



Settler vessels to New Plymouth

Volume 2: *Timandra, Blenheim, Essex.*

*The
first
six
ships*

Compiled by Ian St George

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Volume 2

Ian St George

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The
Timandra



The ship *Timandra* off New Plymouth.
Enlargement of an ink sketch by Dr Henry Weekes, 23 February 1842.
Puke Ariki ARC2001-129.

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Chapter 1: The launch of the *Timandra*

The ship *Timandra* was surveyed by one John Oakshott at Littlehampton on 2 August 1841, prior to launch, Survey No. 189, Master, James Skinner, Tonnage, old 382²⁶/₉₄ Tons, new 432 Tons “including Poop which measures 49 Tons”, built at Littlehampton in July 1841 by Stephen D. Olliver for owner Mr John Nixon, belonging to and destined for London, “surveyed on the slip three times while building”.

Length aloft 115 feet ⁸/₁₀ inches, extreme breadth 26 feet ⁸/₁₀ inches, depth of hold 17 feet. English oak and American white oak, with red pine decking, coppered, with copper bolts, the quality of workmanship rated as “Good”. The survey report is detailed.¹

On 12 August the *Brighton Gazette* was the first to announce that on Tuesday 3 August,

Ship Launch.—The *Timandra*, a ship of 432 Tons admeasurement, or of about 600 tons burden, was launched in good style on Tuesday week, from the yard of Mr Oliver. The circumstance possessed more than ordinary interest; and the weather being favorable, it was witnessed by an unusually large concourse of persons.²

She sailed for London in ballast on 19 August, her captain Skinner misspelt by the *Brighton Gazette* as “Skindrer”.³ Her owner was John Nixon of London and she was intended for the Calcutta run⁴—ie, to be an East Indiaman.

1 Report LRF-PUN-LON611-0206-R_0001. *Lloyd's Register* 1841.

2 *Brighton Gazette* 12 August 1841 page 2.

3 *Brighton Gazette* 26 August 1841 page 1.

4 *Lloyd's Register of Shipping* 1842.

Instead Nixon offered the New Zealand Company the hire of the ship to convey passengers and stores to New Zealand; her maiden voyage would be to New Plymouth.

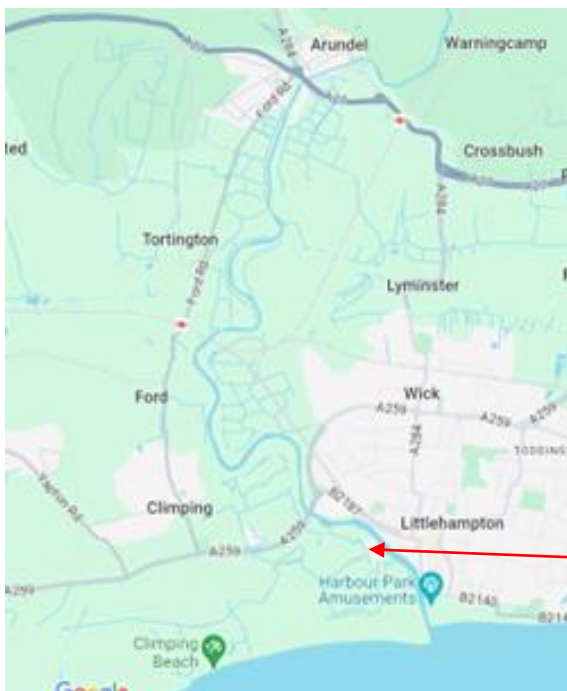
Who *were* these people?

Stephen Diddlesfold Olliver 1814–1883 had successful shipyards on the western side of the River Arun. In 1841 he (27, shipbuilder), his wife Harriet (23), daughter Anna and four servants were living at the Manor House, Littlehampton. In 1861 he (ship owner), Harriet (ship owner), four daughters and four servants were there. The Manor House is now Littlehampton's Town Council and museum in Church St. Later he lived west of Littlehampton, at Climping beach. He died and is buried in the Azores.



The Manor House, Littlehampton.

The site was known as Manor Farm in the 18th century and Thomas Olliver was living and farming there. The Manor House was built for his family between 1820 and 1830. When his grandson Stephen Olliver inherited it, it was the grandest building in the town.



Shipyards
at the
Rope Walk

The river Arun from Arundel to the English Channel

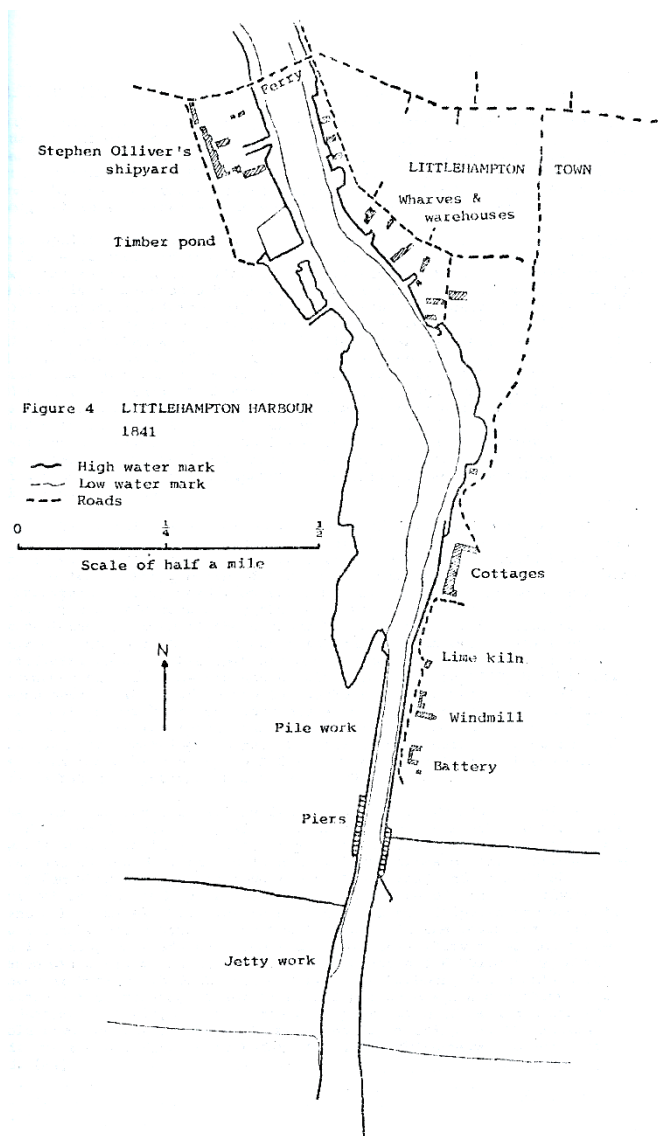
Olliver had founded his shipyard (with a saw pit, slipway, smithy and ropery) on the Arun near the old Rope Walk in 1837. He was 23 and must have been 27 when he built the *Timandra*. After several years of struggling for work, he sold the yard in 1846 to Henry Harvey, who turned its fortunes around, building big square rigged ships.⁵ Olliver became a patent rope manufacturer⁶ and ship owner.

5 Barge Wessex and its Littlehampton Construction Yard.

https://maritimearchaeologytrust.org/wp-content/uploads/2020/11/Wessex-Barge_REPORT_Final.pdf.

6 Lucy Ashby. History of Manor House.

<https://www.littlehamptonmuseum.co.uk/node/208>.



Littlehampton in 1841, showing Olliver's shipyards at top left, from John H Farrant 1976. *The Harbours of Sussex 1700-1914*.

Among the ships Olliver built were the *Era* 92 tons 1839, *Baron of Bramber* 189 tons 1839, *Pauline Houghton* 239 tons 1840, *Dyeramene* 115 tons 1840, *Timandra* 1841, *Arundel* 147 tons 1841, *Harriet Olliver* 330 tons 1842. He built and owned the schooner *Pragment* 62 tons in 1842 and he built and Mrs Harriet Olliver owned the 50 ton smack *Didlesfold*,⁷ 1843. He is also named as the builder of the 56 ton *Vacuna* in 1855.

John Nixon was a London ship owner/broker, who advertised ships for sale between 1833 and 1843. He was listed among those contributing (he gave five guineas) to a fund for the relief of Distressed Manufacturers in 1826,⁸ was one of the Stewards for the Hospital for Sick and Disabled Seamen in 1827⁹ and attended a meeting of merchants, ship owners and others “anxious for the preservation of Pacific Relations between this Country and Holland” in 1832.¹⁰ In an 1833 advertisement for a ship for sale, he invited applications to “Mr. John Nixon, at Lloyd’s Coffeehouse” but afterwards just to “Mr. John Nixon, Lloyd’s”.¹¹

Many ship owners and brokers, especially those from out of London, had no offices in the City but did all their business at Lloyd’s. Lloyd’s coffeehouse had been a London institution since its opening in 1688. Soon seamen and ship owners would meet there to talk, Lloyd even setting up a pulpit from which he read daily shipping news. By 1800 its activities had expanded into a daily shipping newspaper (*Lloyd’s List*), a society for registering ships (Lloyd’s Register) and an

7 Diddlesfold was Stephen Olliver’s second name, Didlesford the name of a manor near Petworth, 20km north of Arundel.

8 *Morning Herald* 16 May 1826 page 1.

9 *New Times* 21 February 1927 page 1.

10 *Morning Chronicle* 13 November 1832 page 1.

11 eg *Public Ledger and Daily Advertiser* 28 June 1836 page 1.

underwriting company, largely for insuring shipping (Lloyd's of London).

Lloyd's moved several times and in 1838 the premises were destroyed by fire. Temporary accommodation was found in South Sea House at the corner of Bishopsgate and Threadneedle St but the South Sea Company would not allow a coffee house, so the "Captains' Room" was established at the London Tavern, 80 Bishopsgate.¹² This disruption caused some loss of patronage, but John Nixon stayed, perhaps rather doggedly.

After Nixon's death his executors posted a legal notice in May 1844 to the debtors and creditors of "John Nixon, Esq., late of Durham Place, Hackney Road, and of Lloyd's Coffee House, London, deceased".¹³ The notice was posted in the *Carlisle Patriot*, suggesting he was part of the Nixon family from Cumberland, or at least had interests there.

James Skinner

There are several people named "Captain James Skinner", but the master of the *Timandra* on her voyage to New Zealand remains a mystery. A "Mr Skinner" had been mate on the *William Bryan* on her voyage to New Zealand, perhaps the same man. We know he continued in command of the *Timandra* but died in 1847, presumably in India; probably he was buried at sea.

He is *not* Captain James Skinner 1778–1841 of the East India Company, an Anglo-Indian military adventurer and soldier of the Maratha Empire and the Bengal Army of British India.

12 Charles Wright, C. Ernest Faile 1928. *A History of Lloyd's from the Founding of Lloyd's Coffee House to the Present Day*. Pp 337–340.

13 *Carlisle Patriot* 18 May 1844 page 1.

Nor is he the Captain James Skinner who was master of the *Warwick* on her voyages to New Zealand in the 1870s. Letters to his wife from that Captain James Skinner are preserved in the Stromness Museum on Orkney.

The name of the rose

Timandra has been a popular name for sailing ships.

In classical mythology she was one of the daughters of King Tyndareus and Queen Leda of Sparta. Timandra married Echemus the king of Arcadia but left him for Phyleus the king of Dulichium. Her sisters Clytemnestra and Helen (she of Troy) were unfaithful to their husbands too. Hesiod wrote,

Timandra deserted Echemus and went and came to Phyleus, dear to the deathless gods; and even so Clytaemnestra deserted god-like Agamemnon and lay with Aegisthus and chose a worse mate; and even so Helen dishonoured the couch of golden-haired Menelaus¹⁴ (with Paris).

The trouble began after a sacrifice to the gods some time earlier: their father Tyndareus had forgotten to recognise adequately Aphrodite (goddess of love, beauty, pleasure and procreation), which annoyed her, so she made his daughters promiscuous. Or perhaps they got it from their mother: Helen was conceived when Queen Leda allowed the immortal god Zeus, in the form of a swan, to have his wicked way with her.

Well, old Tindareus seems to have believed that.

Some of the many vessels named after naughty *Timandra* are mentioned later in this account.

14 Hesiod, *Fragments*. C.1000 BC.

Chapter 2: Preparing the ship

The New Zealand Company called for tenders to take emigrants to New Plymouth and to take heavy anchors and chains and a boat for the purpose of laying mooring chains off the settlement, which had no harbour.

On 7 September John Nixon offered “The new ship (Littlehampton built) *Timandra*, 382 tons” lying in London Dock, via his agents Lachlan Sons & McLeod.¹⁵ She “has a poop & topgallant forecastle. This Ships unusual space on her Main Deck and her large Hatchway particularly adapt her for the Boat & anchors.”

The price asked for the voyage was £3.19. 5 per ton. The tender documents are reproduced here as Appendix B.

Events now moved very quickly. The New Zealand Company asked Lloyd’s to inspect her and on 7 September one Henry Adams replied from Lloyd’s Register to F. Dillon Bell¹⁶ at the Company,

*Sir, I am directed to acknowledge the receipt of your Letter of this date requesting a Survey of the “Timandra”, and to inform you that the necessary instructions have been given in compliance therewith.*¹⁷

On the 8th P.J. Reeves, Inspector of Shipping, reported to the NZ Company (F.D. Bell),

I beg to inform you that I have surveyed the Barque Timandra and her dimensions are as follows, viz.

15 Archives NZ R17496725.

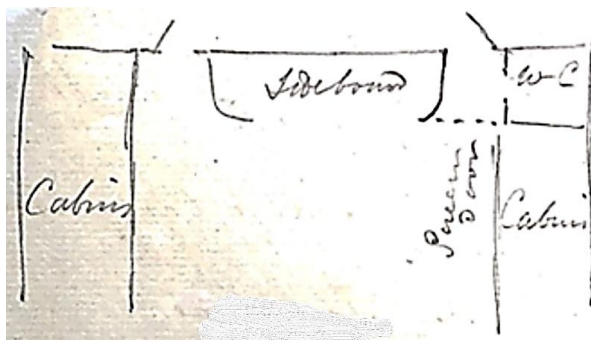
16 Francis Dillon Bell, later prominent in NZ politics.

17 Archives NZ R17496937.

Length on Lower Deck 109 feet
Average height from Deck to Beam 5ft 6in.
“ “ “ “ *to Deck 6ft 2in.*

Should this Ship be accepted her Dining Room in the Poop must be made much less say 2ft 6 inches in Breadth and that thrown into her side Cabins which are very small, a brass scuttle put into each and 10 or 11 scuttles cut in the sides on the Lower Deck with two Ports in the Stern—is a long narrow Ship for her Tonnage.

*In addition to the foregoing Alterations there should be a screen door to separate the Water closet in the cuddy from the dining room thus*¹⁸



In the opinion of the surveyor, the *Timandra* was “*At the present time, caulked the Bottom & Coppered to the Wales; a very good & well fastened ship and should in my opinion remain as classed*”¹⁹—ie, A1.²⁰

¹⁸ *Ibid.*

¹⁹ Report LRF-PUN-PTS891-0118-R_0001. *Lloyd's Register* 1841.

²⁰ “A1 at Lloyds”—the letter A indicates a ship's hull is in first class order and the number 1 that the trappings are also sound; in other words that the vessel is seaworthy inside and out.

Rowley & Co. of Limehouse took the contract for refurbishing the interior, their agreement received by the New Zealand Company on 24 September,

We hereby undertake to perform the following work on board the Ship "Timandra" lying in the London Dock on account of the New Zealand Company,

Viz. To provide, prepare Materials and build the whole of the Births (sic) for the Married and Single Emigrants, prepare Materials and build Hospital, and Sick Bay, build Dispensary, prepare and fit all necessary Luffer Boarding around the Hatchways, Fit up large Water Closets between Decks with Steps, Seats & Risers, Fit Pot Stands in each Birth, Fit Forms and Seats in Front of all the Births, with Shelves, Face Battens, Rucks &c. Build and Secure Tables Fore and aft and Fit Seats to (ditto) with Shelves above the Tables, Provide and Fix all Bulkheads to the Births, Cleat and Secure the same. To Build & Complete Water Closet on Deck. Fit Stantions & Covering to the Winchester Hearth. Find and Fix Iron Stantions and Rails to Hatchways and Curtain Battens to (ditto). Make and Fit Everstrong Ladders with HandRails, together with all necessary Locks, Hinges, Bolts, Hatpins and Fastenings and to finish the Ship for the reception of the Emigrants to the satisfaction, of the Superintendent for the New Zealand Company for the Sum of Ninety Eight Pounds ten shillings Cash.²¹

Inspector Reeves was also asked to report on the supply of food and drink and wrote to Bell on 19 October,²²

I beg leave to acknowledge the receipt of your letter of the 18 Inst requesting me to inform you for the information of the

21 Archives NZ R17496937

22 *ibid.*

Court of Directors a report on the subject of the Victualling of the Ship Timandra.

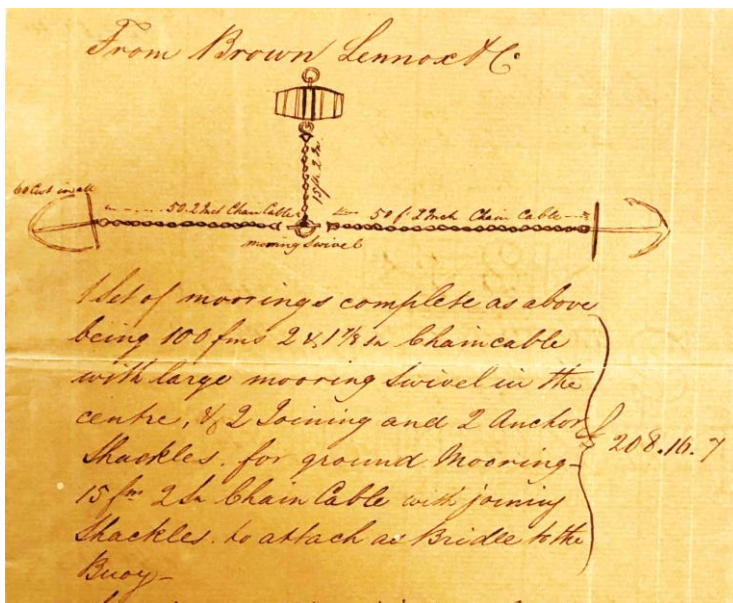
I have to state that the whole of the Provisions & Stores &c shipped for the use of the Emigrants were in accordance with the terms of the Contract and that the quantity was equal to 120 Adults for 34 Weeks.

*Bread 180 Cwt
Beef 2880 lbs
Pork &c 320 lbs
Presd Meat 2880 lbs
Flour 5040 lbs
Raisins 1440 “
Suet 540 “
Peas 55 Bush
Rice 2880 lbs
Potatoes 77¼ Cwt
Tea 180 lbs
Coffee 270 “
Sugar 2160 “
Butter 1080 “
Pickled Cabbage 90 Gall.
Salt 360 lbs
Mustard 90 lbs.*

Medical Comforts

*Oatmeal 134 lbs
Arrowroot 12 lbs
Presd Beef 70 “
Lime juice 60 Gall.
Sugar 480 lbs
Scotch Barley 72 lbs
Port Wine 14⅓ Butts
Sherry “ 14½ “
Stout 360 Gall.
Rum 48 “
Brandy 12 “ P.J.R.*

Brown, Lennox & Co. supplied the parts for the mooring chains and anchors, their "Invoice of Sundries shipped by the New Zealand Co on board the 'Timandra' Jas. Skinner Master @ London & bound from thence to New Plymouth in New Zealand and consigned to Capt. Liardet, the Company's Agent at that Settlement" amounting to a total of £1005.7.—



Brown, Lennox & Co's drawing and list of components of one of the mooring sets: buoy, chains and anchors. Puke Ariki ARC2001-373. Box 1 Part 7 *Timandra*.

The Bill of Lading for the mooring materials lists “Two hundred fathoms $1\frac{3}{4}$ in chain. Thirty Fathoms $1\frac{3}{4}$ in chain. Two large Buoys. Twelve small anchors. Four large mooring anchors with stocks complete. Four Coir hawsers. One half coil of $3\frac{1}{2}$ in warp. One Boat complete with sails, Rigging, Masts & oars complete. Two cas Blocks. Two Bags scupper nails. One Bag copper Boat Nails.”

To which has been added, “Fourth anchor without a ring. *Six Chains*”.

To which Captain Skinner has added, “Lenth of Chains & Size unknown to Jas. Skinner”.

John Ward sent these documents to Captain Liardet in a letter dated 22 October,

I am commanded by the Court of Directors to inform you that upon the representation of the West of England Board, they have determined on sending out per the “Timandra” to New Plymouth two sets of moorings and also a Boat with Sails, Rigging &c complete.

The difficulty which may be anticipated in discharging the Cargoes of Ships in the open roadstead, at New Plymouth, has induced the Court to place at your disposal this Boat which together with that sent out in the “Oriental” will it is expected be found of great use, as well for the purpose as for any coasting or other Service for which they may be required....

Chapter 3: To New Plymouth.

NEW PLYMOUTH, NEW ZEALAND.

