomas (13), Edward (11), Harriet (10), William (8), Ann (7), Eliza (5)
POTE Ann (33, servant), MaryAnn (10), Jemima (8)
HENNA John (27)
SKINNER Thomas (28)
VALLACK Jane (23)
SANDERS John (43, labourer)
William (42, shipwright)
William Henry (16, wheelwright)
BRETT George (21, lawyer)
COULLS Daniel (50, blacksmith)
EVA Phillip (19, mason)
STAG Jane (21, servant)
ASHTON Mary (56, servant)
COULLS Mary (20, servant)
GEORGE William (50, miner), Jane (49), Mary (26, servant), Susan (21, servant), Matilda (17, servant)
SHUTE Thomas William (27, labourer)



Charles Armitage Brown in about 1840.

The papers of Charles Armitage Brown, famously friend and biographer of John Keats and aged 54⁵⁴⁵ on the voyage, include pages from an outdated (1838) diary with notes written in a kind of shorthand, as well as an introduction and three passages from an account at least partly written after Brown's reunion with his son at New Plymouth,⁵⁴⁶

545 Although the list of passengers gives his age as 60, he was actually 54 (EH McCormick 1989. *The Friend of Keats: A Life of Charles Armitage Brown*, Wellington, Victoria University Press).

546 ATL Micro-MS-Coll-20-1877.

Out of New Zealand it is not the fashion for ladies and gentlemen to be stark naked in the presence of one another. Even those going to New Zealand do not think it requisite to accustom themselves beforehand, on board their ship, to the bare usages of savage life; but all happen to meet together attired in the usual complement of wearing apparel. Yet were it otherwise, would any one of the passengers be excusable for giving to the public his observations and comments on the several appearances of his companions? To my mind he would be deservedly blamed by every one of his readers; and, if so, I might be as deservedly blamed, were I to publish my observations and comments on the nakedness of the minds and dispositions of my fellow passengers; during so long a voyage, nearly as long as well can be, without the relief of touching at any place in the way, cooped up together, necessarily exposing themselves to the effects of great or petty vexations, and liable to have “the indisposed and sickly fit” mistaken for “the sound man,” naked indeed are their minds and tempers, more than is seemly for description by any writer who entertains a respect for his character as a gentleman. Besides, I feel that a breach of confidence would be committed, were I to satisfy the curiosity of strangers on such subjects; for there is an implied confidence entered into among fellow passengers on a long voyage. Not that I am concealing a host of circumstances, derogatory to the parties, or which might be turned to a ludicrous account; quite the contrary. Yet in return for this very courtesy and forbearance—if I may lay lawful claim to such terms—it may be said that I do not tell the whole truth and nothing but the truth; then my answer is—“I tell the whole truth necessary for my purpose in describing the voyage to my reader and if it should be carped at as not being absolute truth, it is, at all events absolute verisimilitude.” Every ship that sails in the same year with cuddy passengers and free emigrants from England to New Zealand must be so alike in character that a

description of one is, with no important difference, a description of another. I do not act on Boccaccio's principle that a good fiction is quite as valuable as a good truth; because putting other arguments on that point out of the question, I do not believe that any fiction of mine would be good enough in Boccaccio's sense of the word. Something, however, must be done to impress on my mind that I am surrounded by living beings, by social companions, during the voyage; otherwise my account of it would want verisimilitude; and it struck me, while listening, a few days since, to my son's anecdotes of and concerning his fellow cuddy passengers that what he chanced to experience, though somewhat different, was alike in all essentials; that I could, without any impropriety, either towards my former companions or towards my future readers, adopt his anecdotes, or interweave them with my own at my will and pleasure; so that the company of neither ship, the Amelia Thompson and the Oriental, will be actually, though both will be virtually described. With this explanation, truth is told while no confidence is betrayed—nay, twice as much truth as could be told by what I conceive to be the objectionable description. At the same time, I beg leave to state that whatever I may choose to write of the Captain of the Oriental, Captain William Wilson, of the Surgeon Superintendent Mr. A.C. Kemball, the Crew, and of the free Emigrants, is not only virtually but actually true.

Having thus made, I trust, the extent of my truth-telling understood, the reader may rely on my keeping within the bounds, on the opposite side, which I have prescribed to myself. A detailed account of so long a voyage, more dreaded, perhaps, because little known, or even guessed at, by the majority of English men & women, will, in my opinion, because I stood in need of precisely such information before I commenced my voyage, be useful and, therefore, interesting. Should it be objected that it can be worth but little, it being

deficient in incidents, and that the few afforded might be easily imagined without my being at the pains of telling them, let it be borne in mind that, probably, the very same objection, anticipated, has withheld others from furnishing the fire-side readers in England with a similar account of the manner in which days are passed at sea by human beings in the same ship, which might be welcome, if only from curiosity. Such imprisoned beings must necessarily be, for the most part, idle; and idle to such an extent, that trifles, for the time, become important. To describe a continuance of such idleness may be distasteful to some; while, possibly, those very persons would be dissatisfied, if they were not properly informed of the mode in which so long a period was passed; and they might particularly resent any addition of a romantic nature, or any high colouring of fact, in order to render them racy and more readable. If it is right to give a detailed account of a long voyage, if it will be acceptable as a piece of useful information, its insipidly, being its chief characteristic, must be endured, like the voyage, with patience; because it cannot be otherwise, & a real account at the same time.

Some fragments of his “truth-telling” follow, the first a piece (the first part missing) continuing the theme of idleness and contrasting it with sloth,

(continued) and then let us be careful to be idle, lest we be slothful. I have read in some author, I forget who,— “It is better to do the idlest thing in the world than to sit idle for half an hour”—which I interpret into “than to sit slothful for half an hour”. Unfortunately we have little idleness and much sloth on board the Oriental, while within the tropics, especially among the free emigrants; a bad sign in them, as sloth sits brooding on the eggs of mischief, till hatched they must be, if she should be permitted to sit long enough on them. In my idleness I often noticed from my seat on the poop, the no proceedings of the free emigrants, and speculate on the

probable consequences. With few exceptions they were slothful to excess. Having nothing to do, it is evident they think themselves suddenly transformed into ladies and gentlemen, and, as such, it was becoming to be slothful. It may be natural that men and women, whose lives have been passed in labour, should welcome a state of rest precisely in the manner I witnessed; yet that is little to the purpose because it is perfectly natural for us to do many things, which are perfectly wrong for us to do. Then I further amused myself in observing that the exceptions consisted of the most respectable emigrants, who contrived to find occupation, some in acting as servants, some as sailors, work-women, or shoe-makers, some in keeping clean and well-polished the Captain's fire-arms—for all which they were paid, some in one way, some in another, besides being relieved from the unhappiness of sloth. My man, Broadmore, in his attendance on me personally, could not find sufficient occupation, so he accepted, nearly from the first, the office of knife-cleaner and silver spoon and fork polisher, for which he has reward in messing with the Steward and the 2nd and 3rd Mates which he prefers to his originally appointed mess with the emigrants. His wife, also, messes at the same table, in return for her industry and useful qualities in washing up the tea-things and such feminine employments. Thus I mean to explain that every industrious emigrant on board the Oriental, since the industrious do not form an over-numerous class, might if such were his or her good will and pleasure, be, in some way or another, profitably employed and released from sloth.

Whether our superintending surgeon, conscientiously followed the children's philosophy of the game of drawing up a bucket of water by means of papa's boot, or that he thought a little fun on his part might induce the sluggish emigrants to invent amusements for themselves, is not for me to determine. Certain it is, however, he adopted the children's philosophy,

and won his Cap and Brees in a becoming manner. It is a custom among Sailors, if they can catch any one of the Passengers in the act of climbing aloft—that is, of intruding in their lawful domain—to tie him there fast, and refuse to release him, till such time as he should choose to enter on terms for an allowance of grog to the crew. One idle afternoon, Mr. Kemball kept looking up at the mizen rigging, and expressed a desire to climb the ropes. The opportunity appeared good, and we all faithfully promised that none of the crew should have a hint of his stealthy frolic from us. For a while he was too timid; but, assured no Sailor....

Sadly it ends there. Another account is in the form of a conversation between a man named “Dyke” (there was no one of that name among the passengers) and the Captain and Surgeon,

Dyke. What is that you are saying about the emancipation of the negroes from slavery? You mean, their liberation from protection.

Capt. Not exactly.

Dyke. No? why, they have been abandoned to their own resources, without industry or the means of taking care of themselves.

Capt. Spurred on by necessity, men quickly become industrious, and obtain those means.

Dyke. The slave was better as he was; more comfortable, and more to the profit of his owner.

Capt. More comfortable, Sir, with his back lacerated by a whip?

Dyke. Generally speaking, they were treated otherwise—treated with kindness.

Doctor. Only liable to be treated with the whip, and not allowed to possess property of their own.

Dyke. *They certainly possessed property; because many instances have occurred of a slave having bequeathed by a will.*

Capt. *Under favour, and by special permission of his owner.*

Dyke. *Certainly.*

Capt. *Emanating from the same merciful power that subjected his body to the whip. I wonder how many per cent has been given for any special permission to bequeathe.*

Dyke. *You are always talking of the whip, as if it was always being inflicted, morning, noon and night.*

Capt. *I never heard that there were any particular days or particular hours excepted.*

Dyke. *But punishment can only be felt, when actually inflicted.*

Capt. *I doubt that. The pain of apprehension, may have been as great as, you seem to acknowledge, it was increasing.*

Dyke. *That is a point which neither of us can determine. But of this I feel assured—there are different degrees of souls in different degrees of society; and that superior races of men are endowed by nature with superior faculties, and, consequently, superior privileges.*

Capt. *In one word, a man of good family like yourself has a better soul than one of my crew?*

Dyke. *If your question must be answered, I think, without self flattery, I may say mine is naturally better.*

Capt. *Mr Dyke, I have the honour of drinking to your very good health.*

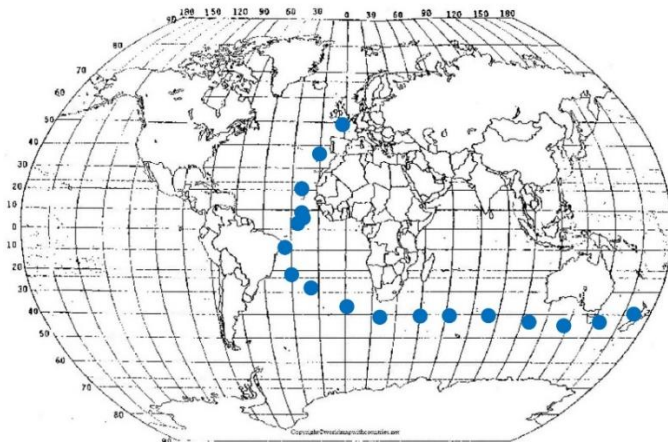
Doctor. *And should there be, as you imagine, a difference, may you enjoy many years before the fact shall be certified!*

The third appears also to be a resumption of a piece begun elsewhere, on the difficulty of dining in a storm at sea,

(continued) [my] glass skipped off, and a voice from the further end of the table exclaimed— “Mr Brown, I did not expect you would send me an empty glass!” “Morgan!” called out the Captain, “Morgan! instantly put all the glass

on the swing-tables—*instantly!*—did I not say, *instantly*, Sir? And look—that butter-boat will be over!—can no one save the melted butter? No, no Steward; don't pour out the beer. Keep it to yourself till some one is bold enough to ask for it. There she goes again! Here's a bobbery!" To me the fun was better than half a dozen dinners in my enjoyment of it; I found that my efforts to render assistance were fast abating; when there came a heavier swell and lurch than ever, and the lady at my right hand could no longer attempt to save any thing but herself; she gazed at me imploringly, as if I could avert the misfortune, and piteously sighed out— "Oh! how very wretched! Oh! who would consent to exist in a world like this?" I should not have laughed so immoderately, if every one else had not worn so grave a countenance. Had it occurred to me at the moment, I would have proposed a toast to what the Captain called— "The delights of the Pacific Ocean!"

Brown noted the latitude and longitude every day of the journey, so the route taken by the *Oriental* can be mapped,



The route taken by the *Oriental*
 (each dot is the weekly position, from Charles Brown's record)

Sarah (Hellier) Sole was eleven years old on the *Oriental* and in 1926 the *Taranaki Herald* interviewed her, when she was in her nineties, about conditions below decks,

SHIP LIFE IN 1841.

An interesting description of life on the crowded emigrant ships of the forties was given by Mrs. Sole. Leaving their old home at Netherbury, in Dorsetshire, Mr. and Hellier and family embarked on the *Oriental* in June, 1841, and the voyage of about four months, as Mrs. Sole remembers it, was a fair one, though the ship rolled very much. The Children enjoyed the voyage, having no work, a little schooling, and the opportunity of playing on the decks when the weather was fine.

Mrs. Sole remembers how the passengers were disposed throughout the ship under conditions which today would be regarded as very cramped and rough. The few cabin passengers were quartered on the main deck. The emigrants were below, divided into three divisions — young men, in the bows; young women, aft; and married people, with their children, adjacent to the young women. There were also intermediate passengers, a less numerous class, with rather better quarters than the emigrants. The married quarters already referred to consisted of one big apartment, with bunks all around the walls, in tiers, and in the centre tables which were pulled up to the ceiling when not in use for meals. Here the men, women and children lived together, and for privacy it was necessary to dress and undress in the bunk, with curtain drawn. The food was very good, for those days, but Mrs. Sole remembers the delight of tasting bread at Wellington after having for months nothing but hard biscuits made from something similar to what would be called sharps nowadays and be fed to pigs.

After the call at Wellington, the first port touched at since England was left, disembarkation took place at

New Plymouth on a beautifully fine Sunday morning; with Mt. Egmont and the bush which covered the surrounding country showing at their best....⁵⁴⁷

The schooner *Regina* had brought Captain Liardet from Port Nicholson to replace Henry King as the Company's agent for Taranaki. The *Regina* arrived off Taranaki on 3 November and was swept onto the Kawaroa reef on the 9th. The *Oriental* arrived on the 7th.

Captain Liardet wrote on 13 October to Woollcombe, recommending moorings be laid and offering to lay them "in a good place, and in a seamanlike manner". He asked the Company to send out a marine barometer, a printing press and "a moveable crane, fixed on a stand, to haul heavy things out of the boats when hauled up on the beach".⁵⁴⁸

Liardet wrote to Col. Wakefield on 20 November,

Sir, Since writing to you last, the "Oriental" has had a very narrow escape. On Sunday, the 14th., at about four o'clock in the morning, this place was thrown into the greatest consternation by several alarm guns being fired from the "Oriental". I immediately ordered guns to be fired from the shore, to show them that we were acquainted with their situation, and then made all possible haste to Moturoa, it being the most likely place to launch a boat. We had a large party to launch the boat, but to my great surprise and disgust I could not make up a boat's crew to go with me, the most of them were panic struck by the appearance of the weather, more particularly the whalers. Capt. King coming down at the time immediately volunteered to an oar, and we were just on the point of launching the boat through the surf, one man

547 From 1841 to 1926, a lady's memories of New Plymouth.
Taranaki Herald 9 October 1926.

548 Liardet to Wakefield 13 October 1841. New Zealand Company: New Plymouth Settlement papers. ATL qMS-1461.

short, when another man—unwillingly—made up the crew. At the time it was raining very heavily, with a fresh breeze, and much swell. When we got on board, I found she was in a very dangerous situation, about a cable's length⁵⁴⁹ from the rocks, between Moturoa and the Huatoki. To the best of my recollection Capt. Wilson stated that the ship commenced to drag her anchor before he could make sail on her. He was therefore obliged to veer cable again, I think to 60 fathoms. The proof that she must have dragged her anchor some distance, and through foul ground, is that her anchor stock was broken in two pieces, and floating close to the Ship. However, with Capt. Wilson's seamanlike management, and Capt. King's readiness in attending in every place where he could make himself most useful, and some more timely assistance having arrived from the shore, which enabled us to set all her sails quickly, and attend everything at once, and good fortune would have it the wind favoured us just at the moment when every thing was ready to slip the cable, and cut the spring; which, being done, to my great joy I saw the ship gather way, and clear the rocks. I cannot express to you how anxious I was about her, more particularly as the next day was the commencement of giving out the Town sections. I feel quite certain if the "Oriental" had gone on shore, that the people here would have protested against the place, and refused to take their lands; so you may suppose that I must have felt happy in seeing her safe off. Pray write to the Directors and impress on their minds the necessity of sending out moorings to this place immediately.⁵⁵⁰ In my opinion none of the accidents that have taken place would have happened if we had had moorings here. The people at the Waitara are alarmed at few of the Waikatos having arrived there to plant