The COURT of DIRECTORS of the NEW ZEALAND COMPANY do hereby give Notice, that the new ship TIMANDRA, A 1, 430 tons burden, is Chartered for the CONVEYANCE of CABIN PASSENGERS, and Free Emigrants, to the Settlement of NEW PLYMOUTH, to sail from London on the 10th, and from Plymouth on the 20th of OCTOBER.

This Settlement (to which about 500 persons have already emigrated from the West of England) has been located in the district of Taranaki, near the Sugar Leaf Islands. Further sales of land in England are now confined to actual settlers, who will receive liberal passage allowances; and the Timandra has been especially chartered on terms which will secure to families and others a passage to the Settlement on reasonable terms.

Terms of purchase for Land may be had at the New Zealand House in London, or at Plymouth, and of all the Company's Agents.

For Freight or Passage apply to Mr. Stayner, 110, Fenchurch-street; or to Messrs. Saunders and Haswell, Plymouth.

By Order of the Court,

F. DILLON BELL, Secretary, pro tem.

New Zealand House, Sept. 16, 1841.

Sun (London) 18 September 1841 page 6.

She was hauled out at London Docks on 11 September,²³ entered outwards on 24 September (broker Lachlan), cleared outwards with the mooring equipment on 11 October²⁴ and would arrive at Plymouth on the 26th.²⁵

23 *Public Ledger and Daily Advertiser* 11 September 1841 page 3.

24 *London Evening Standard* 12 October 1841 page 3.

25 *Lloyd's List* 28 October 1841 page 1.

On 18 October W. Bridger, Secretary of the West of England Board of the New Zealand Company, wrote from New Zealand House in Plymouth to George Cowie Forbes MD, a Scot from Banffshire, whose father was Moderator of the General Assembly of the Church of Scotland in 1852,

Sir, I am commanded by the Court of Directors of the New Zealand Company to inform you that they have appointed you to be Surgeon Superintendent on board the ship Timandra.

I transmit to you here with your instructions, together with a copy of the Charter Party of the Ship.

2. Your allowances will be ten shillings per head for each adult steerage Emigrant and for children in the proportions specified in the Charter Party, subject to a deduction of £1 for every death, and an addition of £1 for every birth during the voyage.

3. You will also be entitled to a further sum of £50 upon a Certificate from the Company's Principal Agent in New Zealand testifying his approval of your conduct, and that you have complied with the Regulations.

4. You are supplied with duplicates of the Warrants which have been given to your Assistant and the Cooks on board, which you will use if, in your discretion, you find it necessary to supersede the parties at present appointed, for misconduct.

He was supplied with "Medical comforts"...

Oatmeal 134lbs, Arrow Root 12lbs, Pres'd beef 60lbs, Lime Juice 60 Gall, Sugar 480lbs, Scotch Barley 72, Port wine 14 ½ Btls, Sherry 14 ½ Btls, Stout 360 galls, Rum 48 galls, Brandy 12 galls,

... and "Utensils",

Mess Kits 27, Platters 54, Bd. Baskets 27, Quart Pots 27, House Buckets 54, Nets for Potatoes 27, Canvass Pudding Bags 27.

Unnecessary expenditure on an idle ship was to be avoided. On 1 November Bridger wrote a letter for Captain Liardet in New Plymouth,

Annexed I have the honor to send you a Copy of the CharterParty of the "Timandra".

I have not been sufficiently instructed from the Court to be able to state to you, with precision, what number of lay days were expended in London, under the 28th Article, but the lay days here commenced to count from noon of the 27th October, and ceased to count on the date hereof, the sailing orders having been delivered this day before twelve o'clock.

Two sets of Mooring chains and Anchors complete with a large boat, Coir Hawsers and other matters to facilitate the landing of Passengers and increase the safety of the Vessels lying in the roadstead, were put on board in London. The Bills of Lading, I presume are enclosed in the Dispatch to Colonel Wakefield.

One of the anchor rings was broken, but a shackle was sent down by Steamer, which is on board. It became necessary to take out one of the buoys, in order to fulfil the engagement entered into as to passengers freight &c. and the buoy will therefore be sent out in the next ship. The Directors trust you will not experience much inconvenience from the want of it....

Thomas Woollcombe, now Managing Director for the West of England Board of the New Zealand Company, had another bright idea for the betterment of the working classes. On 27 October he wrote to John Ward,

Having been forcibly struck with the difficulties experienced by labouring Emigrants in supplying themselves with a suitable outfit, and thinking it moreover very desirable to provide Employment for the females during the voyage, I have adopted the following plan in aid of which I purpose soliciting subscriptions from Parties interested in New

Zealand and amongst others I shall hope that the Court of Directors will be disposed to contribute their assistance.

I have purchased about £50 worth of linen which will be shipped on board the Timandra to be made into shirts &c by the women during the voyage, in return for which they will be allowed to retain a certain proportion (say about one in every four) of the shirts completed by them.

Many females embarking with a very scanty supply, will thus be enabled to employ themselves profitably in the Depot and on board and by a little industry to secure an ample stock of Apparel.

If I find my plan approved and supported it is my intention to employ shoemakers in a similar way.

The residue of the goods I propose should be landed & sold in the Colony and such a proportion of the proceeds as the subscribed funds will justify, applied in aid of a Mechanics Institute & School for the Labouring Class & Native children for the erection of which I have appropriated one of my Town Sections at New Plymouth.

The money which I have advanced (after deducting my personal subscription) I shall consider a loan to the fund, which I hope to raise and I trust I am not too sanguine in expecting that it will be an effective contribution for purposes which all must appreciate.

Anticipating that numerous Emigrant ships will sail from hence for Wellington & regarding the interests of that settlement as intimately connected with New Plymouth it is my wish to give the benefit of these arrangements equally to the Wellington ships & that the proceeds should be available for educational purposes there. I propose to commit the general control of the fund to our West of England Board in this country and in New Zealand to such persons as the Principal Agent of the Company shall approve of.

Requesting you to lay this letter before the court at your earliest convenience, & favour me with a reply. I have the

*honour to be, Sir, Your most Obedient & Humble Servant
Tho. Woollcombe.*²⁶

He drew up detailed regulations, as well as “Instructions to the Matron on board the Company’s ship Timandra respecting the Needlework for the Employment of the Female Steerage Passengers” and a “Summary of work to be finished by the female Emigrants per Timandra”,

<i>Men’s blue</i>	<i>22 packets</i>	<i>110 shirts</i>	
	<i>Deduct for making</i>	<i>22</i>	
	<i>To be landed</i>		<i>88</i>
<i>Boy’s blue</i>	<i>13 packets</i>	<i>65 shirts</i>	
	<i>Deduct</i>	<i>13</i>	<i>52</i>
<i>Men’s white</i>	<i>19 packets</i>	<i>76</i>	
	<i>Deduct</i>	<i>14</i>	<i>62</i>
<i>Boy’s white</i>	<i>22 packets</i>	<i>88</i>	
	<i>Deduct</i>	<i>22</i>	<i>66</i>
	<i>Total to be landed</i>		<i>278</i>
	<i>Deducted</i>		<i>71</i>
	<i>Total packed for males</i>		<i>339</i>

... and so on for “females” shifts. He even wrote to Dr Forbes, the Surgeon Superintendent,

Herewith I beg leave to enclose copies of the Regulations prepared respecting needlework for Employment of the Female Emigrants by the Company’s Ship Timandra.

I shall esteem it a favor if you will be good enough to exercise such a degree of control as your avocations may allow to see that fairness & impartiality is observed and that the Matron is regular in her accounts. I have spoken to the Ladies in the Cabin who have kindly consented to render any assistance in carrying out the plan, which may be in their power.

26 Woollcombe to Ward 27 October 1841, Puke Ariki.

I have forwarded duplicates of the instructions, invoices, &c....

*I should apologise for imposing this extraneous trouble upon you.*²⁷

Indeed. There is no record of whether the scheme succeeded, though the shoemaking proposal does seem, mercifully, to have been stillborn.

On 1 November Bridger wrote a letter introducing the Independent pastor, Rev. Horatio Groube, to Wakefield in Wellington,

*Sir, This is to introduce to you the Rev. Horatio Groube, late of Beaminster, in Dorset, who goes out in the "Timandra", to New Plymouth, with the intention of settling there. Groube is of the 'Independent' persuasion, and is accompanied by several of his congregation, both cabin passengers and Emigrants, who have it in contemplation to establish a place of worship for themselves in the Settlement. In consideration of these views, and on an appeal made to the Court by Mr. Groube's fellow colonists,—purchasers of land—the principle of which, viz., that of affording every proper inducement to clergymen of every denomination to emigrate has been repeatedly recognised by the Board, the Court came to the resolution of making special allowance to Mr. Groube of twenty-five per cent upon his purchase of 50¼ acres towards his passage to the Colony. The Board direct me to state that they will be glad if it is in your power to render assistance in the promotion of Mr. Groube's endeavours, as far, of course, as may be compatible with the strict impartiality to all sects and parties, which it, has been the desire of the Directors to maintain.*²⁸

27 Woollcombe to Forbes, *ibid.*

28 Bridger to Wakefield 1 November 1841, *ibid.*



Rev Horatio Groube
and his wife
Sarah (nee Good)

Congregationalist
Minister

Photograph held by
Puke Ariki museum

Sarah Good was his servant, travelled steerage and was pregnant to Groube shortly afterwards. His later behaviour in New Plymouth caused something of a scandal.²⁹

EMIGRATION.—The fine barque *Timandra* of 430 tons burthen, Capt. Skinner, arrived in the Sound on Wednesday, the 27th instant. She will embark from this port 10 cabin, and upwards of 200 steerage, passengers, and is expected to sail on Monday next, for the settlement of New Plymouth, in New Zealand. She is fitted up with every convenience to insure the health & comfort of the passengers, and is amply provided with every necessary by the Directors and Officers of the West of England Board of the New Zealand Company. We understand that several of the cabin passengers from Dorset, of the Independent denomination, go out in the *Timandra*, accompanied by their respected pastor, the Rev. Horatio Groube, with the intention of founding a chapel in this interesting Colony. At the time of the sailing of the “Amelia Thompson,” from this port, a

²⁹ Raewyn Dalziel. Popular protest in early New Plymouth: why did it occur? https://www.nzih.auckland.ac.nz/docs/1986/NZIH_20_1_02.pdf.

Committee of Colonists determined on forming the nucleus of a Public Library, and several presents of Books were made from the Directors and others in aid of the design, since which many additions have been contributed, to be sent out by the *Timandra*, and we are glad to learn that the library already consists of about 130 volumes. The Emigrants, male and female, look remarkably healthy and happy. We wish them every success.... [Several of the emigrant families spoken of in this paragraph belong to Cornwall.]³⁰

On Friday evening 29 October Thomas Woolcombe gave the *Timandra* emigrants the further benefit of his wisdom in a couple of lectures, reported in the *Devonport Independent* and repeated in the *New Zealand Journal*, on “the principles of colonisation and on the past and probable results as regards capital and labour”. The lecture was premised by a short retrospect of former colonial experiments.

1. As exhibited in the settlement of the first “New Plymouth” in America, and the kindred attempts of that age, wherein, from want of proper organisation, and more especially of a right adaptation of labour and capital, the only evidence that a colony had been commenced were seen to be found only in the bones of the unfortunate pilgrims.
2. Next, the system of extermination followed in the West Indies, with the remedy introduced by the benevolent but mistaken Las Cases, of compulsory immigration from Africa—the foundation of slavery and the slave trade.
3. The white slavery of transportation colonies—the supplying Capitalist Adventurers with the labour of the refuse of English hulks and prisons.

30 *Penzance Gazette* 10 November 1841 page 4.

4. The Swan River folly, where to two or three individuals a grant of million of acres was made by the Government of the day, the result of which was, that each became the centre of a tract of desert many miles square, while succeeding purchasers of land were one after the other, removed beyond these barren properties, and all possibility of commercial intercourse and co-operation destroyed.

5. The Cape of Good Hope colony—where circles of land were marked out to grantees, the interstices being left uncultivated and useless, and the other usual result here too exhibited, is a lamentable disproportion of labour and capital, wherever the circular section were purchased by parties who wanted the means or inclination to supply the one or the other.

6. The American improvement of realising a revenue from their waste lands by selling them at a price.

7. And lastly, the happy adaptation of this last system to our own Crown lands by Mr. Wakefield—the self-acting principle of which is to supply a constant stream of labour in proportion to the capital invested.

The history of the application of this principle was explained in a manner which seemed to be readily understood, and attentively listened to by the Emigrant audience. Having first shown that the plan adopted by the Company was to expend a certain per centage of the purchase money of lands and sending labour to the Colony, it was pointed out that it was necessary to charge a price, neither too high nor too low, to sustain this proportion. That while by charging too high a price, and thus expending too much on immigration, an over supply of labour might be induced, and the very evils complained of in England would be but transplanted: too low a price, on the other hand, would cause an over abundance of employers; wages would be first

extravagantly high: the labourer would soon become in turn a purchaser, and unable to pay the wages he had been receiving, would find himself as a proprietor worse off than as a labourer even in England; while the capitalist would carry his money to a more profitable market.

The price demanded by the Company, at present 30s per acre, enables them to send out a man and his wife for every fifty acres purchased, thus maintaining a due supply, and preventing both excess and deficiency of labour.

In conclusion, Mr. Woollcombe read a series of letters from emigrants of all classes, showing the progress of wages and prices in New Zealand. From these it appears that at present wages average per week about 36s to the labourer, and £3 to the mechanic, while the price of provisions, is scarcely in any instance double that current in England; pork being much less, as well as excisable commodities, such as tea, coffee, and sugar.

Mr. Woollcombe promised the emigrants a second lecture, illustrative of the character and capacities of the natives, and the principles followed by the Company in their treatment.

Such popular illustrations of useful principles must be productive of much advantage; and there is no doubt that were this commencement followed up by some qualified person, during the voyage, that besides breaking the monotony of life on board, both the taste and character of the emigrants might be beneficially influenced.

On Monday evening, Mr. Woollcombe accordingly resumed his lecture. The subject on this occasion was chiefly the character and disposition of the natives, and was illustrated as the formal lecture, by numerous extracts from the letters of colonists and emigrants. From

those extracts, it would appear how groundless is the fear that some persons still entertain with regard to the native population. Almost every letter represents them as, in general, honest, friendly, and intelligent. Send out a mauri (as they call themselves) with a certain number of charges of powder and shot and he will bring you back as many pigeons, or as many charges, and many persons have declared that they would sooner trust the natives with the care of their property, than many of our white countrymen in the colony. In cases of accident and distress, they have frequently given active and efficient assistance; in one instance several of them having exposed their own lives in an attempt to rescue a boat's crew, which had been swamped fifty yards from the shore. And their growing intelligence is exemplified in this, that many of them can read, and apprehend readily the lessons taught them by the Missionaries and others; and when they can be roused to exert themselves, make skilful as well as speedy workmen; many of the houses built by them for the colonists, being, in the judgement of Mr. Petre and other writers, preferable to those brought from England.

Some evidence was then read with regard to the climate, the remarkable salubrity of which is vouched by several (among others we may mention Mr. F. Molesworth) who recovered health and strength in New Zealand, though exposed constantly to fatigue, and wet. Lastly, Mr. Woollcombe made a few observations upon what are likely to be the staples of New Zealand. On this head he gave it as his opinion that with regard to wool and pastoral products, it is neither advisable nor probable that New Zealand should compete with Australia, but that, with reciprocal benefit, it would be able, to an unlimited extent, to exchange with that country as with Great Britain, its grain and its flax. On this latter head, it

was shewn that we at present pay to Russia, a country as little likely to take our manufactures in exchange as the Native New Zealander, no less than three millions annually, for hemp and tow. That New Zealand will undoubtedly be by-and-by enabled to supply us, and in all probability at two-thirds of the price, and, as it advances in population and commerce, to take in exchange British manufacturers and luxuries. Thus will the colonisation of New Zealand ultimately react upon our own population, to an extent, to which no limits may be set, and here, therefore, and in other properly managed and self supporting colonies, is to be found the true and the only remedy for the evils arising in England from the pressure of population on the means of subsistence. Mr. Woolcombe concluded with an earnest appeal to the immigrants, upon the great importance as regards health and comfort during the voyage, of attention to cleanliness. He urged them to take constant advantage of the means of improvement and recreation provided for them by the Company, and finally impressed on them not to judge each other harshly, but to exercise forbearance and kindness, calling to mind the beautiful and practical lesson in Christianity, written by him who was the poet of the peasants:—

“Then gently scan your brother man,
Still gentler sister woman;
Tho’ they may gang a kennin’ wrang,
To step aside is human;
One point must still be greatly dark,
The moving *why* they do it;
And just as lamely can ye mark
How far, perhaps, they rue it.”³¹

31 *New Zealand Journal* 1841: 270—271.

On 3 November the *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* would report that “The Timandra, a fine ship, chartered by the Plymouth Company of New Zealand, sailed for that colony on Sunday, from this port.”³²

George Cowie Forbes was 26 years old, his 1840 MD thesis “On Metastasis and Sympathy”.³³ (After the voyage he emigrated to the United States, dying in San Francisco in December 1850).

Dr Forbes certified the passenger list at the end of the voyage,

***List of Persons Embarked on Board the Ship Timandra
Jas Skinner master, Geo. C. Forbes M.D. Surgeon
from Plymouth for New Plymouth New Zealand.***

Steerage

ALLAN John (40, shepherd), Sarah (38), James (19), John (14), Charles (12), James (16), Peter (7), Samuel (3), Andrew (1, died on passage Decr.18).

ANDREWS Samuel (25, baker), Maria (27).

ANDREWS Simon (27, gardener), Jane (29), Sarah (1).

BARRABALL Henry (33, ag. laborer), Mary (30), William (3), Richard (2 months).

BISHOP Daniel (36, carpenter), Louisa (31), William (14), Ann (11), Walter (9), Mary (8), Hannah (4), Martha (1).

BROOKING Alice (16, domestic servant).

BROOKING John (25, carpenter), Elizabeth (21), Ann (4), Kate (2), William (6 months).

BROOKING William (21, blacksmith), Sarah (22), Mary Ann (2).

32 She sailed on 2 November 1841 (*Lloyd's List* 4 November 1841 page 1).

33 Rex Wright-St Clair in *Historia Nunc Vivat: Medical Practitioners In New Zealand 1840 to 1930*.

BRYANT Henry (25, ag laborer), Ann (24).
CANDISH Thomas (28, carpenter) No certificate.
CLARE Charles (20, carpenter), Hannah (23).
*CRANN Samuel (40, ag. laborer), Sarah (37), William (16),
George (14), Henry (7), Elizabeth (6), Matilda (2).*
*GOLLOP Robert (43, ag. laborer), Elizabeth (41), Henry
(18), William (17), Benjamin (13), Ellen (10).*
GOOD Sarah 24 Domestic Servant
*GROVES Philip (45, ag. labour), Mary (40), Eliza (18),
George (8), Joana (7), Henry (4), James (1, died on
passage 10 Decr.).*
*HARRISON William (24, gardener), Harriet (27), William (3),
Harriet (1).*
*HART Joseph (32, limeburner), Mary (30), Robert (10),
Susannah (8), John (6), Mary (5), Elizabeth (9).*
*HAWKE Joseph (32, shoemaker), Mary (32), Elizabeth (10),
Joseph (8), Mary (5), Jane (2), Baby Ann (2 months).*
*HOOKER John (35, blacksmith), Jane (38), Nathaniel (11),
John (9), Henry (7), Mary (3), Charles (3 months).*
*JOLL Samuel (35, blacksmith), Elizabeth (32), Ann (12),
Samuel (10), Sarah (7), John (3), Eliza (10).*
*JORDAN George (35, tanner & sawyer), Tabitha (38), Mary
Ann (15), John (11), George (11), Elizabeth (9), Bertha
(7), David (4), William (2).*
KERSLAKE Betsy (33, farm servant).
*LOVERIDGE John (43, ag. laborer), Jane (37), John (16),
Jane (14), Robert (12), Mary (9), William (7), Ellen (6),
Samuel (11 months).*
*MARSH James (30, shoemaker), Maria (31), Alfred (10), John
(7), Esau (3), Matilda (infant born on board 29 Jany1842).*
MOGGRIDGE William (30, ag. laborer).
NEILL Allan (30, surveyor).
*NORMAN Peter (22, tailor), Mary Ann (17, Died on board 15
Decr 1841).*

NORTHCOTT James (34, ag. laborer), Mary (30), Susannah (7), John (5), Mary (4), Ann (1, died on board 18 Decr 1841).

PARSONS John (28, ag. laborer), Grace (29), Jane (3, died on passage 12 Decr 41), Thomas (9 months).

PATTEN Sarah (16).

PELLEW Israel (30, carpenter), Julia (21).

PILCHER Thomas (39, baker), Naomi (36), Elizabeth (14), Thomas (7).

POPE Richard (34, ag. laborer), Mary Ann (31), Elizabeth (13), George (8), Robert (5), John (3) Roger (9 months).

PROUT John (33, flax dresser), Mary Ann (33).

SAMPSON Charles (22, ag. laborer), Mary (22), Marina (9 months).