549 A cable length is about a tenth of a nautical mile or 100 fathoms—more or less 200 yards.

550 Moorings were shipped on the *Timandra*, long before Wakefield could have conveyed Liardet's request to England.

potatoes, ready for a large party of the same tribe who are expected in about a month or perhaps less. Some of our good people here do not feel particularly easy, therefore Mr. Creed and myself leave this on Monday to see what their intentions are at the Waitara. From all I can hear at present, it appears that they intend to take possession of the land on the other side of the Waitara, which I must prevent as early as possible. I do not expect to have the least difficulty in settling everything quietly. Since I wrote to you last, we have had a heavy gale of wind from the Northward, which has entirely destroyed the "Regina" for ever going to sea again; she was sold on the 18th. of this month, after three days notice, for £150; masts, sails, rigging, anchors, cables, etc. If the weather had held fine, I had every hope of getting her off; but one cannot depend on the weather here for any time. I fear I shall have to draw more money than I expected, as the Plymouth Company appear to be very much in debt here. I shall take the earliest opportunity of clearing up the accounts, and sending them to you. Will you have the kindness to send us some flour, as soon as you can conveniently? We have nearly finished with giving out the Town sections, and the people appear pleased with their choices. Should there be anything of consequence about the Waikatos, I will send and let you know as early as possible, but I do not apprehend the slightest difficulty of any kind.

I remain etc., F. Liardet.

The news reached London from Wellington four months later,

The *Oriental*, Wilson, arrived here from London; whilst discharging at New Plymouth (Taranake) lost two anchors and a chain, and struck on a rock, but is supposed to have received little or no damage.⁵⁵¹

551 *Lloyd's List* 23 March 1842 page 2.

The danger to Taranaki shipping was emphasised by the *New Zealand Gazette and Wellington Spectator*,

The *Oriental* arrived last Friday night from Taranaki. Capt. Wilson used great dispatch in landing his passengers and the goods in the vessel at New Plymouth. He had unfortunately, however, to slip his cable, and run, by which he has lost an anchor and chain. Captain Wilson reports the wreck of the schooner *Regina* at Taranaki, and it seems improbable that she will again be got off. We hope these misfortunes will not be unattended with good to New Plymouth. Competent persons have stated that if good heavy moorings were laid down at the Sugar-loaf Islands, cargo could be shipped and discharged there, with little danger to vessels. When bad weather was evident, with the aid of moorings, all sail might be set, and when ready, a fair start made; but while vessels have to get up their anchors, they must be drifting to leeward for a long time before they are in a condition to set sail—and loss of the vessels must frequently be the case. With the aid of moorings, the vessels would make sail so much sooner than without them, as the heaving up a great length of cable in a heavy seaway represents time. If that task represents one hour, that would be the saving of the loss in question; besides which, they would then always be secure of an offing equal to the distance of the moorings from the land; a difference, in fact, upon which the fate of the vessels, in bad weather, might almost be said to depend. We have no doubt Capt. Liardet will have brought this important subject under the attention of the Directors; while the misfortunes which have befallen the shipping at Taranaki, will secure immediate attention to the matter; and we would fain hope that by this time twelve months,

that which is necessary will have been done for our fellow Colonists in that part of the Island.⁵⁵²

The delay in getting the *Oriental* out of danger is explained by Wakefield in a letter to Ward in London,

*The "Oriental" arrived at Taranake on Sunday the 7th Octr., landed all her emigrants and baggage the same day and discharged her cargo during the week. On the night of the 13th it came on to blow from the N.W., as indicated by the barometer; when Capt. Wilson roused his crew in order to get under way; but owing to their having received spirits from some of the emigrants, they were not on the alert and an hour was lost, which might have been profitably employed in weighing.*⁵⁵³

In other words, the crew were too drunk to work. The *Oriental* finally departed Taranaki on 14 November.

Charles Brown senior was less than impressed by the lack of a harbour and his experiences on the *Oriental*. He planned to return as soon as possible to England and wrote to his friend Trelawny who sent an extract to the *Times*,

Coast of Taranaky,
Jan. 23, 1842.

My dear Trelawny, - Should my health and strength permit me to survive the voyage, you will see me, or hear of my return to England. It is probable that Carlino may not accompany me, but follow me in a short time, in another ship. That folks should be disappointed in their expectations of New Zealand might well be, and yet nobody to blame but themselves; and if such were the case, we could have no just cause of complaint. But the

552 *New Zealand Gazette and Wellington Spectator* 24 November 1841 page 2.

553 Wakefield to Ward 20 November 1841. Colonial Office NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.

Company promised us a port, and do not grant one to the settlement of their New Plymouth. The consequences were (for this coast is extremely dangerous of approach), wrecks and partial losses, together with a dread of sending any vessels to us from Sidney or Port Nicholson, while we have been and now are threatened with famine, unless a man can exist on the fern root, which I cannot. The labourers were the first, about five weeks ago, to convene public meetings for the purpose of considering how best to avoid their threatened fate. At two of these they requested me to preside; but I am sorry to say nothing was elicited except their want of means and want of unanimity. Since that time our stock of course has been diminishing, with less hope of supplies, and our land purchasers also have had their meetings. At the second I was told that several of the company's agents would attend, so I went and found them there. I found the meeting busy in discussions on the best means, by petition, or what not, of speedily obtaining the construction of a port here. All this they were about explaining to me, when, thinking I held a broom in my hand to sweep away cobwebs and rubbish, I inquired if Mr. F.A. Carrington, the company's chief surveyor, was present? Upon this he bowed, and acknowledged himself. "Then allow me," said I, "to ask you, in your public capacity, where is the Port of New Plymouth?" he replied, without hesitation, "Port Hardy." Up I jumped, with my question, already prepared in writing, scrawled down his answer to it, and obtained three witnesses to my question and his answer, two of the witnesses being magistrates. "Then," said I, coolly folding up the valuable document and putting it safely into my pocket, "New Plymouth must be at Port Hardy, to which I and my son declare ourselves ready to proceed, and thus fulfil part of the agreement entered into with the company, for which

I have their documents printed and written. All looked aghast and remained silent. "I am aware," I continued, "that Port Hardy is in D'Urville's Island, which is little more than an almost inaccessible craggy steep, yet, to fulfil our part of the contract, we declare ourselves willing to go thither, with all our goods and machinery, in proper ships, we having already paid for our passage in the chief cabin and for freight from Plymouth, in England, to the port of New Plymouth, in New Zealand." "But, Sir, it is an impossibility; there is not land there sufficient for building half-a-dozen houses." "The possibility rests with the company; let them convey thither enough land to fulfil their part of the contract with the purchasers, at least enough for me and my son, no more than 201 acres?" "All this must be nonsense, it cannot be - it is not possible." "Of that it is not my business to judge. We insist on nothing but what was specially promised to us by the company - viz. to be conveyed, with our goods, &c., to our proper destination, for the due performance of which we shall forthwith petition his Excellency the Governor. Should the company say 'it is not possible,' we will try if it is more possible for them to return our purchase money, our passage money hither and back to England, our amount of freight, our loss on the goods and machinery we have bought, and our other losses, which I cannot now specify, but which we will, at our leisure, specify before going into a court of law." The meeting was then broken up, no one having recovered from the stare of surprise I had occasioned. This happened only three days ago. By another document in my possession, the company is liable to pay damages to every one of the labouring emigrants who are promised a port to Plymouth in New Zealand; and it is known and (I suppose) commented on that I have explained their claim to them; for already

there are symptoms of the company's tyranny, through their agents, being in a course of relaxation. I begin to fear that the boasted capital may fail in satisfying the many claims. Only imagine our being told that we must cross the sea 100 or 110 miles distance to arrive at our port! Was ever anything more impudent? make what use you please of this letter, bearing in mind that I wish it to be published in the papers as a warning to others.