SMITH John (37, flax dresser), Prudence (34) Sarah (15), Mary Martha (4), Alexander (6 months).

SPURDLE William (36, carpenter), Sarah (28), Oliver (8), Maria (7), Mary Ann (5), William (2).

STEER John (31, ag. laborer), Jane (27), Robert (9), Henry (8), John (6), Ellen (4), William (2 months).

TREWEEK John (26, ag. laborer), Honor (26), John (6), Samuel (3), Richard (11 months).

VERCOE Bryant (31, mason), Elizabeth (33), James (2, died on passage, Decr 6).

VERCOE Martha (28, seamstress).

VERCOE Philip (37, mason), Catherine (33), Mary Jane (16), Catherine (15), Samuel (13), Philip (11), Elizabeth (9), Martha (8), John (7), Arthur (3), William (9 months).

WARD James (31, cooper), Jane (30), Joseph (7), Ellen (10 months)

WAY Walter (23, ag. laborer), Mary Ann (23).

WELLS Henry (23, bailiff) No certificate.

WILLS James (36, ag. laborer), Betsy (36), Albert (17), Thurza (16), Maria (14), Thomas (9), James (7), Betsy (4).

Cabin passengers

FLIGHT Josiah, Mrs. Flight and child

DEVENISH William, Miss Devenish

GROUBE Rev. Horatio

GILLINGHAM Stephen, Mrs. Gillingham

TAYLOR Theoph.

FORBES George C., Surgeon Superintendent

Her Captain was James Skinner, his First Officer WB Thompson, whose log is preserved in Archives NZ and begins on 21 September 1841. The second mate was Mr Cross, who became ill and was replaced at Capetown by Mr Nicholson.

Chapter 4: Ship's log.³⁴

Ship Timandra Capt. Skinner Lying in the London Dock.

21 September 1841 Tuesday. Winds West. 2 Joiners Empl. $\frac{3}{4}$ of a day. This day Commenced with mod. Breezes from the westward & Cloudy Weather. Empl. Painting the Masts & Sundry Jobs about the decks. Recd. on Board 50 Water Casks, 150 G. each.

22. Winds West. 2 Joiners Empl. 1 whole day. This day throughout Mod. Breezes & Cloudy Weather—Empl. necessarily about the decks & painting the Lower Masts—The remainder of this day Showery.

34 Archives NZ (Reference R22179618). I have no doubt this is the log of the first mate, Mr Thompson.

23. Winds SW. 2 Joiners Empl. in the Cabin. This day throughout fresh Breezes & Cloudy. Empl. Clearing away the 'tween decks for the Joiners &c. The remr. Of this day fine Weather. Several joiners Empl. Fitting the Bunks in the 'tween decks from the New Zealand Company.
24. Winds SW. 2 Joiners Empl. 1 whole day. This commences with fresh breezes & heavy Rains. Washing & cleaning ship & sundry necessary jobs in the hold—the remr. of this day do weather.
25. Winds SW. 2 Joiners Empl. in the cabin. This day commences with mod. Breezes & Cloudy Weather with showers of rain. Took in 34 Water Casks 150 Galls each. The remainder of this day showery weather. Cleaning and washing, the ships Carpenter variously employed making skeads &c.
26. Winds SW. This day began with fresh Gales from the westward & heavy rains &c. The remainder do weather.
27. Wind West. 3 joiners empl. in the cabin. This day begins with fresh gales & cloudy weather. Employed blacking the bands & getting a spare spar in and heaving the anchor out of the hold and sundry other jobs. Carpenter fitting the lower boom cranes. The remainder of this day cloudy weather. Recd. on board 50 tons of ballast.
28. Wind South. 1 joiner employed in the cabin. This day began with fresh gales & cloudy weather. Employed hoisting in provisions stores 31 casks & humming ballast. Carpenter employed as yesterday. The remr. of this day cloudy weather.
29. Winds WSW. The ships carpenter & 2 others fitting the beams of the lower deck. This day commenced with strong gales from the westward & showers of rain. Employed took in 120 deals (30 cut & 90 not cut). Got the spritsail yard in & sundry jobs in the 'tween decks—also took in 10 beams for the lower deck—the remainder of this day cloudy weather.

30. WSW. Two other carpenters and the ships Do. laying the lower deck. This day begins with moderate breezes & cloudy weather. Employed variously laying the lower decks. Received in board several of the ship stores this day the latter part fine weather.
- 1 October 1841. SW. The ships carpr. & two others were employed in the lower forecstle. This day commences with moderate breezes from the SW & heavy shower of rain. Employed getting the warps & all the ropes out of the topgallant forecstle & stowing them below. Received on board several of the ship stores—the remainder of this day cloudy rainy weather.
2. West. One shipwright employed cutting a forecstle scuttle fittings coming. This day begins with moderate breezes from the southward & clear pleasant weather. Employed painting the masts, yards, Bowsprit & Gaffs. Carpenter putting a crutch in the stem for the bobstays to lay in and sundry necessary jobs about the decks. Recd. on board 17 Butts $^{16}/_{150}$ & $^{1}/_{120}$ Galls each.
3. (Sunday) South. Throughout this 24 hours showery weather.
4. SW. A joiner employd $\frac{1}{2}$ a day on the cabin. This day commenced with moderate breezes from the westward & cloudy weather. Empld. getting the ropes & other stores, bread &c on board: the latter part of the day heavy rain, Carpenter necessarily empld. Recd 21 water casks. Shipt the crew this day.
5. SW. Only one of the crew, Jas Loyden on board, this day (of the crew). This day begins with moderate breezes & cloudy weather. Employed scrubbing & scrubbing the 'tween decks, fitting gaskets &c for the yards & getting the sails & sundry other stores on board. The latter part of this day showery weather.
6. South. The carpenter ashore off duty & Thos Bonney cook. This day begins with fresh breezes & cloudy weather.

- Employed bending sails.³⁵ All the crew on board this day. The remainder of this day, showery weather. Taking in Emigrant stores &c.*
7. *West. The carpenter on shore, off duty. Jas Leary not on board. This day begins with moderate Breezes & cloudy weather. Employed Bending the remainder of the sails & hauling the ship to the other jetty to take in the anchors & cables belonging to the New Zealand Co. The remainder of this day cloudy weather. Took in several of the stores this day.*
8. *SW. Jas Leary not on board. This day commenced with moderate breezes, & cloudy weather. The crew employed under the boatswain, several necessary jobs in the rigging. The remainder of this day cloudy weather. Taking in stores &c also this day.*
9. *SW. Steward, Hand, Taylor, Leak, Peel, Bonney, Godin, Anderson, Loyden, Searles, Jas. Leavey still not returned. This day begins with moderate breezes & cloudy weather. The crew not on board this day (hired six men, to get the Company's launch in, & lashing & stowing spars &c. In room of the crew, taking in Cargo & stores this day. The remainder of this day fine weather. The ship not able to be cleared this day at the Custom house owing to the Cockets³⁶ not being down for the anchors & (?) rope, received on board the ship.*
10. *SW. Only three men on board this morning. Steward, Searles & Hand. This day begins with moderate breezes & cloudy weather. Employed getting the warps up & lashing the spars, and taking in some things from the shore, & cleaning the ship. The remainder of this day fine weather.*

35 ie, fixing the sails to the yards.

36 Cocket = a document issued by the bond office stating that duty has been paid and goods may be sold.

Hired two men in lieu of part of the crew not being on board.

... from London towards Plymouth

11. West. At 5 **P.M.** the sailing order came on board from the New Zealand Co. This day commences with fresh breezes from the westward & cloudy weather. Mr Davison & Mr Watkins came on board & took the ship through the pool & to Gravesend, all the crew on board. The steam boat Fiddler³⁷ towed us down. Came too in the Lower Part of Gravesend Beach with the Larboard Bower³⁸ in 7 fathom water. Gave ship 30 fathoms of Chain. The remainder of this day fresh breezes & cloudy weather.
12. WSW. WNW. This day begins with fresh gales from the Westwd. with heavy rain. Employed clearing the decks, securing the boats and stowing part of the cargo in the hold. At 3 P.M. the Captain came on board having returned from London, the ship being cleared at the custom house, but too late to proceed this day. The ebb tide having set down strong & blowing hard from the westward. The remainder of this 24 hours hard gales and cloudy weather.
13. NW. This day begins with moderate Breezes from the NW & cloudy weather. At 6 A.M. hove short & set the fore topsail. At 7 A.M. Got under weigh and set all sail possible, and run through the 5 fathom channel & hove too in the Downs, and sent the pilot on shore, the wind freshening, took the top gallant sail & 1st reef of the topsail. At 8 P.M. Fresh Breezes and cloudy weather tacking occasionally.

37 Wooden paddle tug with one cylinder steam engine, built in 1840 by James Downey, North Shields. She caught fire and burnt to the waterline at Gravesend in 1840 and sank in 7 fathoms. Recovered and rebuilt, she was reregistered 8 October 1841—three days before she towed the *Timandra* down to Gravesend.

38 The starboard and port (larboard) bower anchors are at the bows.

Midnight hard gales & squally in 2nd reef of the topsails jib & mainsail.

14. *This day begins with hard Gales & heavy rain, bearing ship occasionally, ship under three topsails—double reefed. At 5 A.M. bore away for the downs not being able to hold our ground. At 7.30 Came too, with the larboard bower in 7 fathom water, blowing a heavy gale, gave ship 70 fathom Cable & stowed all sail. At noon more moderate & clear weather. At 8 P.M. Hard gales & squally weather, the South Foreland Light bearing SW by W and south sand head light S by E½E and the North Foreland NE by E½E. Midnight strong gales & squally weather.*
15. *This day commenced with increasing Gales & squally weather. Lying in the Downs not able to proceed down Channel. The crew necessarily employed about the Riggin & stowing bread &c in the hold. At 4 P.M. hoisted the ships number. Midnight fresh gales and cloudy weather.*
16. *... heavy gales. Lying in the Downs windbound, not able to proceed down Channel, owing to the badness of the weather. The crew variously employed cleaning the emigrants births & the 'tween decks and sundry necessary jobs under the boatswain. Carpenter building a bread locker for the ships bread & making sheeps rack &c....*
17. *... moderate breezes & clear weather. At 4 A.M. Weighed anchor and set all sail possible. At 6 A.M. rounded the south foreland.... At 8 A.M. the wind shifted to the SW with heavy squalls of wind & rain. In top Gallt. Sails mainsail & jib & 2nd reef in the Mizen topsail. Tacking occasionally. At 11 A.M. Wore ship & ran into the Downs losing ground every tack. At 1.30 P.M. Came to in the Downs in 7 fathom water with 70 fathom of Cable, hard gales from the WSW. The South Foreland, bore SW½W South Landshead SSE & Deal Town North.... Fitted a new Mizen Gaff having carried it away turning to windward off Folkestone.*

18. ... *hard gales... At 4 P.M. More moderate & clear weather hove short & set the topsails. At 4.30 weighed anchor & made all sail. At 6 P.M... attempted to tack ship, but the ship would not stay, therefore finding the ship lost ground, having wore ship, bore up for the downs, hove to in 9 fathom water, with 45 fathom cable. The South Landhead SE½E & Gull Light NE & Deal abreast.*
19. ... *hard gales... heavy rain... tremendous sea running. At noon more moderate, hove in 30 fathoms of chain & double reefed the topsails....*
20. ... *lying in the Downs. At 5.30 A.M. weighed anchor and set the top sails.... At 10 A.M off Dover but the tide flowing & blowing hard from the westward we could gain no ground, bore up for the Downs again....*
21. ... *Lying in the Downs, not able to proceed down Channel.... At 4 P.M. the tide slackening hove short & set the topsails. At 6 P.M. Ship under weigh standing to the SW. At 8 P.M. off Dover. At midnight Dungeness light bore NNW distance 8 or 9 miles.*
22. ... *light winds & clear weather all possible sail set by the wind. At 4 A.M Dungeness Light bore NE distant about 7 or 8 miles. At daylight the wind veering round to the Eastward summed sails & set the foretop studding sail. At 8 A.M Beachy head bearing W by N 5 or 6 leagues.... At 4 P.M. the Isle of Wight bore WNW distance 5 or 6 leagues. At 8 P.M. Catherine point Light Bore NNE 4 or 5 leagues....*
23. *A.M. hard Gales & squally weather. In 1st reef of the topsails, jib & trysails. At 3.30 A.M. wore ship to the southward. At 6.30 A.M. wore ship to the NW. At 10 A.M. Increasing gales. In 2nd reef of the topsails, Mizzen & mainsail. At noon, More moderate. The bill of Portland bearing NE½N Dist. About 12 or 14 miles. Set the mainsail & Mizzen Lat. Obs. 50°16' North. P.M. fresh gales & cloudy weather. At 4 P.M. wore ship to the southward the bill of*

Portland bearing E by N for 8 miles. At 8 P.M. Portland lights North, Dist 4 or 5 leagues, hard gales & squally weather, close reefed the topsails & stowed the courses. Midnight hard gales & squally weather.

And so he continued, with detailed, often repetitive notes of weather, sail changes, latitude, rigging, crew tasks, cleaning and disinfecting throughout the voyage: the necessary preoccupation with—and adjustment to—wind and sky, the unremitting work of maintenance and repair. These details, fascinating though they are, are omitted hereafter for the sake of brevity.

24 October.... The French land in sight....

25.... the Needles bearing NE by N....

26.... At 2 P.M. the Pilot came on board. At 7 P.M. Came too in Plymouth sound....

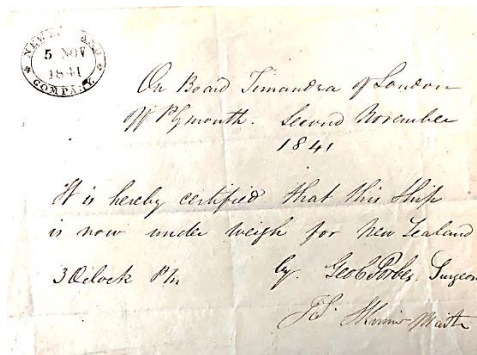
... Lying in Plymouth Sound

27. Employed cleaning out the 'tween decks & lashing the hay on the poop, and securing spar, & necessary jobs in the rigging. The ship being detained owing to the Company making alterations to the Emigrants births & cargo in the hold.... A copy of a letter delivered at the New Zealand office Plymouth at 10 A.M. Wednesday 27th Oct 1841

To Thos. Woolcombe Esq., Managing Director, New Zealand Office, Plymouth. Sir, I beg to inform you the Timandra under my command, chartered by the New Zealand Company, arrived in this port, last evening at 7 o'clock, & is now ready to secure goods, Passengers & Emigrants, whenever you may please to commence embarking. I am, Sir, your obd. Sert. Jas. Skinner.

28. Recd on board 43 lbs of Beef.... Employed cleaning the fore hold for taking in ballast & cleaning the after hold for more provisions owing to more emigrants being engaged, the remainder of this day getting the royal masts up & painting ship outside.

29. Several joiners at work altering the Emigrants Births Ship detained by the Company.... Employed breaking out water casks & heaving one of the buoys up & 2 anchor stocks on deck for landing and taking a cargo belonging to the passengers & painting ship & sundry necessary jobs on deck....
- 30.... Employed hoisting in Passengers luggage & breaking out water casks
31. ... Emigrants luggage & cleaning & washing the decks. All the emigrants on deck at times. Commenced serving out the provisions this day. Received 140lbs of fresh beef vegetables & 74 four pound loaves....
- 1 November 1841... Recd on board 4 quarters of beef & one sheep 1½ tons of Potatoes 13 bags of corn 1 bag of Peas & 2 bags of beans.... Employed sending up top gallant yards, and taking in passengers & stocks. Mustered all the Emigrants on the poop, and took a list of names being 202 & 10 Passengers. Carpenter employed fitting rolling chocks, on the tops and yards....
2. Sailing orders recd. on board afternoon this day the 2nd of Novr. 1841.... Sent up top gallant yards & royal masts & securing water casks & lashing hay.... All the emigrants on deck this day, the 'tween deck ports sprinkled with chloride of Lime, this day will have 12 hours to commence my sea log....



3. ... At 2 P.M. Got underweigh from Plymouth sound, all the emigrants & passengers on board, but one of the boys of the ship an apprentice (Geo. Wallington) who could not be found, the ports all open, & 'tween decks cleaned. At 4 P.M. the pilot went on shore. At 6 P.M. the eddistone Light bore E³/₄N distance 6 or 7 miles. At midnight freshng. Breezes... ship pitching heavily & shipping much water in the fore castle, the Lizard lights bearing N by E 8 or 9 miles....
4. Fresh breezes & clear weather with a nasty head sea, ship pitching heavily, took the anchors on the Gunwhale & unbent the cables. All the emigrants below being sea sick....
5. ... Some of the Emigrants on deck this day. All the weather ports opened & 'tween decks cleaned.... At 8 P.M. the weather eyebolt of the main topsail yard carried away....
- 6.... All the Emigrants on deck this day, the Ports all opened on the weather side & the 'tween decks cleaned fore & aft. All the Passengers on deck....
7. Mr Groube performed Divine Service on the Poop to the Emigrants in Lieu of Mr Forbes.... The Iron strop of the Inner bobstay carried away—fitted a rope strop & set it up again. All the Emigrants on deck & the ports opened & the 'tween decks cleaned, all well on board, one of the Emigrants gave birth to a fine child both doing well.... At daylight two sail in sight....
8. ... All the emigrants on deck....
9. ... Fresh breezes Part of the emigrants on deck the ports not able to be opened, but Windsails to each hatchway hoisted, the 'tween deck cleaned, scraped & sprinkled with chloride of Lime.... Passed a bark.... Passed a Schooner.... One of the emigrants gave birth to a still born child....
- 10.... 11 12.... Several sail in company.... 13. Signalised the Royal George from London bound to the Cape & Sidney having been out 12 days all well on board....
- 14.... 5 sail in sight / in Company.... Signalized to the Barque Himalaya of London bound to Port Philip....

15. ... *signalized a barque but could not make out her number....*
Mr Groube performed divine service on the quarter deck to
the emigrants....
- 16.... 17.... *A French barque in Company....*
- 18.... 19.... 20.... *Spoke the barque Christina of Liverpool bound*
to Bahia out 27 days....
- 21.... *Exchanged colours with a French barque & passed ahead*
of her.... Mr Groube performed divine service to part of the
emigrants the rest would not attend....
22. ... *Signalized to the ship Enterprise of Liverpool, bound to*
Calcutta out 23 days. Also passed the French ship
Goltenquebec of Cette & the Fair Arcadian of London....
- 23.... *All the emigrants on deck this day, the ports all opened, the*
'tween decks cleaned & fire stoves lighted to dry the deck....
One sail in sight....
- 24.... *Passed & exchanged colours with a Dutch barque.... All*
the convicts³⁹ on deck.... Lowered the gig & went on board
the barque Sampson of Irvin bound for London / with letters
to report the ship....
- 25.... *The children at School four hours in the day....*
- 26.... 27.... 28.... 29.... *An Infant belonging to Norman one of the*
emigrants died age 3 weeks....
- 30.... *1 December 1841.... 2....*
3. *Mr Cross 2nd mate off duty....*
4. *Mr Cross 2nd Mate off duty sick. Boy Cook Sick off duty.... Mr*
O'Neill one of the emigrants complained of the badness of the
water, but was proved by the Surgeon, Captain and all the
Passengers that there was not any fault in it....
5. *(Cross & Cook still sick).... Wind sails down each hatchway &*
beds up to air.... Mr Groube performed divine service....
6. *(Cross & Cook still sick).... Passed an English Brig &*
exchanged colours with her. At 3 P.M. a child belonging to

39 Perhaps he had worked previously on convict transports! or was he being funny?

- Vercoe one of the Emigrants died aged 2 years. At 4 P.M. a barque in company....*
7. *Mr Cross 2nd Mate sick off duty. At 5 P.M. buried a child belonging to Vercoe one of the Emigrants & boy Cook sick off duty.... At 6 P.M. Trinidad Island bore W½S 7 or 8 leagues....⁴⁰*
- 8.... 9.... 10.... *Two sails in sight to Leeward....*
11. *Mr Cross off duty sick & P. Gouden.... At 4 P.M. a child died belonging to Groves one of the Emigrants....*
- 12.... *Dr Forbes buried a child belonging to Groves one of the Emigrants, age 2 years....*
- 13.... *At 4 P.M. A child died belonging to Parsons one of the Emigrants....*
- 14.... *At 5 P.M. Dr Forbes buried a Child belonging to Parsons one of the Emigrants age three years and a half....*
- 15.... 16.... *At 3.30 P.M. Mrs Norman the wife of Norman one of the emigrants died age 18 years.... At 6 P.M. the Emigrants came aft and said the Dr Forbes should not open the body of Mrs Norman according to the instructions of the New Zealand company therefore she was buried soon after....*
- 17.... 18.... *At 3 P.M. A child belonging to Allan one of the Emigrants died age 1 year 10 months....*
19. *Mr Cross & P Gouden sick off duty & boy Howard.... Mr Goude performed divine service on the Poop to part of the Emigrants....*
20. *Mr Cross & P. Gouden & boy Howard sick off duty & the Butcher....*
21. *Mod. Breezes & clear pleasant weather. All the Emigrants on deck the crew employed making gaskets & sundry necessary jobs. Carpenter caulking the fore castle deck the 'tween decks fumigated with nitric acid & chloride of lime. At 5 P.M. set all the larboard studding sails. At 8 P.M. Mod. Breezes & clear weather. Midnight Mod. Breezes & cloudy hazy weather. At 4*

40 They had sailed well to the west.

- A.M. Do. weather with rain. At 8 A.M. Steady breezes & clear weather. At noon Do weather. Lat. Obsd. 35.13 South.*
- 22.... 23.... *At noon squally weather carried away the main topmast studding sail yards....*
- 24.... 25.... 26.... *The Table land in sight. Employed getting the anchors over & bending the cables & sundry necessary jobs in the rigging.... At 1.30 A.M. Came too in Table bay in 7 fathom water gave ship 35 fathom chain.... At daylight... the harbour master came on board & cleared the ship....⁴¹*
27. *Recd. on board 195 lbs of beef & 134 of bread... 50 casks of water filled up 29 in the hold.... Part of the Emigrants went on shore, the remainder cleaning the 'tween decks....*
28. *Recd on board 180 lbs of beef & 134 loaves of bread & vegetables.... Empld. Hoisting in water & stashing it into the casks in the hold. Part of the Emigrants were permitted to go on shore by the Doctor & the Captain & returned in the Evening....*
29. *Recd. on board 184 lbs of beef 134 loaves of bread & vegetables & 4 bags of rice, & Do. of potatoes, 322 lbs of beef to salt.... Shipt on board Mr Nicholson 2nd mate in lieu of Mr Cross & David Griffiths in lieu of P. Gouden seaman, who went to the hospital....*
- 30.... 31. *At 1 P.M. hove short & set all sail. At 2 P.M. Weighed anchor & beat out of the bay. At 4 P.M. Do. light winds & cloudy w. Green pt. light bore S by W distance 2 or 3 miles. Midnight light airs & cloudy weather, Green pt. light S by E 4 or 5 miles. At daylight tacked to the NW the table land in sight. At noon light winds & clear with a heavy sea, Ship standing to the WSW.*
- Saturday Jan 1st 1842.... Three sail in sight....*
- 2.... 3.... 4... *the Cape land in sight.... At 7 P.M. Cape Agulhas bore NE distance about 17 miles.... A ship passed running to the NW....*

41 She arrived at Capetown on 26 December and departed on the 30th (Lloyd's List 9 March 1842 page 2).

- 5.... At 6 P.M. tacked to the southward Cape Vashes bearing N by E 6 or 7 leagues....
- 6.... At 10 A.M. the emigrants came aft complained of the preserved meat not being sufficient for them, could not make any alteration being the quantity allowed by the Charter party....
- 7.... At noon a barque in company & pleasant weather....
- 8.... Spoke the barque Hope from Glasgow out 80 days. Bound for Bombay....
- 9.... 10.... 11.... 12.... 13.... 14.... 15.... 16.... A Brig in company....
- 17.... Opened a cask of pork containing 46 pieces weighing 174 lbs. 26 lbs short....
- 18.... At 4 P.M. observed the distance between the sun & moon, making the Long. $48^{\circ}56'$
- 19.... One sail in sight a head on same tack....
- 20.... At 4 P.M... a Barque in sight ahead.... At 4 A.M. the Barque astern....
- 21.... 22.... 23.... 24.... 25....
- 26.... Gales & squally weather.... Part of the Emigrants this morning on the poop deck to get the 'tween decks cleaned & ventilated.
- 27.... 28.... 29.... 30.... At 7 P.M. Mrs Vercoe & Mrs Marsh two of the Emigrants gave birth to a boy & a girl.
- 31.... At 1 A.M. Jas. Lyden & Frank Searle, were detected by the Second mate & Howard in the after hold stealing rum & canvass with a light in the store room, having unlocked the fore hatches, the rum in their possession was a quart pot and about 14 or 15 yards of canvass. The above were two of the ships company. Signed by W.B. Thompson Chief officer.
- 1 February 1842.... At 6 A.M. Mrs Bishop one of the Emigrants gave birth to a boy.
- 2.... 3.... 4.... 5.... 6.... Opened a cask of sugar which was refused by the Emigrants being sandy and a dark colour....

- 7.... 8.... *The Emigrants refused two of the preserved meat but the meat & soup being sour Gave two others in lieu.*
- 9.... *Opened a cask of pork, 49 pieces, everything, 200lbs....*
- 10.... 11.... *At 10 P.M. I went down below & in the 'tween decks with Dr Forbes to see the Chloride of Lime sprinkled which some of the Emigrants said should not be done as it burnt their clothes. I immediately took the bucket with the lime & commenced sprinkling it over the deck, when one of the Emigrants, named Joll, seized hold of my collar & threw me down on the deck in presence of Dr. Forbes & assistant superintendent, for which offence Capt'n Skinner had him put in irons on the poop for 24 hours, as a prisoner until he thought proper to beg pardon & keep the peace for the remainder of the passage. N.B. this chloride of lime is in the regulations of the company to be sprinkled every day throughout the passage to keep away all disease from the ship.*
- 12.... *Samuel Joll in irons on the poop.... At 8 P.M. Samuel Joll begged pardon & promised to keep the peace the remainder of the passage & therefore let him out of irons....*
- 13.... *At 7 P.M. the SW cape of Van Diemens Land bore NBW distance 15 or 16 leagues.... At 5 A.M. steady breezes & clear weather. Running along the Land. At 8 A.M. Cape Tasman bearing NW distance 7 or 8 leagues. At noon Cape Pillar bore WNW distance about 20 miles.*
- 14.... 15.... 16.... *At daylight... Exchanged colours with an English waler....*
- 17.... *Employed fitting a new martingale the old one having been carried away....*
- 18.... 19.... 20.... 21.... 22.... *Running under easy sail to make the land.... Stood to the SW of Sugar Loaf Island bearing East 3 or 4 leagues deeming it not prudent to run in the bay of New Plymouth.*
- 23.... *The Sugar Loaf Island bearing East distance 14 or 15 miles.... Stood in for the bay.*

P.M. Mod. Breezes & clear pleasant weather. All possible sail set standing in for the land. Employed getting the cables up & lowering the anchors down clear. All the Emigrants on deck the 'tween decks cleaned &c. At 4 P.M. off the Sugar Loaf Island standing into the bay of New Plymouth. At 5 P.M. came too in the bay the outer Island bearing SW by W the town SEBE & Mount Egmont SSE. Gave ship 45 fathoms Cable & stowed sails & sent down the topgallant yards. Capt'n went on shore & reported his arrival to the Agent. Midnight light airs & clear pleasant weather. This day has 30 hours to commence the Labour log.

24. *This day begins with mod. Breezes & clear pleasant weather. Employed getting the Companys boat out & the derrick up & sending down topgallant masts & unbending top gallt sails & flying jib & sundry necessary jobs about the deck. Sent the Emigrants in shore this day they were victualled for this day making 117 days that they have been victualled on board this ship. The remainder of this day fresh breezes & clear weather.*



Mt Egmont from the Sugar Loaf Islands. Watercolour, Charles Heaphy.
Heaphy sailed past Mt Taranaki in the *Tory* in 1839 or 1840.



Off New Plymouth today.

*... Lying in New Plymouth New Zealand*⁴²

- 25.... *Empld sending the Emigrants boxes on shore & taking the births down in the 'tween decks & clearing the decks....*
- 26.... *Empld discharging the Emigrants baggage & Passenger cargo... landed six boats load this day.*
- 27.... *At daylight turned the hands out to clean ship, & found that six of the Crew had run away during the night—viz. Thos Hand, S. Searle, Thos. Scott, Wm. Anderson, Jas. Laryd, & Jas. Lyden—went on shore immediately—but could not hear of them....*
- 28.... *Empld discharging Cargo & Passengers Luggage—all the Passengers left the Ship this day.... Loaded five boats the sixth not able to come it blowing too hard.*
- 1 March 1842.... *Empld discharging cargo & heaving up the Mooring Chains out of the hold. Standing on deck for*

42 From this date on the log is written in a different hand, perhaps that of the second mate, Mr Nicholson.

- discharging—in the morning. Six men sent off to assist from the Company in heaving up the anchor & chains....*
2. *Recd on board a pig... 140 bls.... Empld sending all the 'tween deck births &c on shore & the remainder of the Cargo & one of the Mooring Chains—& getting the Purchase over for heaving the anchors up—& securing the yards &c—& derrick—the remainder of this day dry fine Pleasant Weather.*
 - 3.... *Empld heaving one of the Mooring Chains out of the hold & sending it on shore. Also one of the anchors out of the hold & stocked it & got it over the side & bent the Chain—hauled the Boat ahead & shackled it on to the starbd bower Chain—& Paid the remr out of the boat—in paying it out, one of the stoppers carried away & sunk the boat; let go the anchor & hove the ship ahead & tried to heave up the boat but could not lift her, owing to the weight of Chain in her. Carried away several ropes & the fish davit⁴³ that will remain till morning. Twenty of the Companies men on board assisting us.—thus ends this day—freshening breezes & cloudy.*
 4. *Shipt on Board Rich Simmons Boy.... Hove purchase to heave the boat up—hove her up to the Cathead⁴⁴ and cut one of the stoppers that kept the chain in the boat which tore the Boats Stern out & she sunk again; hove in, on the starbd Mooring Chain which hauled it out of the Boat & she floated again—after having her stern torn all to pieces....*
 5. *Shipt on Board Nicholas Husband Boy.... Empld heaving up one of the Mooring Chains & one of the anchors out of the hold, getting them over the side & bending the Chains. Paid out 75 fms on the starbd chain & Hove in, on the Larbd one & let go the Mooring anchor, run a warp out &*

43 Spar used to hoist the flukes of the anchor.

44 Big wooden beam on the bow, angled outward and used to support the anchor when weighing or lowering it. Often had carved cat or lion head.

- let go the larbd Bower anchor & Catted it & unbent the chain & bent it on the Mooring Chain—Ship now riding to the Mooring Chains & anchors....*
6. *Wilson off duty.... Got the Bridle belonging to the Mooring chains on the top gallt fore castle & lowered it down & shackled it to the chain & got the buoy out & shackled it to the buoy—& gave the 30 fms Cable, twenty of the Company’s men assisting—on board. Expended 5 or 6 fms of Lanyard rope for slip ropes & not having the use of the Company’s boat to put the Chains in....*
- 7.... *Empld making a raft to get the two remaining anchors out. At 11 a m the Breeze freshening & a heavy swell setting in, broke the raft adrift & could not go on with it, therefore passed all the deals on deck again....*
- 8.... *Edwin Sailor sick off duty, through drunkenness. John Wilson seaman returned to his duty. This day begins with mod. Breezes & clear Pleasant wr. Empld making a raft for taking the mooring anchors on shore—hove one of the anchors up out of the hold & lowered it down on the raft—(made with spars & deals well lashed & secured—& four water casks—as tied to it). Shoved off from the ship & towed it halfway on shore—when the Ground swell setting in, now setting to the SW.—the anchor slipt off the Raft, & went down in five fathoms water, with a buoy & buoy rope on it; also lost three tackles & blocks & c & three lines of two & half inch Rope & a pair of puncheon slings⁴⁵ & one water cask which went down with the anchor—the remr of this day fine Pleasant weather....⁴⁶*
- 9.... *Lowered the other mooring anchor in the hold again & stowed it away as the Company could not land it not having any means to get it on shore. Empld also stowing water*

45 A sling to hold a puncheon (a 500 litre cask).

46 These passages read like a chapter from Jerome K Jerome, but amply demonstrate the difficulties of the New Plymouth roadstead.

casks & clearing away for taking in oil for Sydney. The remr of this day fine Wr—took in 47 Casks of oil.
*10.... Empld stowing away oil & getting the Derrick down & the 'tween decks cleared for taking in spars. The remainder of this day fine weather. Sent up top gallt masts—took in a piece of Chain & three spars belonging to the wreck of the Regina.*⁴⁷

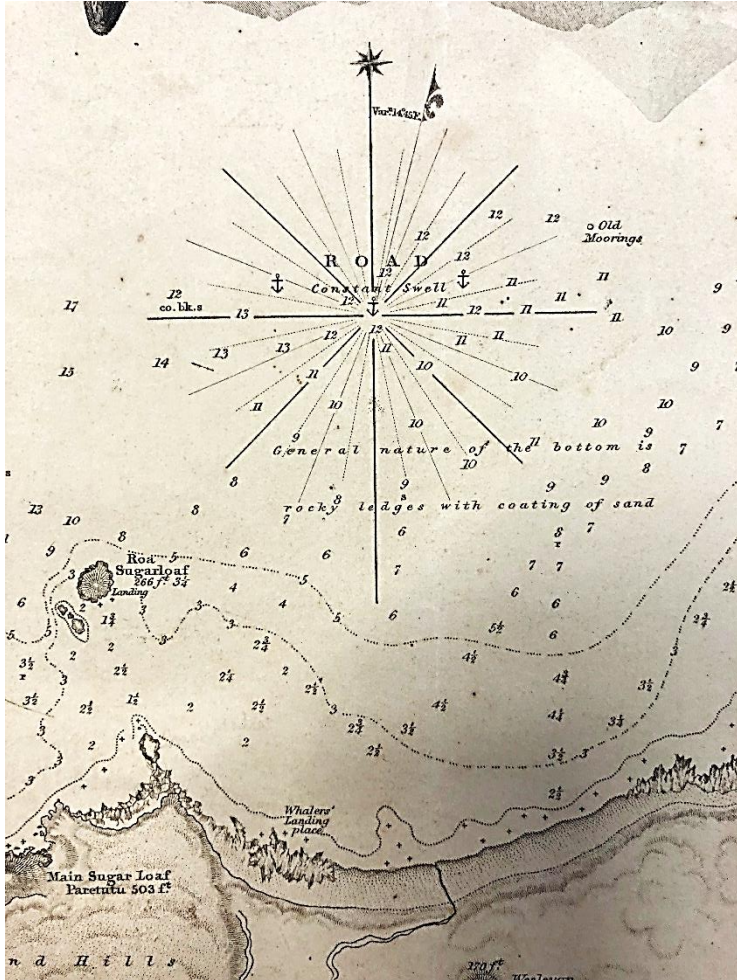
Copy of a letter from the New Zealand Agent dated March 11th 1842.

To Captn. Skinner, Ship Timandra.
I hereby give you notice that all the Passengers, Cargo & Fittings up of the vessel being landed you are at liberty to depart and are hereby discharged from the Company's Employ. —G. Cutfield, Acting Principal Agent, New Plymouth.

*The Mooring Anchors laid down, by us—were placed NE & SW distance 80 fms from Each other, with a Bridle in the middle of 15 fm—with a large Coppered buoy shackled on to it the Bearings from the Buoy are the Flag Staff in the town SEBE Dist 3 miles, the outer Sugar Loaf Island SWBW dist 2½ miles & Mount Egmont SSE—the anchors are in 15 fms water.—hard sand.*⁴⁸

47 The schooner *Regina* had sailed with extra cargo that the *Amelia Thompson* could not take; she was driven ashore in bad weather and broke up on the rocks.

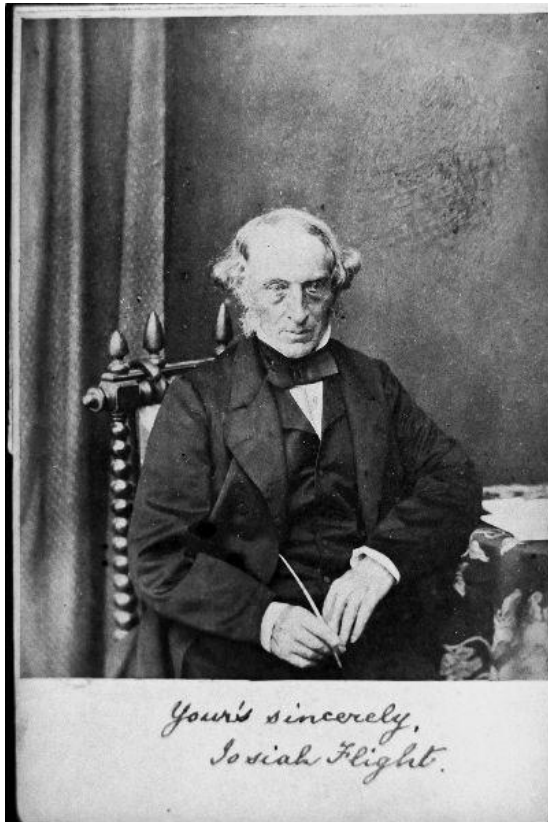
48 The second set of moorings was never landed at New Plymouth. One of its anchors was lost off the raft and the other one returned to the hold, unloaded at Sydney, but lay so long on Moore's wharf that the wharfage exceeded its value: it was eventually sold at auction.
(<https://freepages.rootsweb.com/~ourstuff/genealogy/Timandra.htm>)



Detail of the *Acheron's* 1849 map of the "New Plymouth or Taranaki Road" showing the site of the "Old Moorings" at upper right.

Chapter 5: The journal of Josiah Flight 1800–1884

Josiah Flight would become resident Magistrate at New Plymouth. Rutherford & Skinner published an abbreviated and censored version of his journal, where “much detail [was] omitted as being of only passing interest”. All of that detail, much of more than passing interest, is included here.⁴⁹



49 Transcribed from Josiah Flight, diaries 1 November 1841 to 2 February 1846. Puke Ariki ARC 2001-60.

Monday, Novr. 1, 1841. Embarked on board the Timandra, 432 Tons register, at 6 o.c. P.M. The Free Emigrants were embarked on the previous Saturday, 201 in number, men, women, & children.

Tuesday Novr. 2. At 9 A.M. Captn. Skinner went on shore to obtain his papers from the Custom House. At 2 P.M. weigh'd anchor: Wind S.E. Course S.W. Sent ashore letters to T. Flight, Mr. Jno. Devenish & Mr. Jones to be posted by the Pilot. Breeze freshened about 5. Passengers nearly all sick. Captn. debating in his own mind whether he should proceed, or bear up; got out all well.

Wednesday Novr. 3. Blowing fresh. Course S.W. Very sick. In bed all day.

Thursday Novr. 4. Weather moderate. In Longitude 9° W. spoke a Cornish brig. Desired her to report the Timandra. Still sick. Roasted apple good.

Friday Novr. 5. Weather still moderate. Wind S. & by W. Course W & by S. Long. 11° W. Sickness going off but cannot eat meat.

Saturday Novr. 6. Began to write journal. Weather has been fine ever since we sail'd. Passengers all on Deck to-day. Many Porpoises playing about the ship. Sickness over. Begun to eat meat. Wind S.S.E. Course S.W. Long (12M) 14½° W. Lat. 43°.53' N. About 2 P.M. an increase was made to our number by the birth of a boy, the child of one of the free Emigrants (Brooking). Evening wind E.

Sunday Novr. 7. Wind E. moderate. Lon. 14°.56' W. Lat 41°.58' N. There was Divine Service at ½ past 1 P.M. Mr. Groube not feeling himself sufficiently recovered to preach, I was requested by Dr. Forbes to read a Sermon. People very attentive. Beautiful fine day. Evening sang Hymns with the people on deck.

Monday Novr. 8. Wind E.S.E. Wind fresh. Lon. 15°.37' W. Lat 39°.11' N. Two Barks in sight on the same course as ourselves; pass'd them both. Timandra a clipper but not a

*comfortable ship; too crank.*⁵⁰ *Squalls of rain during the day. 5 P.M., one of the Emigrants confined with a boy.*⁵¹

Tuesday Novr. 9. Wind S.S.E. Breeze freshened with squalls of rain. Lon. 17°.6' W. Lat. 36°.17' N. Another of the emigrants confined with a still born child. The Gales increased during the night so much that we were obliged to shorten sail.

Wednesday Novr. 10. Wind S.S.E. Wind moderate. Lon. 18°.20' W. Lat. 34°.49' N. Some small land birds, an owl & two Mackerel Gulls flying about the ship. The small birds were so tired as to suffer themselves to be caught.

Note.—Cabins should be put in good order before starting, as the weather will most probably (not) allow you to do so for several days, perhaps weeks afterwards.

Thursday Novr. 11. Weather Squally with Rain. Course S.W. Ship close haul'd now (at Noon). Lo. 20°.2' W. Lat. 33°.13' N.

Friday Novr. 12. Weather fine. Course S.W. & by W. Lon. 20°.56' W. Lat. 32°.6' N. Spoke the Royal George: reported 12 days from London: bound to Sydney.