Yours very truly,

CHARLES BROWN.

P.S. Premiums of insurance from Sidney to this place, I hear, is 60 per cent; I hear 90 per cent. is proposed to be asked from Port Nicholson to this place.⁵⁵⁴

Brown died of a stroke in New Plymouth on 5 June 1842, before his letter was even published.

Captain Wilson was grateful for the help from ashore and wrote to Liardet,

*Sir, Please to pay to your boatmen the sum of ten pounds for their assistance in getting my ship out of danger and draw for the same on Robt. Barry Esq. 20 New Cty. Chambers, London.*⁵⁵⁵

Liardet was well liked, but perhaps not well equipped with commonsense, for on 29 November 1841 he was involved in a piece of monumental stupidity. Rumours of a Māori uprising were rife, so they tried to clean up a cannon from the wreck of the *Regina*,

Captain Liardet, Mr. Cutfield, Mr. Watson (late of the Amelia Thompson), and a seaman belonging, to the Regina, were examining a piece of ordnance taken out of

554 The *Times* 31 August 1842.

555 Colonial Office NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.

the Regina. The chamber of the gun was full of iron rust and sand, and Captain Liardet ordered about three quarters of a pound of gunpowder to be poured down. The gun was then lowered to the ground, the touch-hole cleared, and primed; but three attempts to fire it off failed. Captain Liardet then threw a small piece of lighted coal down the muzzle, but it stuck somewhere, and did not reach the powder. It was then proposed to elevate the breech, pour out the powder, and let the blacksmith clear out the dirt with an iron bar. It is most extraordinary that no person present recollected the piece of lighted coal thrown in five or six minutes before. The gun was placed with its muzzle in the sand; the powder ran down and reached the coal, and an explosion, of course, took place. Captain Liardet and Mr. Watson received its full force, and the seaman escaped with a quantity of sand in his eyes.

Captain Liardet was taken to bed quite sensible, but his face was coal-black, much swollen, and both eyes closed. Mr. Watson was much in the same state, but could see a little with one eye. The seaman could not open his eyes, but thought his sight was uninjured.

This was the state of the sufferers on the 29th of November, the day (we believe) on which the accident, occurred. Accounts a week later mention that Captain Liardet was delirious. Another letter intimates a chance of his recovering his eyesight, at least partially.

This sad occurrence had produced the greatest affliction at New Plymouth, where Captain Liardet is much and deservedly beloved. He appears to have gained universal good-will by his cheerfulness and energy, and his ready sympathy with persons of all classes placed under his guidance and protection.⁵⁵⁶

556 *New Zealand Gazette & Wellington Spectator* 22 December 1841 page 2.

Liardet, blind in one eye and impaired in the other, resigned and left soon afterwards for England.

Liardet's barometer ("A Best Solid Wood Barometer with long Thermometer in Front &c"), with an invoice, was shipped on the *Blenheim*,⁵⁵⁷ to arrive in New Plymouth well after Liardet's departure.

Watson was cared for by Drs Evans and St George who later certified in 1843 in support of his claim for compensation,

*This is to certify that we attended Mr Watson in his late accident, and consider, from the serious injuries which the coats of the eyes then sustained, that vision will be considerably impaired for life.*⁵⁵⁸

Cutfield wrote to Wakefield (damning with faint praise?),

*The boat sent out by the "Oriental" will make a fine little vessel of about seventeen tons. Some of our settlers I think, will be happy to purchase her to run to Kawhia, Mokau, and the Waitara, as she would be of no use here as a boat. I am converting her into a vessel, by running up her top sides, and putting on a deck, false stern etc.*⁵⁵⁹

Chapter 6: Back to the East

The *Oriental* left New Zealand for Manila, arrived on 2 February 1842, was at Singapore on 2 March, left Bombay 5

557 Puke Ariki ARC2001-363/6 Folder 15.

558 James Evans and George St George 9 May 1843. New Zealand Company correspondence Puke Ariki Ms069/4.

559 Cutfield to Wakefield 5 May 1842. NZ Company: New Plymouth settlement papers. ATL qMS-1461.

October, at Colombo from Tutuoreen 7 December, sailed for Canton 31 December, reached Macao on 15 March 1843 and sailed for London on 3 May, calling at St Helena on 29 August.

On 29 October, “The *Oriental*, Wilson, arrived in the Downs, experienced a hurricane, 12th inst. in lat. 43. lon. 29., lost boat, and had part of her poop stove in by a sea.”⁵⁶⁰ On 31 October she was in St Katherine’s Dock off the Thames.

After repairs she was surveyed in the West India Dock on 30 November 1843 and classed A1. The surveyor noted,

*At Bombay in the present year, was stripped, 24 feet of false keel, aft, sheathing renailed and sheathed with Copper over Chunem. At the present time stantions and waterways caulked. She is throughout in a very high state of efficiency and fit for the safe conveyance of dry and perishable cargoes to and from all parts of the World and may be classed A1 with the asterisk.*⁵⁶¹

She came down the river and sailed for Bombay on 9 April 1844,⁵⁶² called at Madeira 1–3 May,⁵⁶³ reached Bombay on 10 August,⁵⁶⁴ sailed on 4 October for Colombo⁵⁶⁵ on the 28th, thence to Tutuoreen, Hongkong on 2 March 1845, Whampoa,⁵⁶⁶ then sailed for London from Hongkong on 10 April,⁵⁶⁷ she reached St Helena on 25 July⁵⁶⁸ and was off Portsmouth on 24 September.⁵⁶⁹

560 *Lloyd’s List* 30 October 1843 page 3.

561 *Lloyd’s Register of Ships* 1843 document LRF-PUN-LON616-0249a-R_0001.

562 *Caledonian Mercury* 15 April 184 page 4.

563 *Morning Advertiser* 22 May 1844 page 4.

564 *Shipping and Mercantile Gazette* 3 October 1844 page 2.

565 *Shipping and Mercantile Gazette* 5 December 1844 page 2.

566 *Lloyd’s List* 5 June 1845 page 3.

567 *Greenock Advertiser* 5 August 1845 page 2.

568 *Shipping and Mercantile Gazette* 20 September 1845 page 2.

569 *Liverpool Albion* 29 September 1845 page 10.

On 8 January 1846 she was cleared out with cargo from London for Bombay.⁵⁷⁰ By April 1847 she was back in London and loading again for India,⁵⁷¹ her captain now TP Taylor.

She was back in London from Bombay on 31 March 1848.⁵⁷² On 10 June she sailed from Plymouth for the Cape of Good Hope, under Taylor's command.⁵⁷³ She arrived in Table Bay on 25 August,⁵⁷⁴ carrying 194 emigrants, some from Hull and neighbourhood—

65 farm labourers, 2 shepherds, 1 gardener, 7 smiths, 7 carpenters, 1 wheelwrights, 1 bricklayers, 2 masons, 16 female house servants, 5 dairymaids, 27 female farm servants, 10 women (married) not above specified, 50 children”.

Amount of passage money, gratuities to the Surgeon Superintendent, Schoolmaster, and Officers of the Ship, and expenses incurred after arrival: Passage money £1650 7 6, Gratuities £120 10, Expenses at Cape Town £127 7 8½. Expenses at Port Elizabeth £152 6 9—Total £2054 11 11½.⁵⁷⁵

She sailed on 3 September for Algoa Bay⁵⁷⁶ in the Eastern Cape, thence to Bombay on 6 November.⁵⁷⁷ Anjer, Canton,⁵⁷⁸ Whampoa, Hongkong, Singapore,⁵⁷⁹ Bombay on 6 June

570 *Public Ledger and Daily Advertiser* 9 January 1846 page 3.

571 *Public Ledger and Daily Advertiser* 24 April 1847 page 4.

572 *Lloyd's List* 4 April 1848 page 1.

573 *Lloyd's List* 12 June 1848 page 1.

574 *Morning Advertiser* 27 October 1848 page 4.

575 *Grahamstown Journal* 6 January 1849.

576 *Hull Packet* 3 November 1848 page 3.

577 *Lloyd's List* 19 December 1848 page 2.

578 *Lloyd's List* 18 April 1849 page 3.

579 *Lloyd's List* 23 June 1849 page 3.