Saturday Novr. 13. Weather fine. Course S.S.W. Lon. 22.23 W. Lat. 30.16 N. Thermometer 74. Vessels in sight in the morning: all left astern, out of sight by noon. Opened cases of trees; found them healthy; buds swelling. Recommended by Harrisons to get a case of two year old Quick: one 4 feet long 18 inches wide, 2 feet high with a slanting roof like a dog kennel, having glass on each side about 6 inches deep, would contain from 150,000 to 200,000 Plants. Cabin passengers held a consultation on the conduct of the Emigrants: Theft: Swearing: Coming on Poop deck. School. Agreed to form ourselves into a Committee for superintending school. Dr. Forbes decided

50 If a ship makes long, slow rolls and takes time resuming a vertical position, it is referred to as crank.

51 Mrs Norman.

on drawing up a Proclamation against obscene and profane language, against insubordination. All well. Mr. Smith 1 Bottle Brandy.

Sunday Novr. 14. Weather fine with intervening Showers. Course S. Lon. 22.21 W. Lat 27.15 N. Thermometer 73. Signalled the Himalaya, 4 or 5 other vessels in sight, pass'd them all. Divine service held at ½ past 10 A.M. Many of the Emigrants offended at not being allowed the use of the Poop deck, would not attend. D. Bishop one of them. Awning spread over Poop Deck.

Monday Novr. 15. Weather very fine. Light winds. Course S.S.W. Lon. 22.59 W. Lat. 24.41 N. Thermometer 76. 10 or 11 vessels in sight all day. Engaged all morning in examining the children and making other preparations for opening a school on board. 8 or 9 of the Emigrants volunteer'd to assist in the School. Dr. Forbes inform'd us that Smith was much annoyed at the order respecting the Quarter Deck. That he had paid £75 for himself & family.

Tuesday Novr. 16. Weather very fine. A Calm. Course S.S.W. Lon. 23.8 W. Lat. 23.43 N. Thermometer 76. 12 or 13 vessels in sight. A calm. The Barque Valliante from Basque very near us all day. O'Neil who had offered to assist in the school came into the Cuddy to say that he was sorry he could not have anything to do with it, as it was contrary to the wish of those who were in his Mess, and he did not feel himself at liberty to act contrary to their wishes. He afterwards told Dr. Forbes that he was the only one of the Emigrants who had courage enough to state his opinions, but that they did not like the interference of the Cabin Passengers, who only wish'd to have the credit of conducting the school whilst the others did all the working part: but (Oh rich. Mark the Irishman) if any difficulty arose in which his assistance might be required he should be ready to give it. The school was opened at 11 A.M., 8 of

the Emigrants assisting. Seed Bags spread out on deck to air the Seeds.

Wednesday Novr. 17. Weather fine. A Calm. Course nowhere. Lon. 23.23 W. Lat. 23.17 N. Thermometer 77. 14 or 15 vessels in sight. Wrote out rules for the Library.

Thursday Novr. 18. Weather fine. Light Breeze. Course S. by W. Lon. 23.13 W. Lat 22.34 N. Thermometer 78. 13 or 14 vessels in sight. 2 Dolphins caught.

Friday Novr. 19. Weather fine, Fresh Breeze. Course S.S.W. Lon. 23.57. Lat. 20°.36' N. Thermometer 79. Flying fish seen. About 10 P.M. came up with, and hail'd the barque Christina, 27 days from Liverpool, bound to Bahía.

Saturday Novr. 20. Weather fine. Fresh Breezes. Course S.S.W. Lon. 24.58 W. Lat. 18.1 N. Thermometer 80. Apple trees in leaf, one nearly in blossom; Asparagus shooting. Between 4 & 5 P.M. sighted the island of St. Antonio, about 20 Miles to Eastward.

Sunday Novr. 21. Weather fine. Fresh Breeze. Lon. 25.36 W. Lat. 15.22 N. Thermometer 80. Four vessels in sight ahead of us in the morning, at noon came up with them, pass'd close to one, a French Barque from Cette, during the time that Mr. Groube was preaching. At 1 P.M. hoisted our Ensign which was answered by a Ship on our Larboard Quarter, near which was a Barque. The following conversation then took place. Timandra. What ship is that (4910)? A. Enterprize (3571). Timandra. Where bound (1084)? A. Calcutta (2174). From what port & where bound to (3902)? A. Liverpool (4036). How many days are you out (1693)? A. 23. Shall you touch at (5987) Table Bay (6247)? A. No (2nd Distinguishing Pendante). Enterprize. What ship is that (4910). A. Timandra (1783). From what port & where bound to (3902)? A. Plymouth (5143) New Zealand (5873). How many days are you out (1693)? A. 18. Timandra. I hope you are all well (6527)? A. All are well (6528). Having hoisted our Ensign to the Barque,

- which was not answered, we put these questions to the ship *Enterprize*. What (9620) Bark (532) is that (4370, 8716) to Windward (9724). A. Fair Arcadian (3729). From what port & where bound to (3902)? A. I have not ascertained (602). Many thanks (5783). A. You are very welcome (6523). Pleasant (6538) Passage (6372). A. Many thanks (5783) for your (9827) kindness (4980).
- Monday Novr. 22. Weather fine. Fresh Breeze. Course S. by E. Lon. 24.32. W. Lat. 12.36 N. Thermometer 80. 3 vessels in sight. Mr. Gillingham saw a dead body float by.
- Tuesday Novr. 23. Weather fine. Light winds. Course S. E. by $\frac{1}{2}$ E. Lon. 23.24 W. Lat. 10.3 N. Thermometer 81. 3 or 4 vessels in sight. Letters were sent by our Mate on board the *Barque, Sampson, of Irvine, Captain Brown, 83 days from Calcutta, bound to London.* Captn. behaved well. Waited nearly an hour for us. We sent letters to T. Flight & J. Devenish. Mr. Groube to his Father. Reported that he had lost the S.E. Trades in 4° N. & taken the N.E. Trades in 5° N. having had only 1° of variables. All well.
- Wednesday Novr. 24. Weather fine. Breeze light. Course S. $\frac{1}{2}$ E. Lon. 22.10. W. Lat. 8.7 N. Thermometer 83. 3 vessels in sight. Signal'd one, a ship, that in return hoisted Peruvian Colours. Pass'd them. All well.
- Thursday Nover. 25. Weather squally with heavy rain. Course S.W. No sight of the Sun at Noon. Only one vessel to be seen. Whilst at tea the weather changed from a calm to such a stiff breeze suddenly, that the Captain jumped up from the table and in a few minutes got the ship under storm sails, under which she drove for the night. The rain came down in torrents.
- Friday Novr. 26. Weather thick with some rain. Some part of the day a Calm. No observations. No vessel in sight. About 10 P.M. a breeze from the E. sprung up and continued during the night.

- Saturday Novr. 27. Weather fine. Breeze moderate. Course S.S.W. Lon. 21.19 W. Lat. 3.25 N. Thermometer 82. Mr. Smith 1 Bottle Brandy.*
- Sunday Novr. 28. Weather fine with occasional squalls of rain & wind. Breeze fresh. Course S.S.W. Lon. 21.31. W. Lat. 1.46 N. Thermometer 83. Mr. Groube preached, but few attended. One of the emigrant's (Normans of Bridport) children died.*
- Monday Novr. 29. Weather fine: occasional showers. Breeze fresh. Course S.S.W. Lon. 22.30. W. Lat. 0.54 S. Thermometer 82. We crossed the Line this morning about 4 thus running out to it in 26½ days.. The Captain would not permit any of the practical jokes, sailors are accustomed to play on crossing the Line to take place on this voyage. Opened Case of trees, looking well. Exd Gun.*
- Tuesday Novr. 30. Weather fine: occasional showers. Breeze fresh with Squalls. Course S.S.W. Lon. 25.30 W. Lat. 3.11 S. Thermometer 81.*
- Wednesday Decr. 1. Weather fine. Breeze fresh. Course S.S.W. Lon. 26.39 W. Lat 5.56 S. Thermometer 80. Confined to Cabin with a Bilious headache.*
- Thursday Decr. 2. Weather fine. Breeze fresh. Course S.S.W. Lon. 27.24 W. Lat 8.58 S. Thermometer 80. Heat not so oppressive.*
- Friday Decr. 3. Weather fine. Breeze moderate. Course S.S.W. Lon. 28.13 W. Lat. 11.52 S. Thermometer 80. Anne (J.) bathed, for the first time on the voyage.⁵² Mr. Smith 1 Bottle Brandy.⁵³*
- Saturday Decr. 4. Weather fine. Breeze light. Course S. by W. Lon. 29.9 W. Lat 14.4 S. Thermter 80.*
- Sunday Decr 5. Weather fine. Breeze light. Course S. by E. Lon. 28.46 W. Lat 17.5 S. Thermter 80.*

52 Anne (Annie) Flight, his daughter.

53 Presumably a crew member rather than John Smith in steerage.

- Monday Decr. 6. Weather fine. Breeze fresh. Course S. by E. Lon. 28.30 W. Lat 19.55 S. Thermometer 82. A child of Vercoe's⁵⁴ died to-day. About 1 P.M. obtained a view of Trinidad about 40 miles to the W. of us; and afterwards of Martin Vas' Rocks about 30 miles W.*
- Tuesday Decr. 7. Weather fine. Breeze light. Course S. by E. Lon. 28.5 W. Lat. 22.12 S. Thermometer 81.*
- Wednesday Decr. 8. Weather fine. Breeze fresh. Course S.S.E. Lon. 27.27 W. Lat. 24.22 S. Thermometer 79. Weigh'd out for Sailors 15 half pounds of Tobacco (Negro Head). Mr. Smith 1 Bottle Brandy. One of the Ewes taken ill; was bled, and had a dose of Salts with gruel given to it; gradually recovered. About 4 P.M. discovered that the two-teeth ram was ill. It was bled and Salts with gruel given to it. The Blood was very much inflamed and very little flowed. Getting worse. W.D.⁵⁵ tried again to bleed it; but little or no blood came away. About 8 o.c. it died.*
- Thursday Decr. 9. Weather fine. Breezes variable. Course S.E. & by S. Lon. 25.32 W. Lat. 26.20 S. Thermometer 79. This morning opened the sheep and discovered the disease of which it died to be violent inflammation of the Lungs. Bled the remaining sheep.*
- Friday Decr. 10. Weather fine. Breezes variable. Course S.E. Lon. 23.0 W. Lat. 27.56 S. Thermometer 76. Gave the Poultry Garlic. Child of one of the Emigrants (Groves) died.*
- Saturday Decr. 11. Weather fine, very light Breezes. Course S.E. Lon. 21.10 W. Lat. 28.54 S. Thermometer 75. Petition alias Demand from Emigrants for Spirits.*
- Sunday Decr. 12. Weather fine. Variable Breezes. Course S.E. Lon. 20.11 W. Lat 30.10 S. Thermometer 74. (Parsons' child died after an illness of a few days only).⁵⁶*

54 James, son of Mr. and Mrs. Bryant Vercoe.

55 William Devenish.

56 Jane, daughter of John and Grace Parsons.

Monday Decr. 13. Weather fine. Breeze fresh. Course S.E. Lon. 17.4 W. Lat 31.29 S. Thermometer 73. Dr. Forbes consulted me on the following subject. The instructions from the Company to him were that he should make a post-mortem examination in all such cases as that which took place last night: to this the parents would not give their consent. Considering it would increase the dissatisfaction spreading amongst the free emigrants & steerage passengers, were this regulation to be insisted on, without obtaining the concurrence of the Parents. I suggested that they should be seen again by the Doctor, accompanied with the Captn. and that should they still continue obstinate, such examination to be omitted. The result was that the Parents resisted all the persuasions of the Dr. & Captn. and the child was thrown overboard without such an examination. Dr. Forbes stated that he could not say that the child died of any contagious disease, but expected it to have arisen rather from exposure to the Sun or from lying on the damp decks. This morning Rum for the first time was distributed to the Emigrants.

Tuesday Decr. 14. Weather showery. Breeze fresh. Course E. & by N. & S.S.W. Lon. 13.48. Lat. 31.57 S. Thermometer 68. Mr. Smith, 1 Bottle Brandy.

Wednesday Decr. 15. Weather thick with showers. Breeze fresh. Course S. & by W. & S. & by E. Lon. 14.9 W. Lat. 32.59 S. Thermometer 76. About 3 P.M., Norman's wife (from Bridport) died. Dr. Forbes wished to open the body. Norman objected to it. The Captain with the Doctor then informed him that the instructions given to the Doctor being peremptory, he was under the necessity of attending to them in this case. The emigrants then came aft in a body and in a violent manner stated their determination to prevent its being done. The Captain stating to the Doctor that he had not sufficient power to enable the Doctor to proceed successfully with the opening of the body; the

- latter was obliged to succumb to the excited feelings of the emigrants. About 7 P.M. the body was brought on deck; Prout at the request of some of the emigrants read the burial service over it when it was thrown overboard.*
- Thursday Decr. 16. Weather, Morning thick with rain; Noon & afterwards fine. Breeze fresh. Course E.S.E. Lon. 12.24 W. Lat 34.30 S. Thermometer 68. Several Albatrosses seen flying about the ship. In the evening a number of Whales were seen, several spouting at one time. A great deal of sickness prevails through the ship; and a great deal of discontent.*
- Friday Decr. 17. Weather fine. Breeze moderate. Course E.S.E. Lon. 8.47 W. Lat. 34.57 S. Thermtr 69.*
- Saturday Decr. 18. Weather variable. Two children (Allen's & Northcote's) died. Groves's daughter dangerously ill.*
- Sunday Decr. 19. Morning Weather Showery: Afternoon Fine. Course S.S.W. to S.S.E. Lon. 1.51 W. Lat. 35.5 S. Thermometer 67. The Decks being wet in the Morning, Mr. Groube preached at 5 o.c. in the evening. Jno. Prout conducted a religious service on the Forecastle at Noon: and again on the main deck at 7 P.M. Groves' daughter worse.*
- Monday Decr. 20. Weather fine. Breeze moderate. Course E.S.E. Lon. 0.57 W. Lat. 34.47 S. Thermometer 68. Several Albatrosses about the ship: caught one, measuring 10 feet from the tip of one wing to that of the other: One of the sailors, with Mr. Allen skin'd the bird, the skin was rub'd with Mercurial ointment, then with Pepper & Salt: the Brain taken out and the head fill'd with Petter & Salt: The flesh was eaten by some of the emigrants, and said to be good. Groves' daughter rather better.*
- Tuesday Decr. 21. Weather fine. Breeze fresh. Course E.S.E. Lon. 1.45 E. Lat 35.11 S. Thermometer 70. Several Whales in sight to-day. Groves' daughter rather better.*

Wednesday Decr. 22. Weather fine. Breeze fresh. Course E.S.E. Lon. 5.58 E. Lat. 35.39 S. Thermometer 69. Mr. Smith, 1 Bottle Brandy.

Thursday Decr. 23. Weather showery. Breeze strong. Course E.S.E. Lon. 9.51 E. Lat. 35.53 S. Thermometer 66.

Friday Decr. 24. Weather fine. Breeze strong. Course E.S.E. Lon. 14.19 E. Lat. 35.27 S. Thermometer 65.

Saturday Decr. 25. Weather fine. Breeze fresh. Course E.S.E. Lon. 17.46 E. Lat. 34.27 S. Thermometer 68. Saw land about 12 Noon. Came to anchor in Table Bay about Midnight: Thus making the voyage in 53 days from Plymouth. In running in we kept off about 2 miles from the Lighthouse at Greens Point and 3 miles from Robin Island. The Sir John Fleming came in to-day 60 days from Plymouth.

Sunday Decr. 26. Weather fine. Several Boats off from Cape Town. The Shore a very bold one. The Hills rise precipitously from the Shore, some inland. Sent off clothes to be washed. Thermometer 65.

Monday Decr. 27. Weather fine. Went on shore at Cape Town, 1/- each way. Bought some Orange and Lemon trees and 100 vines of Valett & Son, Long Street & Green Point. Thermometer 66. Many of the emigrants returned to the ship in an intoxicated state.

Tuesday Decr. 28. Weather fine. On shore Thermometer 76. Took letters on shore to T.F. & Nicholetts, also one from Chas. Clare. Visited Baron Lodovic's garden. Very well kept, but not equal to English gardens. Roads must be very bad; saw 20 oxen harnessed to one waggon with three pipes of wine. Mr. Smythe (once Wesleyan Minister at Bridport) with Dr. Adamson, Mathematical & Classical Tutor at Cape College, called on us at the Inn. The latter said he had obtained Mr. Swainson's library which was on board the Prince Rupert wrecked at Green Point. It would be sent to his order on the payment of expenses. He had

written to Mr. Swainson, who was he believed gone to Hokianga twice on the subject. The Cambrian, with Lord Ellenborough arrived in Simon's Bay to-day 49 days from England. Prout and Spurdle reported tipsy by Mrs. Smyth.

Wednesday Decr. 29. Weather fine. Several of the emigrants went on shore: and some of them returned early the next morning very much in liquor, amongst them was Prout. Prince George arrived.

Thursday Decr. 30. Weather fine. Thermometer: on board 63; on shore 75. Went on shore in Capn.'s Gig. Returned on board between 1 & 2 P.M. Weigh'd anchor & sail'd at 2 P.M. Light winds. Unable to clear the land. Mr. Smith 1 Bottle Brandy.

Friday Decr 31. Weather showery. Thermometer 67. Mr. Gillingham 1 Peck Corn for Fowls. Wind contrary. Beating about without being able to get out of the Bay.

Saturday Jany. 1. 1842. Weather fine. Wind contrary. Thermometer 66. Good deal of Sea running.

Sunday Jany. 2. Weather fine. Wind contrary till Noon when we went about on the other Tack, a S.E. course. Lon. 15.44 E. Lat 34.47 S. Thermometer 67. Breeze moderate.

Monday Jany. 3. Weather fine. Breeze fresh. Course S.E. Lon 18.58 E. Lat 35.2 S. Thermometer 67. Wine drawn for Mr Groube (2 Bottles): Mr Gillingham (2 Bottles): Mr Tailor (3 Bottles): Mr Flight (3 Bottles).

Tuesday Jany. 4. Weather fine. Breeze variable. Course variable. Lon. 21.50 E. Lat 34.58 S. Thermometer 64.

Wednesday Jany. 5. Weather fine. Breeze very light & calm. Course variable. Heavy swell on the Sand bank which was off from Cape Agullis. Lon. 22.19 E. Lat. 34.1 S. Thermometer 74.

Thursday Jany. 6. Morning calm with rain 'till 9 A.M. when the rain cleared off, and a fresh Breeze sprung up. Course E.S.E. Lon. 22.42 E. Lat. 37.16 S. Thermometer 71. The Phantom Brig in sight on 5th.

Friday Jany. 7. Weather fine. Breezes light. Course S.E. Lon. 23.30 E. Lat 37.16 S. Thermometer 74. Came up with, and spoke the Hope, Barque, 80 days from Glasgow bound to Bombay.

Saturday Jany. 8. Weather fine. Calm. Course S.E. Lon. 26.20 E. Lat 37.22 S. Thermometer 74. The Barque out of sight. The Brig Phantom again in sight.

Sunday Jany. 9. Weather fine. Breeze moderate. Course S.E. Lon. 28.28 E. Lat 37.41 S. Thermometer 69.

Monday Jany. 10. Weather fine. Breeze fresh. Course S.E. Lon. 31.28 E. Lat 37.41 S. Thermometer 69.

Tuesday Jany. 11. Weather fine. Breeze fresh. Course S.E. Lon. 35.42 E. Lat 38.53 S. Thermometer 64.

Wednesday Jany. 12. Weather fine. Breeze fresh. Course S.E. Lon. 40.38 E. Lat. 38.53 S. Thermometer 63. This day made 230 miles; the Ship for 4 hours going 11 knots per hour. Groube (2 Bottles), Gl'inghm (2), Taylor (3), F. (4).

Thursday Jany. 13. Weather fine. Breeze fresh. Course E. Lon. 43.52 E. Lat. 37.51 S. Thermometer 61. Mr. Smith 1 Bottle Brandy.

Friday Jany. 14. Weather fine. Breeze moderate. Course E.S.E. Lon. 45.47 E. Lat. 37.25 S. Thermometer 66.

Saturday Jany. 15. Weather fine. Breeze light & Calm. Course variable. Lon. 45.28 E. Lat. 37.50 S. Thermometer 66. B. Phant. in sight.

Sunday Jany. 16. Weather fine. Breeze variable. Course S. by E. Lon. 43.52 E. Lat. 37.51 S. Thermometer 66. B. Phant. in sight.

Monday Jany. 17. Weather showery. Breeze sometimes High. Course S.E. Lon. 48.28 E. Lat. 39.50 S. Thermometer 67. 11 o.c. spoke the Brig Phantom. Left Table Bay on the 31st Decr. Bound to Port Philip & Launceston on a trading voyage. Beautiful vessel. Capn. said he spoke the Jno. Fleming last night further to the S.

- Tuesday Jany. 18. Weather fine. Breeze moderate. Course E. Lon. 52.5 E. Lat. 40.6 S. Thermometer 65.*
- Wednesday Jany. 19. Weather fine. Breeze variable & calms. Course S.S.E. Lon. 54.40 E. Lat. 39.0 S. Thermometer 63. Vessel in sight ahead: as we came up discovered she was a Barque.*
- Thursday Jany. 20. Weather fine. Breeze variable. Course S.E. by S. Lon. 56.13 E. Lat. 40.3 S. Thermometer 67. Pass'd the Barque: which appeared to be a transport: tryed to signal, but could not read the colours, so left her.*
- Friday Jany. 21. Weather fine. Breeze fresh. Course S.E. by E. Lon. 58.58 E. Lat. 41.0 S. Thermometer 66.*
- Saturday Jany. 22. Weather showery & thick. Breeze stiff. Course E. Lon. 43.52 E. Lat. 37.51 S. Thermometer 67. One of the Emigrants (Way⁵⁷) gave birth to a child.*
- Sunday Jany. 23. Weather fine. Breeze variable: sometimes calm. Course E.S.E. Lon. 67.27 E. Lat. 42.7 S. Thermometer 63. In the morning the ship roll'd too much: and weather was too cold for Mr. Groube to preach. During the twenty-four hours we ran 236 miles by the Log.*
- Monday Jany. 24. Weather: in the morning Squally with rain: at Noon fine with fresh breeze. Course E.S.E. Lon. 70.21 E. Lat. 42.22 S. Thermometer 67. Groube (2 Bottles). Gillingham (3). Taylor (3). Flight (3) Wine. Afternoon it came on to blow hard. Carried away Foretopmast Studding sail Boom. Vessel roll'd a good deal.*
- Tuesday Jany. 25. Weather fine. Wind blowing hard: running under reef'd top sails. Lon. 75.6 E. Lat. 42.2 S. Thermometer 64. Gale continuing aft: heavy sea running: the vessel roll'd very much. Hail & Lightning at night.*
- Wednesday Jany. 26. Weather Squally with Showers. Fresh Gale. Lon. 79.17 E. Lat. 41.46 S. Course S.E. by E.*

57 Mary Ann Way.

*Thermometer 61. Mr. Gillingham 1 Peck Crack'd Barley.
Ship roll'd very much.*

*Thursday Jany. 27. Weather, Squally with Showers. Gale
continues. Course S.E. by E. Lon. 83.51 E. Lat. 31.54 S.
Thermometer 63. Mr. Smith 1 Bottle Brandy.*

*Friday Jany. 28. Weather, Squally with Showers. Gale
continues. Course S.E. by ½ E. Lon. 88.30 E. Lat. 41.53 S.
Thermometer 63. Sent down Fore & Mizzen Royal Masts.*

*Saturday Jany. 29. Weather Showery. Wind moderate Breeze.
Course S.E. by E. Lon. 92.29 E. Lat. 42.10 S. Thermometer
63. About 7 P.M. two children were born Vercoe's &
Marsh's (Nthbury).*

*Sunday Jany. 30. Weather: Morning fine: after 12 noon thick
with rain. Course E.S.E. Lon. 97.58 E. Lat 42.10 S.
Thermometer 64.*

*Monday Jany. 31. Weather fine. Breeze fresh. Course E.S.E ½
E. Lon. 101.42 E. Lat. 42.39 S. Thermometer 67. About 2
A.M. two of the seamen were discovered in the storeroom
drawing off spirits with a lighted candle. Providential
escape from fire. D'l. Bishop's wife confin'd with a boy.*

*Tuesday Feby. 1. Weather, Morning wet, after noon fine.
Course E. by S. ½ S. Lon. 106.58 E. Lat. 42.39 S. Thertr.
64. Mrs Prout found a pair of her shoes on Wills' daughter.
A quarrel between Prout & Wills (women).*

*Wednesday Feby. 2. Weather fine. Wind fresh. Course E. by S.
½ E. Lon. 111.17 E. Lat. 42.50 S. Thermometer 66. Wine
bottled off for Mr. Groube (2½ Bottles), Mr. Gillingham
(2), Mr Taylor (3½), Mr. Flight (4), Mr. Smith 1 Bottle
Brandy.*

*Thursday Feby. 3. Weather fine. Wind fresh. Course E. by S. ½
S. Lon. 116.25 E. Lat. 43.9 S. Thermometer 62.*

*Friday Feby. 4.... " ... " ...light. Course E. by S. ½ S....
119.59...43.19...67.*

*Saturday Feby. 5.... " ... " ... " ...Course E.S.E., S. by E. & E. by
N.... 121.18... 43.25...66.*

Capn. ordered his men to bring Joll up on the Poop and put the Hand bolts on, which they did after some show of resistance on the part of some of the Emigrants. In the evening Joll acknowledged his fault and was released.

Saturday Feby. 12. Weather fine. Breeze light. Course E.N.E. Lon. 145.36 E. Lat. 44.31 S. Thermometer 66. About 6 P.M. sighted the S.W. Cape of V. Diemen's Land.

Sunday Feby. 13. Weather very fine. Breeze light. Course N.E. Lon. 148.23 E. Lat. 43.29 S. Thermometer 70. Van Diemen's Land in sight 'till 3 P.M. Distant about 20 miles.

Monday Feby. 14. Weather very fine. Breeze light. Course N.E. by E. Lon. 150.51 E. Lat. 42.36 S. Thermometer 66. Cape Wine drawn for Mr. Groube (2), Gillingham (3), Taylor (3), Flight (5).

Tuesday Feby. 15. Weather, very fine. Breeze light. Course N.E. by E. Lon. 152.41 E. Lat. 42.6 S. Thermometer 66.

*Wednesday...16...Showery...fresh...N.E. by E...155.25...41.32...68. In the morning saw a Barque apparently a Whaler. *Chas Clare, ½ lb. Tobacco.*

Thursday Feby. 17. Weather fine. Breeze light. Course N.E. by E. Lon. 159.9 E. Lat. 40.37 S. Thermometer 65. Mr. Smith: 1 Bottle Brandy.

Friday Feby. 18. Calm & Light Breeze. Fine. Course E. by N. Lon. 161.16 E. Lat. 40.9 S. Thermometer 68.

Saturday...19. Weather Fine. Breeze fresh...E.N.E... 163.24...40.9...74.

Sunday...20... " " " " " N.E. by E... 167.25...39.54...75.

Monday...21... "Hazy..." " " N.E... 170.31...39.23...73. Gillingham. Corn.

Tuesday,22. About 1 A.M. The wind blowing hard and approaching land, the ship was laid to under double reef'd Topsails 'till 7, when the wind moderating we again made sail and came in sight of land near the Sugar Loaf Islands at 8. The wind again freshened and about 10 it blew a very heavy Gale, we therefore were obliged again to lie to, all

day drifting a good deal to the S. In the Afternoon Mount Egmont was visible. Showers. Lon. E. Lat. S. Thermometer . Showers. Mr. Smith, 1 Bottle Brandy.

Wednesday Feby. 23. Weather fine. Wind fresh. At 6 A.M. steered to the N. and again came in sight of the land about 8. At noon we had a good sight of Mount Egmont with its everlastingly snowy summit. 1 P.M. sighted the Sugar Loaf rock. Wine Mr Groube (2), Gillingham (2), Tailor (2), Flight (4). Thermometer 59. At 4 P.M. ran in to the Roadstead at New Plymouth, which is an open one, and at 5 P.M. came to anchor in 7 Fathoms of Water. Mr. Wallace, Mr. Watson (H. Mstr) came off, also Barrett. Ewe had twin Lambs.

Thursday Feby. 24. Co's large Whale Boat came off for emigrants; also Mr. Cutfield (Deputy for the Governor, Captain Liardet; who is incapacitated by an accident from attending to his duties) and Mr. Weeks, Co's Medical man, in a smaler boat. Messrs. Ibotts & Louthwaite came off in a Punt, of their own. Went on shore with Smith, Groube, Tailor, Gillingham & Devenish. Before going presented our land orders to Mr. Cutfield. On shore saw Captn. King, Mr. Wallace & Mr. F. Carrington. The E. people on shore are living in tents, huts formed of Reeds, on Mud, and a few in one stori'ed houses. Put up tent. Left Clare and Gallop in it. Slept at the Governor's house. Strong breeze from south-east. 2nd Ewe, 1 lamb.

Friday Feby. 25. Went on board ship. Ret'd to land. Strong S.E. wind. Landing goods, on a Sandy Beach. Went to Carrington. Saw on the Map where our Town Sections were to be, appointed Monday to go and look at them with one of the surveyors, Mr. Rogan. Walk'd towards the N. as far as the boundary of the intended town, which in that direction is terminated by a stream of water call'd Thenui. The trees and shrubs on it's bank are beautiful. Call'd on Mr. Bishop. All parties speak favably of the land about the

- Waitera River about 12 miles from hence to the N. Ironsand containing it is supposed 95 per cent of iron lies in immense beds on the coast from here to beyond the Waitera. Longer Gale from S.E. than has been known here for a twelvemonth.*
- Saturday Feby. 26. Weather beautifully fine. Off to the ship. Ret'd on shore with Annie, who had been invited to stay at Carrington's. 8 Boatloads of Goods landed. Slept in the tent. Rather rough. Fleas and Sand-flies abound. Rats innumerable. Took on shore sheep. Mr Gillingham [illeg.] of Corn.*
- Sunday Feby. 27. Fine. Thompson on shore to say no goods were to be landed, and to report to the Magistrates that 6 men had left the ship during the night. Returned on board the Ship. After went on shore and heard Mr. Kevington preach at the Wesleyan Chapel. Ret'd to the ship.*
- Monday Feby. 28. Landed with Mrs F. & Sarah Devenish, Mr Gillingham & Sarah Good. Missionary Schooner Triton, came to anchor. Anne had been at Mr. Carrington's. Slept in tent. Landing Cargo. Weather fine. Surf. Tea & Salts wetted.*
- Tuesday March 1. Landing Goods. Surf heavy. Weather fine. Brig Caroline from Port Nich. arrived. Signed Petition to Directors for Harbour.*
- Wednesday March 2. Landing & bringing up Goods. Sent letters to Thos. & Garvey by the Caroline; via Sydney. Goods exposed. Bags of nails in the Boat wetted with the Surf. Twin Lambs died.*
- Thursday March 3. Weather fine. Went on board the Timandra, kept there all day, laying down anchor. Brig Caroline, went off with a fine wind. Liardet, King, Browse, Weeks & Salmon, Passengers to Sydney.*
- Friday March 4. Weather fine. Strong S.E. Breeze. Boat brot by Timandra injured by the Chain Cable, drifted on shore, near the Enui. Went with Carrington to take possession of*

some of the Town Sections. Evening getting up goods from the beach.

Saturday March 5. Weather fine. Went with Carrington to see the rest of our Town Sections. Town too large. Sections apportioned in a bad manner. Men cutting poles for Shed for goods. Planted Potatoes in Carrington's garden. E.P./31 A.L./32 F.G./11 Hunt/5 C.Clare/10 Ward/9. Underground onions, Lily roots.

Sunday March 6. Weather fine. Attended Wesleyan Chapel in Aftn. Kevington Preach'd. Captn & Dr. on shore.

Monday March 7... "... "... Men cutting Raupo for thatching Shed. Opened Packages. Trading with natives. Captn. on shore. 3rd Ewe 1 Lamb.

Tuesday March 8. Weather fine. Opened Cask of stout Boots: too stout: thin shoes wanted. N.Z. Salmon for dinner: coarse, like Mackerel. Trading with Maories. Capn. & Dr. on shore.

Wednesday March 9. Weather fine. Putting up shed for Goods. Snapper for dinner: coarse Fish.

Thursday March 10. Weather fine. Erecting Shed. Pack'd Keg of Iron sand. Wrote to Edwd. Captn. & Dr. on shore.

Friday March 11. Drew up an address to Captn. Skinner to present to him, with a Silver Snuff box to await his arrival in London. Sum subscribed, £5.⁵⁸ The following is a letter signed by each of the Cabin Passengers: "We the undersigned Cabin Passengers, beg leave to offer you our warmest thanks for the great and uniform kindness you have shown us whilst we were passengers from England to this place. We hope you will receive the trifling present which will await your arrival in London as a memento from us, who, whether in New Zealand or elsewhere, will ever remember you with esteem and regard. Hoping that

58 Flight recorded the amount donated by each person, but the line is faded and all but illegible. Suffice to say the largest sum came from Dr Forbes: £2/10/-.

the same kind Providence which has brought us here in safety will in due time return you in health and comfort to the bosom of your family. We remain Sir, ZYour's with every feeling of respect, J.F. &c. James Skinner of the Timandra, N.P. 11th March 1842. Inscription: "To Captain James Skinner, Timandra, from his Cabin Passengers, from England to New Zealand, 11th March, 1842." Afternoon presented the letter to Captn. Skinner. Evening went on board the Timandra: took leave of the Captn. & returned 11 at night.

Saturday March 12. At 8 A.M. the Timandra got under weigh, and left the Roadstead in good style. The Captn. had ship'd a Maori. Dr. Forbes came on shore and brought the following letter. "Timandra, Friday Evening, March 11/42... My dear Friends, I have purposely detained Dr. Forbes on board to night that I might have an opportunity by him of sending you some expression of the gratitude I feel for your unexpected and more than ordinary kindness, the particulars of which I have had time, since I bid you adieu, more particularly to consider & digest. It is my lot you are aware in the line of life in which I am cast to meet now and again a variety of individuals in the same connexion I have stood in with respect to you for our recently concluded voyage, & I have always endeavoured to make any ship while they were on board as comfortable for them as in my power. In the same way I have endeavoured to treat you, & I am happy to think, more especially from what has passed to night, not without success. I am glad to find that you on your parts have had reason to be satisfied, & for the manner in which you have now expressed yourselves so, I tender you my sincerest thanks, while you will allow me on my part to make mention of the pleasure I have experienced in your society during the longest voyage I have as yet undertaken, of my regard & esteem for your kindly friendship & my heart felt

wishes for your prosperity. Whatever seas between us roll,
believe me Ladies & Gentlemen, yours very gratefully, &
sincerely, Jas. Skinner. To the Cabin Passengers,
Timandra.” Weather fine. Thatching Shed. Raising Tent.
Rats swarming. Killed 3.

Chapter 6: Paying the bills.

Then the costs had to be calculated, argued, justified, paid...

Timandra 382²⁶/₉₄ Tons

Joseph (sic) Skinner Master 7 September 1841

Emigrants &c from Plymouth)

to New Plymouth) £3. 19. 5 per ton

To freight of 382²⁶/₉₄ Tons at £3. 19. 5 per ton 1517.19. 1

“messing Cabin Passengers equal to 9²/₆

adults at £40 p Adult 373. 6. 8

“Victualling Steerage Passengers 202 in

no. equal to 137¹/₆ Adults as per Cert. 117

days each is 16048³/₆ days

less 6 deaths)

per List) 193

15855³/₆ at 1/3 per Diem 990.19. 4

Demurrage

at London (25 Sep 41)

(13 Oct “) 19 days
 Plymouth (27 Oct “)
 (2 Nov. “) 6 “
 New “ (23 feb ‘42)
 (11 Mch “) 16 “
41
 (75 Days allowed Nil due)

Extra Articles of Comfort supplied by the Master 5.15. 5
 3888.—. 6
 Amount recd. on Sailing (Abate) 1479.12.10
£1408. 7 8

To amount of account rendered 1408. 7. 8
 Less recd. on acct 5 Aug 42 1300

To Victl 9²/₆ adult Cabin Passengers from 108. 7. 8
 24 to 28 february inclusive being 4 days after
 the ships arrival at New Plymouth & the
 disembarkation of the other Passengers at
 10/- each per diem as per Certificates herewith 18.13. 4

To value of Stores expended in repairing a
 Boat belonging to the New Zealand Company
 as per Cert. herewith 15. —
£127.16. —⁵⁹

The Company appears to have required obsessive detail in its accounts. Dr Forbes listed every medicine, the amount supplied, the amount used and the balance—the same for his hospital stores and “medical comforts”.

I certify that I have received during the voyage, betwixt the extreme periods on Nov 15th, 1841 and Feby 24, 1842 for the use

*of the sick on board the Ship Timandra from Captain Skinner
extra of Medical Comfort stores*

<i>The following articles, viz</i>	<i>£</i>
<i>Preserved Meat in tins—34 lbs—at 1/8 lb—</i>	<i>2.16. 8</i>
<i>Fresh Meat and Poultry—41 lbs— 9d —</i>	<i>1.10. 9</i>
<i>Eggs in number —10—</i>	<i>1.—</i>
<i>Vinegar ——— 7 Gills—</i>	<i>1. 6</i>
<i>Mustard ——— 3 lbs—1/8 —</i>	<i>5. —</i>
<i>(6lbs to gallon) Oatmeal—10½ gallons —</i>	<i>14.—</i>
<i>Fine leaf sugar—1½ lbs —</i>	<i>1. 6</i>
<i>(Our Arrowroot being done) Sago- 7 lbs—</i>	<i>3. 8</i>
<i>Fine white Biscuit—4 lbs —</i>	<i>1. 6</i>
	<u><u><i>5.15. 5</i></u></u>

*For which he has to receive payment from
The New Zealand Coy. according to Charter Party.⁶⁰*

*It is signed by Dr Forbes and countersigned by Skinner: I
certify the above prices to be the actual cost paid by me.*

The image shows two handwritten signatures in cursive ink on aged paper. The top signature reads 'George Forbes M.D.' and the bottom signature reads 'J. Skinner'. The signatures are written in a fluid, connected style.

*Dr Forbes signed off the lists of emigrants (I certify these lists
to be correct) and Captain Skinner countersigned (I admit these
lists to be correct).⁶¹*

⁶⁰ *ibid.*
⁶¹ *ibid.*

Forbes listed the deaths,

James Vercoe aged 2, 6 December 1841, Diarrhoea Worms &c; James Groves 1½, 10th, same cause; Ann Northcote 1½, 18th, same cause; Andrew Allan, 22 months, 18th, same cause; Jane Parsons 3½, 12th, Dysentery & Disease of Bowels; Infant Norman, born on passage, 3 weeks, November 28th, Infantile Irritation; Mrs Norman, 17, December 15th, Inflammation of the Womb.

Dr Forbes further certified (and Cutfield countersigned for Liardet),

New Plymouth New Zealand. Feby 28, 1842.

It is hereby certified that the Cabin Passengers per Ship Timandra Jas Skinner Master, of names & ages as stated on these preceding lists, in number 10 (ten) & rating 9²/₆ were victualled and in every way properly treated on the voyage from Oct 31, 1841, the date of their Embarkation at Plymouth, during a period of 121 days to their final destination at New Plymouth New Zealand on Feby 28th—1842.⁶²

Forbes again,

New Plymouth 28th July 1842

*The New Zealand Coy Dr.
to Captn. Skinner Timandra
to Oakum pitch-blackening
and varnish furnished
for repairing Long boat sent out per Timandra
the sum of £—.15. — Stg*

I certify that the above mentioned boat belonging to the New Zealand Coy was repaired on board the Timandra previous to our arrival at New Plymouth, that the interests of the Company were served thereby, and that I approve of the above charge. Geo C Forbes Surgeon Superintendent.⁶³

⁶² *Ibid.*

⁶³ *Ibid.*

The captain, in turn, certified for the surgeon,

New Plymouth New Zealand March 2—1842.
It is hereby certified that Dr Geo C Forbes, Surgeon Superintendent on board the ship Timandra, from Plymouth Nov. 2nd 1841, with 202 Steerage and 10 Cabin passengers, to this place Feby 23rd, 1842, with 196 steerage & 10 Cabin passengers of those that sailed, and 5 living of 6 born on the passage, making in all 201 steerage & 10 Cabin passengers landed here, appears to us to have officiated in the above capacity in all respects according to his instructions from the New Zealand Company, and that his conduct and service have been perfectly satisfactory.

*Jas Skinner Master of the Timandra
G. Cutfield for F. Liardet.*⁶⁴

Cutfield was acting for Captain Liardet who had been almost blinded in an explosion in November,

New Plymouth 11th March 1842.
This is to certify that the Ship Timandra, Captn Skinner arrived here on the 28th February 1842, and finally discharged her Cargo, Passengers, Fittings up of the Vessel &c, on the 11th March 1842 and the notice was given to Captn Skinner that he was at liberty to depart from the Company's employ from this date.

*G. Cutfield, Acting Principal Agent.*⁶⁵

And Captain Skinner would have to be paid,

New Plymouth 11 March 1842.
This is to certify that the following articles were expended in laying down moorings in this roadstead, by the Timandra Captain Skinner.
3 Tackles being six blocks three single and three double

⁶⁴ *Ibid.*

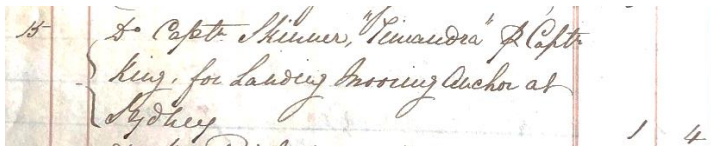
⁶⁵ *Ibid.*

2 Topgallant studding sail tacks and halliards
15 fath of lanniard rope
5 chain hooks
4 Iron belaying pins
1 Bucket
1 Pair chain water cask slings
1 Watercask

G. Cutfield Acting Princ. Agent.⁶⁶

These certifying papers went to Lachlan and McLeod, the brokers for the voyage. They in turn passed them to the New Zealand Company in London.