1849,⁵⁸⁰ finally departing for London on 3 September⁵⁸¹ and arriving off Deal on 18 December.⁵⁸²

On 7 January 1850 she was surveyed by Lloyd's, the surveyor noting,

From her very firm condition and high state of efficiency I am of opinion she is fit for the safe carriage of dry & perishable cargoes to & from all parts of the world and may retain her present class—AEI.

Chapter 7: to Australasia.

On 12 January 1850 the “*Oriental, Taylor*” was entered outwards for Sydney,⁵⁸³ cleared outwards for Port Phillip and Sydney on 23 May,⁵⁸⁴ anchored off Dover on the 25th and was off Plymouth on the 31st.⁵⁸⁵

580 *Morning Herald* 30 July 1849 page 6.

581 *Glasgow Chronicle* 7 November 1849 page 7.

582 *Globe* 19 December 1849 page 3.

583 *Public Ledger and Daily Advertiser* 14 January 1850 page 3.

584 *Lloyd's List* 24 May 1850 page 4.

585 *Shipping and Mercantile Gazette* 1 June 1850 page 4.

MELBOURNE.

ARRIVED.

September 23—*Oriental*, ship, 507 tons, T. P. Taylor, commander, from London. Passengers, cabin. Messrs F. Hentig, Richard Griffiths, and Mr Steel, surgeon; intermediate, Emily Goodfellow, John Dawson, A. King, J. Warne, John and Walter Godfrey, Geo. Eyles, G. Shoring, G. Hammond, G. Neil, Miss Falloon, George Patrick, John Tier, wife and three children, Mary Callaghan, W. Jenkins, Thomas Knowles, Thomas Haywood, Ann Smith, Lavershaw, wife and family, J. G. Sike, wife and ten children, Geo. Luckie, Blundell, wife and child, S Davis and wife, Geo. Heard, and H. Higman. Dalgety, Gore and Co., agents.

Geelong Advertiser 25 September 1850 page 2.

Published on 3 October, in the *Melbourne Daily News* "DRUNKARDS LIST" (page 2), "George Birch, boatswain of the *Oriental*, James Donohy, an old offender, and Mary Carlin, a widow of apparently three score years and ten, [were fined] ten shillings each."

She departed for Sydney on 12 October and arrived on the 26th with whiting, salt and beer⁵⁸⁶ and in November was refitting in the Cove.⁵⁸⁷

She departed on 2 December for Port Cooper (Lyttelton) via Twofold Bay, carrying tobacco, horses, rams, brandy, sugar, prints, ale, tea, coffee, rice, boots, drapery, cordials, copper

586 *Shipping Gazette and Sydney General Trade List* 26 October 1850 page 278.


587 *Ibid.* 2 November 1850 page 285.

boilers, umber, red lead and glass.⁵⁸⁸ And two passengers.⁵⁸⁹ They arrived at Lyttelton on 5 January⁵⁹⁰ but then,

Mr J. Taylor, Commander, of the ship *Oriental* died on Saturday, the 31st inst, after a short illness, and was buried at Lyttelton on the Monday following. The *Oriental*, had discharged her inward cargo, and was only waiting for a fair wind to come on to this port, and may therefore be hourly expected.⁵⁹¹

She was in Port Nicholson on 19 February, now commanded by her first mate, George Hyde.⁵⁹² He took her back to Sydney, where,

**For Cabin Passengers only, to sail immediately,
FOR CANTERBURY,
Touching at WELLINGTON to land Pas-
sengers.**



THE teak-built ship
ORIENTAL,
George Hyde, commander.
The cabin accommodation is
of the first order, and early application is ne-
cessary to the Commander, on board; or to
B. A. BRYANT,
9398 **King-street.**

Sydney Morning Herald 14 May 1851 page 1.

She was back at Port Nicholson under his command in July 1851, from Sydney.


588 *Sydney Morning Herald* 3 December 1850 page 2.

589 *Ibid.* 9 December 1850 page 2.


590 *New Zealand Spectator and Cook's Strait Guardian* 8 January 1851 page 2.

591 *Wellington Independent* 15 February 1851 page 3.

592 *New Zealand Spectator and Cook's Strait Guardian* 19 February 1851 page 2.

For Sydney direct,

T H E fine first class Ship
ORIENTAL,
 700 tons, G. Hyde commander,
 will sail for the above port about
 the 30th inst.

For freight or passage apply to
BETHUNE & HUNTER,
 Agents.
 Exchange, Wellington,
 July 22, 1851.

Notice.

CAPT. HYDE will not be answer-
 able for debts that may be incur-
 red by any of the Seamen of the Ship
Oriental,
 Wellington, July 25, 1851.

New Zealand Spectator and Cook's Strait Guardian 2 August 1851 page 2.

On 21 July 1851, while the *Oriental* was at Port Nicholson, the barque *Maria* struck a rock off Karori stream and broke up immediately, with the loss of 29 lives, among them her captain, Plank.⁵⁹³ His body was taken back to Sydney, where George Hyde was one of the pall bearers.⁵⁹⁴

Back at Port Nicholson in November 1851, then at Newcastle on 24 December and on to Sydney,

ACCIDENT TO THE SHIP ORIENTAL, CAPTAIN HYDE.
 Yesterday afternoon, as the Favourite barque was working out of the Cove, bound to Melbourne, she ran foul of the *Oriental*, and carried away her flying jib-boom. The Favourite also lost her flying jib-boom and shortly after got clear of the ship.⁵⁹⁵

593 *Wellington Independent* 26 July 1851 page 2.

594 *Sydney Morning Herald* 25 August 1851 page 2.

595 *Sydney Morning Herald* 9 January 1852 page 2.

It was the last time Hyde commanded her. She was in Port Nicholson from Port Victoria (Adelaide) on 30 April 1852 under Captain Edward Shrewsbury⁵⁹⁶ and left for Sydney with him on 8 May. Thence to London,

**NOTICE TO SHIPPERS OF GOLD.
FOR LONDON,**



THE fine first-class
ship
ORIENTAL,
Captain Shrewsbury. This
vessel has only room for 60 bales of wool, and
will sail on or about the 19th instant. For
freight or passage apply to
**SMITH, CAMPBELL, AND CO. ; or
J. B. METCALFE.**

September 13. 6306

Sydney Morning Herald 17 September 1852 page 1.

When she departed Sydney on 24 October 1852 she was carrying gold—

Seven thousand one hundred and nineteen ounces,
sixteen dwts., nine grains, the value of which, at, £3 5s
per ounce is £23,139 8s. 2½d.⁵⁹⁷

She arrived off Penzance on 8 March 1853⁵⁹⁸ and was entered inwards on the 15th at London,⁵⁹⁹ where by May she was loading again for Port Phillip—now commanded by Captain C. Duggan.⁶⁰⁰ She departed London on 23 July and arrived at Melbourne on 10 December.⁶⁰¹

596 *New Zealand Spectator and Cook's Strait Guardian* 5 May 1852 page 2.

597 *Shipping Gazette and Sydney General Trade List* 25 October 1852 page 297.

598 *Shipping and Mercantile Gazette* 10 March 1853 page 2.

599 *Shipping and Mercantile Gazette* 15 March 1853 page 3.

600 *Shipping and Mercantile Gazette* 24 June 1853 page 8.

601 *Australian and New Zealand Gazette* 25 March 1854 page 20.

On 26 April 1854 she was off the Chincha islands, Callao, Peru,⁶⁰² sailing on 27 July for England.⁶⁰³ On 26 August she put in to Valparaiso, “leaky”⁶⁰⁴ and presumably underwent some repairs, for she did not depart till 5 December,⁶⁰⁵ entering the West India Docks in London on 30 April 1855.⁶⁰⁶

She was entered outwards for Adelaide on 28 May, now commanded by Captain Mackintosh,⁶⁰⁷ Surgeon Superintendent W. Althorpe. She left Deal on 11 June and departed Southampton on the 22nd⁶⁰⁸ with 261 Government immigrants, to arrive on 1 November.⁶⁰⁹ She then sailed for Guam on 22 December.⁶¹⁰

On 2 March 1856 she departed Madras for Liverpool⁶¹¹ and on 23 December was entered outwards from London for Hobart.⁶¹² Her survey for repairs on 14 January 1857 in the London docks listed repairs made and classed her *AE1 again.⁶¹³ On 1 April she left Gravesend for Hobart Town under the command of Captain William Thomas Nixon,⁶¹⁴ carrying 130 immigrants from London. She anchored on 25 July 1857,

ORIENTAL EMIGRANT SHIP.

This vessel came to anchor on Saturday at 12 o'clock, after a long but exceedingly pleasant voyage, and

602 *Shipping and Mercantile Gazette* 6 June 1854 page 4.

603 *Lloyd's List* 19 September 1854 page 7.

604 *Shipping and Mercantile Gazette* 24 October 1854 page 3.

605 *Public Ledger and Daily Advertiser* 9 February 1855 page 4.

606 *Public Ledger and Daily Advertiser* 1 May 1855 page 4.

607 *Lloyd's List* 29 May 1855 page 5.

608 *Australian and New Zealand Gazette* 30 June 1855 page 17.

609 *South Australian Register* 2 November 1855 page 2.

610 *Adelaide Times* 24 December 1855 page 2.

611 *Lloyd's List* 17 April 1856 page 3.

612 *Lloyd's List* 24 December 1856 page 4.

613 Lloyd's Register document LRF-PUN-LON638-0150-R_0001.

614 *Australian and New Zealand Gazette* 4 April 1857 page 13.

presents a remarkably clean appearance. It is consigned to Messrs T. D. Chapman and Co. The female emigrants are of a superior class and will furnish a description of servants that will be highly useful to the colony. Several of them have emigrated under the care of the Family Colonization Company, and others have come out under the Bounty Regulations. The matron, Mrs Waite, is a very intelligent person, and is herself looking out for a situation. The captain was such a favorite with his passengers that songs were composed in his praise, and sang every evening by those of any musical pretensions. The following song composed by Mrs Waite is a fair specimen of the poetical abilities of the passengers.

THE EMIGRANT'S SONG

BY MRS WAITE

(Tune, Ye Banks and Braes.)

'Twas on the first of April morn,
Our loving hearts with grief were torn;
The Oriental spread her sails,
And left Gravesend to court the gales.

Oh! we have left dear ties behind,
Dame Fortune and near friends to find;
And should we by them favoured be,
Then we'll return across the sea.

'Tis in the year one eight five seven,
We trust to sea, we trust to Heaven,
And leave old England we adore,
To reach Tasmania's golden shore.

We love our land, our native land,
With its chalky cliffs and briny band;
And if we plenty riches gain,
Then we'll return across the main.

Our Captain's pious and noble mind,

With grateful feelings do us bind,
We'll tell the world how good is he
Who guides our lives and ship at sea/

He, his officers and gallant crew,
Do everything that they can do;
To make us happy while on board,
So best wishes we accord.

Here's to Captain Nixon and his crew,
Cheers three times three is their due;
And when their mortal voyage is done
Into heaven's safe harbour may they run.⁶¹⁵

A fair specimen of her poetical abilities indeed. Yet Nixon had his critics. The *Hobart Town Advertiser* reported on 28 July,

Thomas Murray, a desperate looking Tar, was tried before the police bench yesterday, on a charge preferred by Capt W. T. Nixon, for assaulting him on the high seas.... The accused pleaded not guilty.... In his defence, Murray said that he had incurred the ill-will of the captain and officers of the ship, and had led a dog's life on board. The captain was in the habit of treating his men on the principle of making flesh of one and fish of another. With respect to the commission of the assault, it was done in a scuffle and unintentionally. He trusted the Bench would take into consideration the punishment he had already undergone on board the *Oriental*, having been kept in irons and on bread and water for 24 days by the captain's orders. The Bench found him guilty, and sentenced him to two months hard labor.⁶¹⁶

“Justitia” was present at the police court and wrote to the editor, “... it is too much the fashion for masters of vessels to strike

615 *Hobart Town Mercury* Mon 27 July 1857 page 2.

616 *Hobart Town Advertiser* 28 July 1857 page 2.

the men; and if it is resented, they are charged with insubordination.... I consider the sentence extremely severe if the sailor had undergone the previous punishment of twenty-four days in irons on bread and water.”⁶¹⁷

The ship’s Surgeon Superintendent seems to have drunk himself to death soon after arrival,

An inquest will be held this day touching the death of a Mr. Thomas, who arrived in the Colony as a Surgeon of the Emigrant Ship *Oriental*, Captain Nixon. The deceased had been compelled to remove from one place to another, until he took up his abode in the Model Lodging House in Watchorn-street, from which place he was removed to the General Hospital, where he died on Saturday last. For some time past he seems to have been resolved on destroying himself by drink, and had been under the medical treatment of Dr Bright for delirium tremens on two or three occasions. It is believed that the deceased had something weighing upon his mind; and the inquest, will, perhaps, throw some light upon the matter.⁶¹⁸

No doubt he did, poor man. But the *Melbourne Age* blamed adulterated spirits—the high duty on spirits and costly liquor licensing fee led Tasmanian publicans to serve out “an abominable compound of stupefying narcotics” causing “intoxication in its most revolting forms.... Amongst the latest victims to this scourge is the late surgeon of the emigrant ship *Oriental*, Mr Thomas....”⁶¹⁹

Nixon warned the public,

617 *Tasmanian Daily News* 31 July 1857 page 3.

618 *Hobart Town Mercury* 30 September 1857 page 3.

619 *Age* (Melbourne) 6 October 1857 page 6.

NOTICE.

I HEREBY CAUTION all persons against giving credit to any of the Crew of the ship **Oriental**, as I will not be responsible for any debts contracted by them unless accompanied by my written authority.

Wm. Thos Nixon,

Master of the Oriental.

Hobart Town. July 31, 1857

2449

Courier (Hobart) 31 July 1857 page 3.


He advertised for those seeking a passage to India,

FOR POINT DE GALLE.

**THE First-class Teak-built Ship
ORIENTAL.**

850 Tons Burthen,

Wm. Thos. Nixon, Commander,

Will sail for the above destination direct on **TUESDAY, 25th instant.** This fine ship has splendid poop accommodation for cabin passengers, and with a lofty 'tween decks offers a first-rate opportunity for steerage passengers proceeding to India,

For rate of passage apply to the Commander, on board; or to

THOS D. CHAPMAN & Co.

Macquarie-street, August 19.

2448

Courier (Hobart) 19 August 1857 page 3.

At the Police Court,

Charles Major, an articled seamen of the ship *Oriental*, charged by Capt. Nixon with desertion, pleaded guilty and was discharged to the vessel.⁶²⁰

She called at Melbourne and Akyab in Burma and on 6 October was at Colombo.⁶²¹ On 20 May 1858 she was back at Gravesend.

On 20 May 1859 she was cleared outward from London, again for Hobart Town⁶²² with 149 woman emigrants,⁶²³ selected under a new policy by the newly formed Tasmanian Emigration Agency. She took 108 days “owing to contrary winds”.⁶²⁴

Twentyfive of the women publicly expressed their “most sincere and very grateful thanks to CAPTAIN W. T. NIXON, for his care and unremitting kindness to us during the Voyage.”⁶²⁵ Nixon published his thanks,

Captain W.T. Nixon's Reply

I HAVE much pleasure in acknowledging the receipt of your Testimonial, and with my very best wishes for your future welfare in the land of your adoption,

I remain,

Yours obediently,

W. T. NIXON,

Ship Oriental.

**To Mrs. Rodman & Family,
and the others signing the
Address.**⁶²⁶

620 *Tasmanian Daily News* 27 August 1857 page 2.

621 *Liverpool Albion* 7 December 1857 page 15.

622 *Carlisle Journal* 24 May 1859 page 4.

623 *Shipping Gazette and Sydney General Trade List* 15 August 1859 page 131.

624 *Hobart Town Advertiser* 10 September 1859 page 2.

625 *Hobart Town Daily Mercury* 13 September 1859 page 1.

626 *Hobart Town Daily Mercury* 14 September 1859 page 4.

She sailed on 27 October and on 8 January 1860 she was at Singapore,⁶²⁷ left on 10 February for Rangoon,⁶²⁸ sailing from Akyab on 7 April⁶²⁹ and arriving off Falmouth on 9 October “with part of cargo (rice) thrown overboard”.⁶³⁰ She sailed on the 12th and reached Liverpool on 17 October. It was the last time Nixon would command her.