Skinner was paid for taking the inaccessible anchor in the hold to Sydney, Cutfield carefully recording,



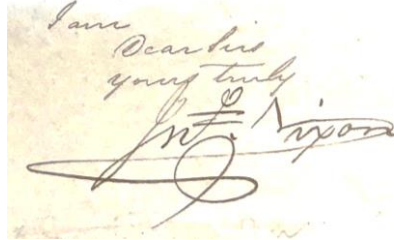
New Zealand Company's New Plymouth Storekeepers office accounts.
Archives NZ R3593039.

There was some difference of opinion as to who should pay for the actual work on laying down the moorings. The *Timandra's* owner John Nixon wrote to the brokers on 7 September 1842,

Enclosed I hand you a letter I have received from Capt. Skinner of the "Timandra" together with 2 Certificates from the New Zealand Company's Agent at New Plymouth relative to the moorings laid down at that Port & I have to request you will lay the same before the Court of Directors & beg the Board will allow me such sum as they may deem me entitled to for the important service rendered taking into Consideration the risk the ship ran of being lost & vitiating her insurance, the more than ordinary skill required in the

⁶⁶ *ibid.*

undertaking, the detention of the ship, expenditure of stores, & the actual labor incurred. You will observe Capt. Skinner values the Service at £100 for the ship & £20 for himself & I trust taking the whole matter into consideration the Board will be pleased to allow payment of the same.

A handwritten signature in cursive script, reading "I am Dear Sir yours truly J. F. Nixon". The signature is written in dark ink on aged, yellowish paper.

67

He wrote again on 15 February 1843, his frustration evident, *As Capt Skinner of the Timandra is now at home & can supply any information the New Zealand Company may require respecting the laying down of the moorings at New Plymouth will you please draw the Directors attention to the same when I trust considering the important services rendered by the ship & Capt. Skinner the Board will not object to grant the remuneration suggested by Capt. Skinner in his letter from New Zealand extracts from which are already before the Board.*⁶⁸

There is an interesting scrap among the New Zealand Company files in the Wellington office of Archives NZ: part of a letter from Skinner to his wife, stamped as received at the NZ Company on 17 October,

I have inclosed you a Bill on the New Zealand Company for £72.10. 0—~~Seventy two pounds ten shillings~~—the office my dear is at the Bottom of Broad Street—you go with the Bill about 4 days after you receive it & present the Check & get

67 *Ibid.*

68 *Ibid.*

*them to sign it with the date of day you go up with it & take it with you again & keep it until 30 days expire then take it & get your money—I will send you the Second of exchange by another ship but you will only present one of them which ever you get first this money is the sale of my Beer which you....*⁶⁹

The *New Zealand Gazette and Wellington Spectator* was New Zealand's oldest newspaper and very much the organ of the New Zealand Company. On 2 April 1842 it published a letter from Surgeon Superintendent Forbes,

DEAR SIR, — I beg to give you, in writing, the sum and substance of what I had to tell you of the *Timandra*.

Left Plymouth November 2, 1841, arrived at Cape of Good Hope in 53 days, and at New Plymouth, Taranaki, February 23, 1842—pleasant passage.

Emigrants, steerage, embarked 202

Deaths, children 6.

Births, do 5.

Emigrants landed 201

In Cabin 10, viz. —

Josiah Flight, Esq., and Mrs.

Flight and Child 3

William Devenish, Esq., and Miss

Devenish 2

Rev. Horatio Groube, Independent Minister 1

Stephen Gillingham, Esq., and

Mrs. Gillingham 2

Theoph. Taylor, Esq 1

George C. Forbes, M.D. Surgeon

Superintendent 1—10

⁶⁹ *Ibid.*

The *Timandra* discharged with every facility by the Company's surf-boats, and remained during three weeks of uninterrupted fine weather with the sea as smooth as glass, laying down the mooring tackles brought out by her for the Taranaki roadstead, consisting of two anchors upwards of three tons each, 75 fathoms apart, connected by 45 fathoms of chain from each, meeting 15 fathoms of double strong chain bridle, shackled to a large coppered buoy; distant about two miles and a half, position fixed since on chart for Colonel Wakefield by Octavius Carrington surveyor. Another similar set of moorings left London; but half of them, buoy, stocks, &c. had to be left at Plymouth, to make room for passengers' stores. Captain Skinner arrived with considerable apprehension and uneasiness respecting the safety of the anchorage, and the difficulties of discharging, from reports and information at London, and was quite unprepared for and surprised at the remarkable fineness of the weather during his stay. The favourable opinion he had formed and was prepared to give of the place, his exertions, and in the unfortunate absence of Captain Liardet, anxious superintendence in fixing the moorings, and his general obliging and gentlemanly disposition secured to Captain Skinner, the high opinion and esteem of the Company's Agents, and Taranakites in general, and I am also glad to state, that he also took with him the thanks of his cabin passengers (above mentioned) as expressed in the following address; from which it appears they had also arranged to have a testimonial presented to him from them, on his arrival in London.

“New Plymouth, New Zealand, 11th March, 1842.

To Captain James Skinner, of the *Timandra*.

Sir, — We the undersigned cabin passengers, beg leave to offer you our warmest thanks, for the great and

uniform kindness you have shewn us whilst on our passage from England to this place. We hope you will receive the present which will await your arrival in London, as a memento from us, who, whether in New Zealand or elsewhere, will ever remember you with esteem and regard. Hoping that the kind Providence which has brought us here in safety, will in due time return you in health and comfort to the bosom of your family.

We remain Sir,

Your's with every feeling of respect, &c."

You will oblige me and the Taranakites generally, by inserting the above.

I am Sir, Your's very truly, George Forbes.⁷⁰

... the ship's complement of officers and men was 22. A short account of the *Timandra's* arrival is given in a letter from Mr. Stephen Gillingham, a passenger. Writing to his father a week after the arrival, Mr. Gillingham said: "We came to an anchor on February 23, about three miles from the shore, at 4 o'clock p.m., hoisted the English colours and fired a salute of two six-pounders, which were answered from the shore.

"The next morning the boats came off and during the day all the passengers and their baggage were landed. Every one of the emigrants got employment immediately on their landing at 5s per day, carpenters 7s 6d. They have taken houses at 5s to 15s per week. I would advise all persons coming hither to marry first as the bachelors seem to be in want of housekeepers."⁷¹

70 *New Zealand Gazette and Wellington Spectator* 2 April 1842 page 2.

71 *New Zealand Herald* 25 February 1942 page 6.

Chapter 7: Further voyages of the *Timandra*.

On 25 March 1842 the *Timandra* arrived at Sydney with sperm whale oil.⁷²

The *Timandra*, from New Plymouth, a settlement in New Zealand to which she had taken emigrants from England, arrived in Sydney harbour, but brought no important intelligence. The commander, Captain Skinner, furnishes the subjoined bearings of moorings laid down at that settlement by himself. N.E. and S.W. distance eighty fathoms apart, with a bridle of thirty fathoms attached to a copper buoy. The flagstaff bears from the buoy S.E. by E., the outer Sugarloaf Island bearing S.S.W. by W. two and a half miles, and Mount Egremont (*sic*) S.S.E. The moorings are laid down in fifteen fathoms water, and are sufficient to hold ships against any weather.⁷³

Her local brokers advertised for cargo from Sydney,



For Freight or Charter.
THE fine first class ship
TIMANDRA,
(A 1, for twelve years) 433 tons
register. Apply to Captain
Skinner, on board, or to
4376 **DONALDSON, DAWES and CO.**

The Sydney Herald 11 April 1842 page 1.

⁷² *Lloyd's List* 29 July 1842 page 3.

⁷³ *Port Phillip Gazette* 9 April 1842 page 2.

But many ships were advertising and it seems no cargo was to be had in Sydney: she finally departed in ballast on 24 April for Madras.⁷⁴

On 9 May she arrived at Singapore from Batavia,⁷⁵ on 1 December at Capetown from Mauritius, leaving on 4 December for London⁷⁶ where she was entered inwards on 31 January 1843.⁷⁷ At her annual survey, “Bottom examined and is in a very efficient state, to remain as classed... 11A1.”⁷⁸

In February she was loading for Calcutta (Master: Skinner, broker: Mann)⁷⁹ and was cleared outwards on 25 April⁸⁰ to arrive there on 15 August⁸¹ and leave again for London on 6 October⁸² via Table Bay on 7 December,⁸³ St Helena 28 December; she was off the Wight on 16 February 1844.⁸⁴

On her annual survey report, “From having been on shore the bottom has been stripped, caulked & resheathed with y(ellow) metal on dry paper. She is in most efficient condition and may continue as classed.”⁸⁵ I can find no other mention of this grounding.

On 11 April 1844 she sailed again for Calcutta and Singapore and was back in London in February 1845. She left again in April for the Table Bay and Calcutta (19 August), returning to London early in 1846.

74 *The Teetotaller and General Newspaper* (Sydney) 30 April 1842 page 4.

75 *Lloyd's List* 5 September 1842 page 3.

76 *Shipping and Mercantile Gazette* 27 January 1843 page 2.

77 *Lloyd's List* 1 February 1843 page 1.

78 Report LRF-PUN-LON614-0186a-R_0001. *Lloyd's Register* 1843.

79 *Public Ledger and Daily Advertiser* 25 February 1843 page 2.

80 *Lloyd's List* 26 April 1843 page 1.

81 *Lloyd's List* 24 October 1843 page 3.

82 *Public Ledger and Daily Advertiser* 7 December 1843 page 3.

83 *Shipping and Mercantile Gazette* 2 February 1844 page 2.

84 *Lloyd's List* 17 February 1844 page 1.

85 Report LRF-PUN-LON617-0009b-R_0001. *Lloyd's Register* 1844.


She was surveyed in the New Crane Dock in early March and remained classed as 11A1.⁸⁶

She departed again in April 1846 for the east, still under Skinner's command. She visited Table Bay and left on 30 June, reached Calcutta on 14 August,⁸⁷ left on 5 September⁸⁸ and arrived at Madras from Calcutta on 25 September.⁸⁹

She left Madras for Berbice (Guyana) on 9 September, now under the command of a captain Lowther.⁹⁰ She was back off Deal from Demerara and proceeding for the river on 24 March 1847,⁹¹ again with Lowther.

It seems Skinner had died in India on this voyage.

He must have been part owner (presumably with Nixon) of the vessel by this time, for a month after her arrival in the London Docks his widow advertised the *Timandra* for sale by auction, "with consent of the other owner",

Without reserve.
By order of the Executrix of the late Captain James Skinner, and
with consent of the other owner,
AT LLOYD'S CAPTAINS' ROOM, ROYAL EXCHANGE,
On THURSDAY, APRIL 15, 1847, at Half-past Two o'Clock pre-
cisely,
 THE fine British-built Ship **TIMANDRA**.
11 years A 1, 432 tons N.M., and 382 26-94 tons O.M.;
built at Littlehampton, in 1841, and newly felted and sheathed with
yellow metal last year; has a full poop and topgallant fore-castle,
'tween deck laid with capital heights, rendering her eligible for the
conveyance of troops or emigrants; she sails fast, carries a large
cargo, is well found in stores, and a handy vessel for any trade her
size may suit. Lying in the London Docks. James Skinner, late
Commander.
For inventories and further particulars apply on board, at the
place of sale; and of
LACHLANS and MACLEOD, Sworn Brokers, 62, Cornhill.

Shipping and Mercantile Gazette 1 April 1847 page 1.

86 Report LRF-PUN-LONG20-0369a-R_0001. *Lloyd's Register* 1846.

87 *Caledonian Mercury* 2 November page 4.

88 *Public Ledger and Daily Advertiser* 28 October 1846 page 3.

89 *Lloyd's List* 23 November 1846 page 3.

90 *Lloyd's List* 30 November 1846 page 3.

91 *Shipping and Mercantile Gazette* 25 March 1847 page 2.

After the auction she was surveyed in the New Crane Dry Dock in London in late April and early May 1847,

Repairs done at the present time, part on acct. of damage recd. by grounding, but chiefly new Fastenings with the view of strengthening the weakness. A new Aftermost Piece of False Keel, the Yellow Metal Sheathing stripped off, Ship hung in Shore, caulked outside and the Bottom resheathed with Yellow Metal upon Felt. Nine Pairs of Hold Beam Hanging Knees which were weak, and insufficiently fastened now added to the range of Upper Deck Beams. Ten Pairs of substantial Knee Riders now secured to Hold Beams extending diagonally across Bilges and thro' bolted with Copper; a Pair of Staple Standards, and three Pairs of Standard Knees now introduced under the Poop. The Fore and Main Masts and the Bowsprit new in lieu of those decayed.... This ship is now in good condition fit to remain as classed A1.⁹²

Her new owner was F. Castelli of Bury Court in the City and her captain C. Howes who took her to Havana and Matanzas in May,⁹³ returning to Cork in August with sugar;⁹⁴ London to Antwerp in September⁹⁵ and to Cardiff.⁹⁶ It was his one voyage in command.

In 1848 her captain was R.L. Weeks.⁹⁷ He made several voyages to and from Cuba and on Christmas Day 1848,

92 Report LRF-PUN-LONG622-0454-R_0001. *Lloyd's Register* 1847.

93 *Lloyds Register of Shipping* 1848.

94 *Shipping and Mercantile Gazette* 1 September 1847 page 2.

95 *Public Ledger and Daily Advertiser* 23 September 1847 page 3.

96 *Shipping and Mercantile Gazette* 11 November 1847 page 2.

97 *Lloyds Register of Shipping* 1849.

PENZANCE:—The Timandra, Weeks, from Havannah, has put in here, with damage, having been on her beam ends, 25th ult., off the Island of Carro.⁹⁸

The Timandra, Weeks, from Havana, out 41 days, was off this port day, and received a man from the Guerilla pilot boat, Roberts, to assist her into Falmouth. She has lost bulwarks, stanchions, boats, wheel, and binnsels, main and mizzenmasts cut away, having been struck by a heavy sea and thrown on her beam ends, while hove to in a heavy gale of wind at S.W., on Christmas-day, 300 miles to the eastward of the island of Corvo; she also had poop and topgallant forecandle completely gutted, master severely bruised and right arm broken, also a boy with thigh broken; the remainder of the crew are all well.⁹⁹

She nonetheless reached Cowes on 11 January 1849¹⁰⁰ and proceeded to London two days later,¹⁰¹ clearing inwards on the 17th.¹⁰²

The report of her survey for repairs between 19 January and 9 March in the West India and Globe Docks, records,

Repairs at present from damage. All new roughtree stanchions and rails on Main Deck and on quarter deck and all new bulwarks—new after hatch coverings new main piece of rudder bottom stripped, hung, caulked & resheathed with yellow metal. All new masts and spars except fore mast (which has been fished) & the [*illeg.*] new rails & timbers & berthing refitted—and not from damage the Poop removed and upper deck and beams dropped down and new quarter deck formed 3ft 6” above

98 *Sun* (London) 12 January 1849 page 7.

99 *Shipping and Mercantile Gazette* 11 January 1849 page 2.

100 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 15 January 1849 page 1.

101 *Public Ledger and Daily Advertiser* 16 January 1849 page 3.

102 *Shipping and Mercantile Gazette* 17 January 1849 page 2.

the line of upper deck but 6 feet shorter than old poop new quarter deck sheer strakes and cutting of long length of English Oak plank of good quality and sufficient thickness—new float and after beam of quarter deck.... This vessel is now in most efficient condition and may remain as classed¹⁰³

She departed for Newport on 12 March, arrived there on the 19th and departed for Havana again.¹⁰⁴ Weeks made several more sugar voyages from Cuba and in 1850 took the *Timandra* to Trieste and Cephalonia¹⁰⁵ and back to Cuba. She was entered outwards from London to Cochin and the Malabar Coast in October 1850,¹⁰⁶ arriving at Cochin on 21 April from Calicut.¹⁰⁷

In 1851 there were four vessels named *Timandra* registered with Lloyd's, the 1841 ship, an 1843 barque, an 1848 schooner and a new 1850 brig, so it is not always clear which vessel was being reported.

6	Timandra	Bg	Absolum	250	Yrm th	1850	Scott & Co.	Yarmth	Yar.	12 A 1
		YM.50		270						50
7	—	Bk	R. Eilley	301	Sndrd	1843	T. Sharer	Hrtlep'l	Crk. Medit.	9 A 1
		YM.47		341						47
8	—	Sr	J. Legg	165	Rmsgt	1848	Tregarthn &	Scilly	Liv.	10 A 1
		YM.48								50
9	—	S	R. Weeks	382	LHmp	1841	F. Castelli	London	LonHavana	11 A 1
		YM.49		432	Srprs	47	Drp. & Srprs	49		49

Lloyd's Register, 1851.

After this Weeks's name was not mentioned in association with the *Timandra*, and when she left Cochin for London on 23 March 1851 she was commanded by a Captain Wilson.¹⁰⁸ She

103 Report LRF-PUN-LON626-0251-R_0001. *Lloyd's Register* 1849.

104 *Public Ledger and Daily Advertiser* 22 March 1849 page 3.

105 *Lloyd's List* 8 April 1850 page 1.

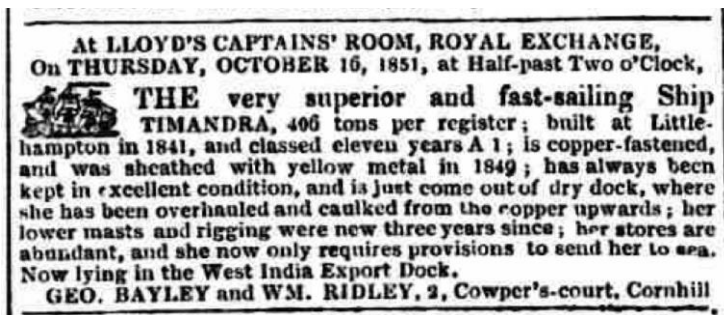
106 *Public Ledger and Daily Advertiser* 5 October 1850 page 3.


107 *Shipping and Mercantile Gazette* 3 May 1851 page 3.

108 *Shipping and Mercantile Gazette* 20 May 1851 page 2.

was on the Thames in early August.¹⁰⁹ Possibly Weeks fell ill or died and Wilson was his mate.

She was again put up for sale,



At LLOYD'S CAPTAINS' ROOM, ROYAL EXCHANGE,
On THURSDAY, OCTOBER 16, 1851, at Half-past Two o'Clock,
 **THE** very superior and fast-sailing Ship
TIMANDRA, 406 tons per register; built at Little-
hampton in 1841, and classed eleven years A 1; is copper-fastened,
and was sheathed with yellow metal in 1849; has always been
kept in excellent condition, and is just come out of dry dock, where
she has been overhauled and caulked from the copper upwards; her
lower masts and rigging were new three years since; her stores are
abundant, and she now only requires provisions to send her to sea.
Now lying in the West India Export Dock.
GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill

Shipping and Mercantile Gazette 7 October 1851 page 1.

She was sold for £1,720.¹¹⁰ Her new owners were Barnett & Co. and her captain named Caithness.¹¹¹ Captain Caithness took her from Gravesend on 22 February 1852, to Gibraltar¹¹² and Constantinople¹¹³ where she arrived on 17 April. Thence to Eupatoria (Crimea) and Cronstadt (St Petersburg).¹¹⁴ On the way she stopped at Elsinore and was placed under quarantine for observation, but was able to continue and reached Cronstadt in August,¹¹⁵ leaving again for London on 13 September.¹¹⁶

She left London on 7 December to load on the Tees for Alexandria¹¹⁷ and from Middlesborough-on-Tees came the report that on Christmas morning at about 5 o'clock "there was

109 *Public Ledger and Daily Advertiser* 5 August 1851 page 3.

110 *Shipping and Mercantile Gazette* 23 January 1852 page 5.

111 *Lloyds Register of Shipping* 1853.

112 *Lloyd's List* 23 February 1852 page 1.

113 *Shipping and Mercantile Gazette* 6 April 1852 page 2.

114 *Lloyd's List* 9 June 1852 page 4.

115 *Shipping and Mercantile Gazette* 24 August 1852 page 2.

116 *Shipping and Mercantile Gazette* 24 September 1852 page 4.

117 *Newcastle Journal* 11 December 1852 page 8.

a perfect hurricane of wind from the west-south-west, when several ships broke adrift....”

The *TIMANDRA*, of London, loading railway iron for Alexandria, parted from her moorings, and went ashore on the Hard, came off this afternoon without apparent damage, or making any water.¹¹⁸

She delivered her cargo and departed Alexandria on 6 April 1853¹¹⁹ and was entered inwards at the West India Docks, London on 17 June. Thence for Newcastle (loading cinders for Carthagena), Escombrera and Odessa in ballast in July.¹²⁰ On her arrival back at Plymouth on 12 January 1854 she was “leaky, with cutwater started, and boats and main hatch stove”.¹²¹ She made one more voyage under Caithness’s command: to Alexandria again in 1854, back via Gibraltar to London, where, in January 1855 she began loading for Port Philip, Melbourne.¹²²

But in that eventful year she was needed elsewhere.

Allied forces had landed on the Crimean peninsula in September 1854 and fought the Russians in the Battles of the Alma and Balaclava. By 1855, the front settled into the Siege of Sevastopol, involving brutal conditions for troops on both sides. Sevastopol finally fell and Russia sued for peace in March 1856.