On 4 December she sailed for Ceylon with Captain E Holloway,⁶³¹ was at Table Bay on 7 March 1861, Galle on 12 May and Bombay on 28 June, Moulmein⁶³² which she left on 4 November, “got on shore in dropping down the river, but floated off and proceeded Nov. 8”.⁶³³ She left Table Bay on 15 February 1862⁶³⁴ and was at the West India dock discharging cargo on 14 May.⁶³⁵ It was Holloway’s only voyage as master.

Chapter 8: Transatlantic timber

Until now the *Oriental* had been regularly surveyed and her captains and owners duly noted in *Lloyd’s Register*. She was built in India in 1830 and reached Britain in 1831. Her first entry in the *Register* was in 1834, her earliest surviving survey

627 *Lloyd’s List* 28 February 1860 page 3.

628 *Lloyd’s List* 26 March 1860 page 5.

629 *Lloyd’s List* 28 May 1860 page 6.

630 *Lloyd’s List* 10 October 1860 page 1.

631 *Northern Daily Times* 5 December 1860 page 3.

632 Mawlamyine in Burma, at the mouth of the Thanlwin river.

633 *Shipping and Mercantile Gazette* 4 January 1862 page 3.

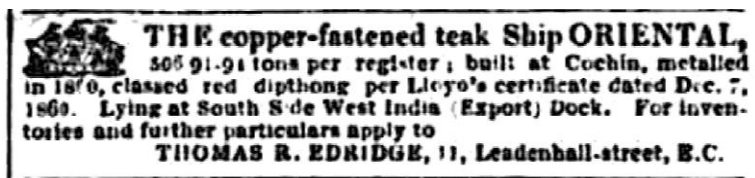
634 *Shipping and Mercantile Gazette* 11 April 1862 page 3.

635 *Shipping and Mercantile Gazette* 14 May 1862 page 7.

document dated 1838. Between 1838 and 1875 the *Register* only listed vessels that had been surveyed and not all owners bothered having them surveyed and thus registering their vessels. There was no formal link between insurance and survey class, though a vessel classed by the *Register* would be known to be seaworthy and likely to attract favourable insurance rates.

Her owner was recorded as Robert Barry of London for the first time in 1838, though probably he had owned her from the launch. In 1853 ownership changed to George Marshall of London and in 1857 to Thomas Edridge of London.⁶³⁶ His name was crossed out in 1864 and from then on no owner was recorded, though Holloway's name continued to appear as her captain till 1869. Furthermore, her last survey was in 1859.

She was in the West India dock discharging cargo from the East on 14 May 1862 and Holloway left her then. On 23 May 1862 Edridge advertised her for private sale,



THE copper-fastened teak Ship ORIENTAL,
506 91-91 tons per register; built at Cochin, metalled
in 1860, classed red diphong per Lloyd's certificate dated Dec. 7,
1860. Lying at South Side West India (Export) Dock. For inven-
tories and further particulars apply to
THOMAS R. EDRIDGE, 11, Leadenhall-street, E.C.

Shipping and Mercantile Gazette 23 May 1862 page 1.

On 10 February 1863 the *Oriental*, 506 tons, Captain Tucker, was entered outwards from the West India docks in London, for Lisbon and Quebec.⁶³⁷ She arrived at Lisbon from Newcastle on 24 March⁶³⁸ and sailed for Quebec on 28 May.⁶³⁹ That is the last we read of Mr Tucker.

636 In 1842 the firm of "Marshall & Edridge" was at 4 Fenchurch St so there may not have been a change in owner.

637 *Lloyd's List* 11 February 1863 page 6.

638 *Lloyd's List* 4 April 1863 page 2.

639 *Lloyd's List* 5 June 1863 page 2.

But probably she had not sold, for Edridge advertised her again in October 1863,

PRIVATE SALES.

 **THE teak Ship ORIENTAL, 506 91-94 tons** per register, lying in the Commercial Docks; was built at Cochin, of the best materials, and is a remarkably strong and good vessel. Has just arrived from Quebec, having taken out locomotives, railway carriages, &c., to Lisbon on her outward passage. For inventories, particulars of cargoes discharged, and other information, apply to
THOS. R. EDRIDGE, 11, Leadenhall street, E.C.

Shipping and Mercantile Gazette 20 October 1863 page 1.

Clearly she didn't sell and Edridge resorted to the auction room,

At **LLOYD'S CAPTAINS' ROOM, ROYAL EXCHANGE,**
On **THURSDAY, FEBRUARY 23, 1864,** at Half-past Two o'clock
(Unless previously disposed of by private contract),
 **THE teak Ship ORIENTAL, 506 91-94** tons per register; built at Cochin, of the best materials, and is a remarkably strong and good vessel; hatchedway fitted for locomotives, railway carriages, and extra large packages. Lying in the Commercial Docks. For inventories, particulars of cargoes discharged, &c., apply to
THOMAS R. EDRIDGE, 11, Leadenhall-street; or to
GEO. BAYLEY and WM. RIDLEY,
2, Cowper's-court, Cornhill.

Shipping and Mercantile Gazette 17 February 1864 page 1.

Edridge's reserve cannot have been met for he continued advertising for private sale. It seems likely she did change hands eventually, for on 13 April 1865 the "*Oriental, Brown*" sailed from Truro for Quebec,⁶⁴⁰ where she arrived on 7 June,⁶⁴¹

640 *Shipping and Mercantile Gazette* 13 April 1865 page 3.

641 *Shipping and Mercantile Gazette* 22 June 1865 page 4.

and again on 21 September. She arrived in Queenstown in June 1866 from Pensacola with timber.⁶⁴²

She was in Quebec again on 13 September from Greenock,⁶⁴³ on the 29th was cleared for Bristol⁶⁴⁴ and arrived there with timber in November 1866.⁶⁴⁵

On 16 March 1867 the *Oriental*, now under a Captain Rawle, was loading at Bristol for Quebec⁶⁴⁶ where she arrived on 29 May.⁶⁴⁷ She was cleared thence for Pembroke Dock on 19 July,⁶⁴⁸ arrived at Newport on 14 September⁶⁴⁹ and departed thence on 8 October.⁶⁵⁰

Chapter 9: Rammed.

Then in early October 1867—in a week during which 57 vessels had been wrecked, in a year during which the total number so far was 2,010⁶⁵¹—news of varying accuracy trickled in of a disaster in the Celtic Sea,

CREW PICKED UP.—The steamer *Fitzwilliam*, Captain Pearson, which arrived here last night from Bilbao, had on board the master, officers, and crew the ship *Oriental*, who had been picked in an open boat about 45 miles from the Smalls. The *Oriental*

642 *Cork Examiner* 11 June 1866 page 3.

643 *Glasgow Herald* 27 September 1866 page 4.

644 *Lloyd's List* 23 October 1866 page 8.

645 *Bristol Times and Mirror* 6 November 1866 page 3.

646 *Shipping and Mercantile Gazette* 16 March 1867 page 3.

647 *Shipping and Mercantile Gazette* 12 June 1867 page 4.

648 *Shipping and Mercantile Gazette* 19 July 1867 page 3.

649 *Lloyd's List* 17 September 1867 page 2.

650 *Lloyd's List* 2 November 1867 page 5.

651 *Bristol Times and Mirror* 14 October 1867 page 3.

was bound from Quebec to Liverpool, and had been run into by another vessel, and shortly afterwards foundered. The vessel which ran into the *Oriental* did not attempt to rescue the latter vessel's crew.⁶⁵²

It is reported that the *Fitzwilliam* (s.s), arrived here from Bilbao, has on board part of the crew of the ship *ORIENTAL*, of this port, from Quebec to Conway, which she picked up from a boat, 6th Oct., 40 miles from the Smalls, the *Oriental* having foundered after being in collision with a steamer, name unknown; master missing and one man killed.⁶⁵³

A ship, bottom up, timber laden, is 3 miles from the Rundlestone; has been in tow of *Genova* (s), which left her at 3 this afternoon; she is in a dangerous position for shipping; requires a powerful tug to tow her.⁶⁵⁴

... Barks of timber have been washing ashore near Pemberth Cove....⁶⁵⁵

LIVERPOOL, 14th Oct. The mate of the *ORIENTAL* (barque), of this port, from Quebec to Conway, with timber and deals, reports that at 1.25 a.m., on the 6th Oct., 60 miles from the Smalls, his vessel was in collision with another, ship-rigged, which ran into her, stem on, cutting her completely through and carrying away the entire quarter, besides the mizenmast, mainroyalmast, &c.. After the collision the master and one man were missing,

652 *Greenock Telegraph and Clyde Shipping Gazette* 9 October 1867 page 3.

653 *Lloyd's List* (Liverpool report) 10 October 1867 page 3.

654 *Lloyd's List* 10 October 1867 page 3. The Runnel Stone or Rundle Stone, is a hazardous rock pinnacle about a mile south of Gwennap Head, Cornwall.

655 *Lake's Falmouth Packet and Cornwall Advertiser* 12 October 1867 page 1.

supposed to have been knocked overboard, as cries were heard astern: the rest of the crew then left their vessel in one of the boats, but remained near her until noon, when they pulled away, as she was still breaking up, and the floating wreck about prevented their boarding her; between 5 and 6 p.m. they were picked by the *Fitzwilliam* (s.s); the other vessel continued her course.⁶⁵⁶

From papers washed on shore, the derelict ship at Lamorna Cove is found to be the Oriental.... She went ashore on the east side of the Cove on Wednesday night.⁶⁵⁷

The wreck towed to Lamorna Cove is found to be much cut down on the starboard quarter.... The vessel towed bottom up went ashore last night outside the Cove....⁶⁵⁸

Loss of a Vessel of the Land's End.—It was last week stated that a vessel, supposed to about 500 tons burthen, had been seen, capsized, off the Longships lighthouse and the Land's End, and the painful rumour prevailed in Penzance that another vessel had seen the unfortunate one in distress, was unable to assist her, and witnessed her capsize in a squall, and that all hands in the reversed ship had perished. Subsequently it was ascertained that the vessel was run into by a steamer 50 miles from Lundy Island, and her cook killed in the collision. The vessel was so much damaged that the crew were obliged to take to the boats, and so escaped. On Thursday the Trinity steam-tug "Sylva" towed her as far as Paynter's Bay. just under Boskenna, in

656 *Lloyd's List* 15 October 1867 page 5.

657 *Liverpool Daily Post* 18 October 1867 page 10.

658 *London Evening Standard* 18 October 1867 page 7.

Buryan, but the dragging of her chains rendered the work very difficult. The steam tug was therefore compelled temporarily to abandon her and returned to Penzance, having warped her to the shore. She was on Wednesday brought safely into Penzance harbour, where she is now riding in safety. She proves to be the "Oriental," of Liverpool.—Two chests of seamen's clothes have been washed ashore, together with a paper bearing the following address — "Mrs. Robinson, Mr. Jones, Menai, Rhydwyn Holyhead." There was rough weather on Wednesday, and thirty feet of Penzance Promenade wall were washed away.⁶⁵⁹

The Derelict Ship lately found off the Land's End was brought into Lamorna on Wednesday. By the heavy tide on the same night, however, she was driven from her moorings, and was thrown on the rocks in the eastern part of Lamorna Cove. She was turned bottom upwards, but the position she now occupies is most favourable for the salving and discharge of the cargo. The latter consists of American timber, the quantity being estimated at about 600 loads. The receiver of wreck Mr. J. Barrett, visited the spot, and made arrangements for the discharge, and should the weather continue fine no doubt the whole will be secured. The estimated value of the whole is about £2,000.⁶⁶⁰

THE WRECK OF THE ORIENTAL.—The derelict timber ship is firmly fixed among the rocks and boulders of Lamorna Cove, five miles from Penzance. Under the orders of Mr. Barrett, the Collector of Customs and Receiver of Wreck, and direction of Messrs. Mathews and Son, Lloyd's

659 *Lake's Falmouth Packet and Cornwall Advertiser* 19 October 1867 page 1.
660 *Morning Post* 19 October 1867 page 2.

Agents, her copper is being rapidly stripped, and the cargo removed.⁶⁶¹

THE DERELICT AT LAMORNA.—An attempt was made, on Wednesday, to blow up by gunpowder the hull of the stranded and timber-laden ship *Oriental*, now on the rocks at Lamorna. It was only partially successful, a portion of the keel and bilge being driven out. This blast was necessary in order to dislodge the cargo of timber, which was jammed....⁶⁶²

... on Monday, the wind veering to S.E., and raising a heavy ground sea, (the ship) was much damaged, and the unsaved part of her timber was either washed on the rocks at Lamorna or drifted seaward.⁶⁶³

Lloyd's Loss & Casualty Book for 1867, page 422,

The "oriental" from Quebec to Conway, with timber and deals was abandoned 60 miles from the Smalls 6th inst. having been in collision at 1.25. am. with a ship rigged vessel: master and one man supposed drowned.

The deaths of her master (Rawle?) and cook received almost no coverage in the press, in contrast to that of the salvage of her cargo.

661 *Cornish Telegraph* 23 October 1867 page 2.

662 *Cornish Telegraph* 6 November 1867 page 2.

663 *Cornish Telegraph* 13 November 1867 page 3.

PORT OF PENZANCE.
Important Sale of Quebec Timber
and Wreck of a Ship in the
Port of Penzance.

FOR THE BENEFIT of the concerned and for the payment of salvage and other charges, will be **SOLD BY PUBLIC AUCTION**, by **MR. JOHN MATHEWS**, at **LAMORNA COVE**, about five miles west of Penzance, on **Friday, 22nd November, 1867**, at **11 o'clock** in the forenoon, the cargo of assorted

QUEBEC TIMBER.

Deals, Seaves, and Lathwood, salvaged from the wreck of the barque **ORIENTAL**, of Liverpool, consisting of about **400 Pieces** of Yellow and Red Pine, Oak, Elm, and Tamarac Timber; also, a quantity of Bright Pine and Spruce Deals, Pipe Staves, and Hemlock Lathwood.

The foregoing Property has been saved in good condition, and can be removed either by water or land carriage, and will be sold in lots for the convenience of purchasers.

Also, the wreck of

T H E H U L L

of the said barque **Oriental**, 260 Tons Register, and such portions of her Masts, Yards, Stores, and Gear as may be salvaged and then remaining at the Cove.

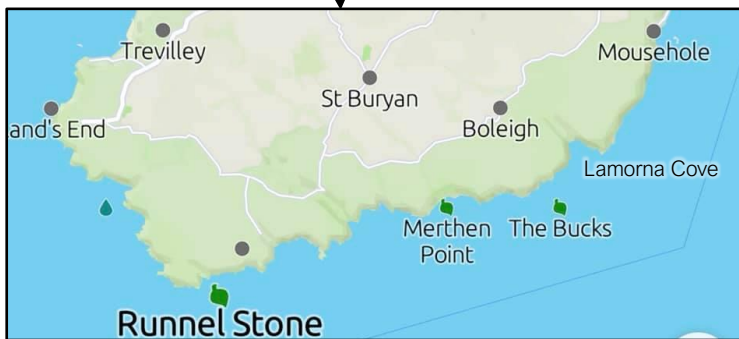
Also, about Two Tons of Old Metal Sheathing, Pintles, Braces, Bolts, &c., in Warehouse, at Penzance.

For Inventories and further particulars, apply to the **AUCTIONEER**, Dock Office; or to the

RECEIVER OF WRECK, Penzance.

Dated, Custom House, Penzance, 12th Nov., 1867.

Cornish Telegraph 13 November 1867 page 2.
(The reference to a barque of 260 tons confuses her with another vessel).



The *Oriental* was abandoned after a collision 60 miles from the Smalls. She drifted to near Land's End, was towed bottom up to the Rundlestone (Runnel Stone) whence she was towed to Lamorna Cove and broken up

Appendix

Images



The wooden hulled *Oriental*, Cochin 1830, 506 tons, may have been photographed before her demise in 1867 but the only certain contemporary image is this ink sketch made by Henry Weekes from the New Plymouth shore in 1841.



This image is of a different vessel, probably of the steel hulled *Oriental*, Quebec 1864, 737 tons.