The English transport ship No. 51, *Timandra* (captain George W. Tozer) was one of many vessels (including the schooner *Timandra*, captain Ellis) taken up for transport service by the

118 *Lloyd’s List* 28 December 1852 page 6.

119 *Shipping and Mercantile Gazette* 6 May 1853 page 3.

120 *Shipping and Mercantile Gazette* 9 July 1853 page 3.

121 *Lloyd’s List* 14 January 1854 page 4. Cutwater = the forward edge of a ship’s prow.

122 *Public Ledger and Daily Advertiser* 12 January 1855 page 4.

Royal Navy.¹²³ In April the ship was towed by the steamer *Ardent* from Malta with nearly 900 men of H.M. 3rd Regiment (Bufs) on board,¹²⁴ direct for Balaclava. She was back in Malta in late May.

SIR W. BURNETT'S DISINFECTING FLUID.—The efficacy of this fluid has been tested in the Black Sea... and has proved most successful in arresting the progress of cholera and other contagious diseases. In H.M.S. troop ship *Timandra* at Scotari, it was used successfully when cholera broke out among the Russian prisoners and English soldiers on board.¹²⁵

SIR WM. BURNETT'S DISINFECTING FLUID.—We have received some extracts from the official reports of medical officers, on the use of Sir Wm. Burnett's Disinfecting Fluid, in the Black Sea. One of these, dated H.M. Troop Ship "Timandra," Scutari. Oct 5th says, "You may easily imagine the scene between decks with nearly 200 men unable to go on deck, and constantly using the bed-pans without a soul to empty them, other than one coloured man belonging to the crew, who, by dint of little coaxing and a glass of grog now and then, we persuaded to do so. In spite of this great drawback, by great attention to cleanliness, together with the use of Sir Wm. Barnett's Disinfecting Fluid, we contrived to keep the place quite sweet and wholesome. A person might have gone down, and unless he had been informed of it, would scarcely have detected that there was one bed-pan in use, instead of upwards of two dozen. Having known the benefit of the Disinfecting Fluid in H.M.S. "Tyne" in the Brazils, when she had fever on board, we followed out a similar plan in the present instance. A

123 *Lloyd's List* 24 March 1855 page 7.

124 *Morning Chronicle* 25 April 1855 page 7.

125 *Exeter and Plymouth Gazette* 4 August 1855 page 3.

diluted solution was placed in every bed-pan; it was also sprinkled about the decks. Of what we think most highly, we had thick pieces of blanket, soaked in stronger solution, hung up in every direction, more particularly in the directions of currents of air from the scuttles, and opposite the mouths of the wind-mills, so that all the air, circulating in the place, became impregnated with it. By the removal of foul smells, it restored confidence to the people (no slight object under such circumstances), and enabled them and us to perform our duties. All the men quickly observed the properties of the Disinfecting Fluid, and were constantly coming to us, whenever they perceived a foul smell, for the solution.”¹²⁶

Selimiye or Scutari Barracks are on the eastern side of the Sea of Marmara and were used by the British Army on its way to the Crimea.

After the troops left for the front, the barracks were converted into a temporary military hospital, where Florence Nightingale arrived in November 1854 with volunteer nurses. During the war around 6,000 soldiers died there, mostly from cholera.

The ship *Timandra* arrived back in Malta from Corfu on 19 June with 145 invalid officers, NCOs and privates, along with 132 soldiers' wives and 206 children¹²⁷ on their way to Spithead. They disembarked at Portsmouth on 2 August.

On 12 August it was announced that she had been put out of service, not being required.¹²⁸ Then she was on the market again,

126 *Eddowes's Shrewsbury Journal* 8 August 1855 page 7.

127 *Morning Herald* 25 June 1855 page 6.

128 *Daily News* 11 August 1855 page 5.

 **THE fine full-rigged Ship TIMANDRA, A 1,** 406 tons register. Dimensions:—Length, 117 2-10 feet; breadth, 24 3-10 feet; depth, 15 9-10 feet. This fine ship was built at Littlehampton in 1841, originally classed for eleven years, was continued in 1852 for four years; has always been kept in good order, sails very fast, carries a large cargo, and is a most desirable vessel for any trade her size would suit.
Apply to **BARNETT and Co., 95, Gracechurch street.**

Shipping and Mercantile Gazette 23 November 1855 page 1.

She was surveyed at London's Bridge Dock on 28 January 1856 for the purposes of the sale. The surveyor, Thomas William Mann, recorded her captain wrongly as "Ellis" (who was captain of the schooner *Timandra*) and wrote,

*We first saw this vessel in the West India Dock basin and were informed that she was going into a dry dock for the purpose of being surveyed—a request was afterwards left at the office and on surveying the vessel we found it necessary to recommend 'that the defective planks in the Blackstrakes, Wales & bottom in buttocks already seen, be removed, and the ship examined throughout, before being reported to the Committee as being fit for any character!!.... In consequence of the defective planking not being removed as recommended, we are of opinion that this vessel is not eligible for any class, and therefore recommend her character to be expunged.'*¹²⁹

Below, in a different hand, "*Deferred: write owner*".

The ship *Timandra*'s new captain was J Smith and owner a Mr Simpson of Liverpool (for the Mediterranean).¹³⁰ In September she was in Marseilles from Constantinople,¹³¹ back to Odessa, Smyrna, Liverpool in February 1857. With a new captain

129 Report LRF-PUN-LON636-0430-R_0001. *Lloyd's Register* 1856.

130 *Lloyds Register of Shipping* 1857.

131 *Lloyd's List* 19 September 1856 page 3.

Wise¹³² she arrived in November at Liverpool from Rio Grande in Brazil.¹³³

Her next captain was A. Gordon and owner G. Beldon of Newcastle (sailing Liverpool and Mediterranean)¹³⁴ and in December 1858 she was at Liverpool loading for Corfu and Odessa.¹³⁵ She departed on the 15th but had to put back: “leaky, and will be docked”.¹³⁶ She departed again on 13 January 1859¹³⁷ for Corfu, Constantinople, Taganrog (Russian Black Sea port), Falmouth and on to the Clyde in October.

In 1860 the owner was Montgomery of Newcastle.¹³⁸ Captain Mumford, still the Mediterranean: Ibrail in Romania, Constantinople, Malta, Cardiff, Cadiz—then Montevideo and Bristol in 1861.

In January 1862, now with her next captain, Bixfield (variably spelt Brixfield, Bexfield, Bekfield, Besfield, Bexhfield, Baxfield, Boxfield, Dashfield), she sailed for Barbados¹³⁹ from Liverpool, arriving on 10 April¹⁴⁰ and was back at Gravesend from Grenada on 10 May¹⁴¹ with sugar.

In early March 1863 she departed Liverpool for St Thomas, Martinique, Havana, captain Mann, returning in August with bales of cotton.¹⁴² Left again for Havana in September and arrived there on 5 November,¹⁴³ leaving again on 15 March

132 *Lloyds Register of Shipping* 1858.

133 *Gore's Liverpool General Advertiser* 12 November 1857 page 3.

134 *Lloyds Register of Shipping* 1859.

135 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 7 December 1858 page 3.

136 *Morning Chronicle* 30 December 1858 page 8.

137 *Liverpool Mercury* 17 January 1859 page 3.

138 *Lloyds Register of Shipping* 1860.

139 *Whitehaven News* 30 January 1862 page 2.

140 *Lloyd's List* 29 April 1862 page 4.

141 *Lloyd's List* 12 May 1862 page 1.

142 *Liverpool Journal of Commerce* 8 August 1863 page 3.

143 *Lloyd's List* 30 November 1863 page 3.

1864¹⁴⁴ with sugar. At Queenstown 3 May,¹⁴⁵ departing for Hamburg on 14 May and arriving on the 27th,

HAMBURGH, June 1.—The Timandra arrived here, May 27, from Havannah, is discharging her cargo in a damaged state, having encountered very bad weather, sustained extensive damage to bulwarks, &c. and has strained considerably throughout.¹⁴⁶

More than two thirds of the sugar was damaged.¹⁴⁷

Chapter 8: the brief life of a collier

She arrived in ballast at Shields from Hamburg, Captain Ross, on 28 June 1864.¹⁴⁸ She was to become a humble collier, bound for Ancona in Italy, under Captain Lindsay.

Then came the bad news from South Shields,

The Timandra, Lindsay, of South Shields, from hence for Ancona, was wrecked and lost off Tarifa on the 1st September; crew saved. The Timandra was built at Littlehampton in 1841, registered 376 tons, and was originally classed 11 years.¹⁴⁹

144 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 18 April 1864 page 1.

145 *Cork Constitution* 3 May 1864 page 3.

146 *Morning Herald* (London) 6 June 1864 page 8.

147 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 10 June 1864 page 1.

148 *Lloyd's List* 30 June 1864 page 2.

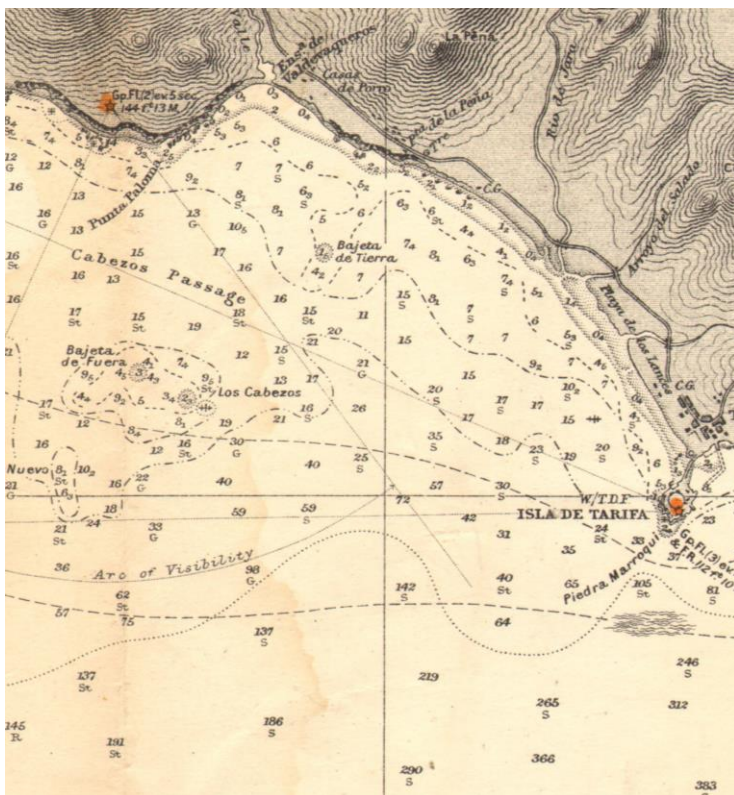
149 *Newcastle Journal* 8 September 1864 page 3.

The Timandra, Lindsay, from Shields for Ancona, which struck on the Cabrerias, seven miles west of Tarifa, Sept. 1, had totally disappeared next day; nothing of value saved.¹⁵⁰

Tarifa is the southernmost point of Spain, north in the Strait of Gibraltar; cabrerias are coralligenous reefs. Those to the west of Tarifa are Los Cabezos.



150 *Shields Daily News* 13 September 1864 page 3.



The reefs to the west of Tarifa, where the *Timandra* struck and sank.
Detail from Admiralty Chart 142, Strait of Gibraltar, published 1938.

Lloyd's Registers recorded her Captain as Bekfield in 1865,¹⁵¹ 66, 67, 68 and 69, though his name does not appear in British newspaper reports after January 1863 when she was docked, under his command, at Coburg Wharf, Liverpool, from New York.¹⁵²

¹⁵¹ *Lloyds Register of Shipping* 1865.

¹⁵² *Liverpool Journal of Commerce* 5 January 1863 page 3.

The owner's name is not given in her *Lloyd's Register* entry for 1868 but otherwise it is unremarkable (3rd line): "(Timandra), S(hip), Bekfield, 376 tons, 115.8 ft long 26.3 wide 17 deep, built Littlehampton, 1841, surveyed Liverpool, bound for the Mediterranean, 11 years."

S-	S Bekfield	376	115.8	26.3	17.0	Lhmpt	1841			Liv.Medit.	11	
r.&YM.63			Drp.63w.d.63							Rest.55-	7	3,63

Her final entry in *Lloyd's Register* is for 1869 and it is annotated "Wrecked"—but no date is given.

No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Classification.	
				Length.	Breadth.	Depth.	Where.	When.				No. Years first assigned.	Charge for Hall & B...
276 Wrecked	Timandra r.&YM.63	S Bekfield	376	115.8	26.3	17.0	Lhmpt	1841			Liv.Medit. Rest.55-	11 7	3,63

"Wrecked": from *Lloyd's Register of Shipping* 1869.

Lloyd's Register was only as accurate as the information it was given and in the case of the *Timandra*, that seems to have been late, scant and imperfect. She was wrecked in the Straits of Gibraltar on 1 September 1864.

The entry in the *Lloyd's Loss & Casualty Book* for 1864 (at the Guildhall), "*The Timandra Lindsay, from Newcastle to Ancona, with coals, was totally wrecked off Tarifa 1st inst: crew only saved.*"

Chapter 9: Other *Timandras*

Wikipedia lists ships named *Timandra* (the name of a promiscuous woman was evidently popular among mariners),

Ship *Timandra* 365 tons, launched in 1814. She started trading with India and made one voyage for the British East India Company (EIC) before she was lost off the Lofoten Islands in 1822.

Ship *Timandra* 362 tons, launched in 1822 at Whitby. She sailed to India and South East Asia until she disappeared in June 1829 after leaving Batavia with a cargo of rice for Antwerp.

Ship Timandra 382 tons, launched in 1841 at Littlehampton and in 1841–42 carried immigrants to New Plymouth for the New Zealand Company.

Timandra, a 301 ton barque launched in 1843 at Sunderland. In October 1858 she was sailing from Newcastle to Rockhampton with 105 passengers when she was wrecked on Timandra Bank, Keppel Bay, “her topmast heads alone being clear of the water. To these spars part of her unfortunate passengers clung, until daylight”.¹⁵³

Timandra 1885, a merchant ship of 1562 tons, was built by Robert Duncan & Co., Glasgow. She was a fully rigged sailing ship and disappeared in March 1917 after having left Norfolk with a cargo of coal for Buenos Aires.

German steamships: *Timandra* 1898; *Timandra* 1912, seized by the United Kingdom in 1945; *Timandra* 1951.

In addition to that list: a ship *Timandra*, 1100 tons, built 1854, Liverpool based, wrecked at Bahia 1861, captain Sargent;¹⁵⁴ a

153 *Lyttelton Times* 24 November 1858 page 4.

154 *Hampshire Independent* 6 November 1861 page 5.

ship *Timandra* 1383 tons, launched 1867 at St John, New Brunswick, captain Betts;¹⁵⁵ a Dublin lugger *Timandra*; and an American clipper *Timandra*.

There were certainly more. The barque *Timandra* was wrecked near Moline in May 1855¹⁵⁶. In April 1856 the 165 ton schooner *Timandra* (Captain Ellis), with a cargo of patent fuel, caught fire and was scuttled at the Greek island of Milos,¹⁵⁷ but survived and limped home. The Canadian brig *Timandra* went ashore at Cape Breton in November 1866¹⁵⁸. The schooner *Timandra*, 173 tons, was wrecked at Lavansari reef off Cronstadt on 1 September 1870¹⁵⁹.



The three masted ship *Battle Abbey*, built in 1875: not the *Timandra* that brought settlers to New Plymouth, though she is sometimes portrayed as such.

155 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 7 January 1868 page 4.

156 *Globe* 11 May 1855 page 3.

157 *Liverpool Albion* 28 April 1856 page 7.

158 *Shipping and Mercantile Gazette* 30 November 1866 page 4.

159 *Glasgow Herald* 5 September 1870 page 6.



The American clipper ship *Timandra* under full sail.
Charles J.A. Wilson, watercolour, 1926.



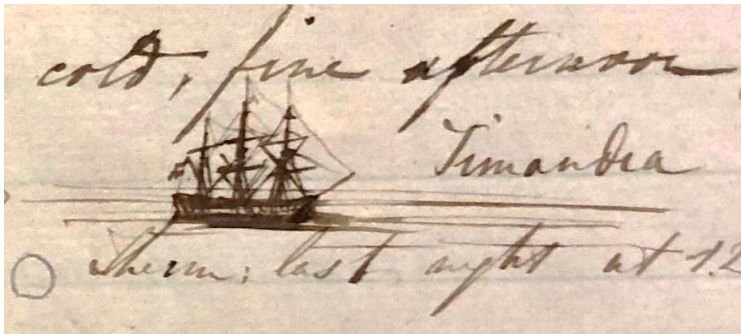
The 1909 sloop *Timandra* (MIT Museum, Cambridge, MA, USA).

Appendix

- A. **Images of the *Timandra*.** I can find no contemporary painting of the ship *Timandra*.

She was still afloat as photography developed. We might thus hope an historical photograph of the *Timandra* in her later years will turn up, but it seems unlikely.

One website states, “Stoutest and best-found of all the vessels sent out to New Plymouth was the barque *Timandra*, 382 tons, Captain Skinner.”¹⁶⁰ Certainly she was new, but she was narrow for her length and she was a three masted ship rigged vessel (not a barque) on her New Zealand voyage, as Dr Weekes’s pen sketch nicely shows.



- B. **The tender document** (Archives NZ R17496725).

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

7th Sept: 1841 -
Yniandra

30 2 tons TENDER £3, 19, 5

Lacklan FOR Mr Lead

THE HIRE OF A SHIP

TO

CONVEY PASSENGERS, STORES, &c.

TO

NEW PLYMOUTH IN NEW ZEALAND



McKewen, Printer, 118, Bishopsgate Street Wible.

1841
/

TENDER

FOR

THE HIRE OF A SHIP TO CONVEY PASSENGERS AND STORES FROM LONDON

TO

NEW ZEALAND.

Name of the Ship.	Registered Tonnage by the Old Act.	Where Lying.	Master.	Height between Decks.
<i>The new (Littlehampton built) Ship "Simandra"</i>	<i>302²⁶₉₄</i>	<i>London Dock</i>	<i>J. Skinner</i>	<i>6, 5</i>

has a good top gallant deck with this ships unusual space on her main deck & her large hatchway particularly adapted for the SIR's guns and anchors.

London, 7th Sept 1841.

We hereby offer the above Ship, rated *£1* at Lloyd's, to convey Passengers and Stores from London to New Zealand, for the New Zealand Company, at the rate of *£3 .. 19 .. 5*, 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 five hundred pounds, and the Company is in that case, to have the option of rejecting the Ship altogether.

We are Sir,

Your obedient Servants,

Luchlan Southwick Brokers.

We, the Owners of the above-named Ship, having examined the conditions annexed, hereby authorize *Luchlan Southwick* to agree with the Directors of the New Zealand Company, 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.

J. S. Southwick } Owners.

To the Secretary of the New Zealand Company.

N.B.—Tenders, sealed and marked on the left hand corner, "Ship Tender" 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.

TERMS AND CONDITIONS.

1. SHIP.—The Ship to be placed in a dry dock by the Owners, to be surveyed by the Company's Surveyor, and subject to approval by the Directors on his report.
2. To have a regular poop, fore-castle, and two decks laid.
3. To be ready to be brought afloat to be fitted, and to receive goods in one of the docks, or such other place as may be directed on or before the 25th instant, and to sail from the Docks for Plymouth on or before the 10th October, 1841.
4. The Ship to be engaged by the Register Ton, old measurement, for the voyage from London to Plymouth, and thence to New Plymouth in New Zealand. The owners to pay all pilotage, lights, and port charges.
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 five men and one boy to every one hundred Tons Register, old measurement.
7. To have gratings and windfalls for each hatchway, hammock stantions and boarding, and cloths for bedding; and to cut such scuttles in the side, and fit such illuminators in the deck as may be ordered by the Company's Surveyor.
8. The whole of the poop and 'tween decks, except a cabin for the Captain, and accommodation for the Chief and Second Officers, (to be selected subject to the Directors approval,) to be at the disposal of the Directors; and at least six cabins for Passengers, with such water-closets as may be required by the Directors between decks, 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 the Ship to be delivered to the Company's Agent.
9. The Owners to provide Water Casks, properly charred, in such quantity as the Company may direct.
10. PASSENGERS STORES, &c.—The Directors to have the power to put on board such number of Cabin and other Passengers, and such Cargo as they may think proper, and also a launch on deck 28 feet by 9 feet beam; also the hatchways must also be sufficiently large to take anchors of six tons weight each. All the sleeping berths (except as before mentioned) to be built by the Company, and the materials to be delivered to the Company's Agent at New Zealand. The Master to cause the luggage or such part thereof as may be required by the passengers to be brought out of the hold every fourth week during the voyage, for the purpose of allowing the unpacking thereof and exchange of articles.
11. The Cabin Passengers to be victualled according to the scale of usual messing for respectable Ships in the New South Wales trade, (excepting wine, spirits and beer,) for which the Company will allow forty pounds per head for each Passenger above fourteen years of age. Half of that sum will be allowed for each Passenger from nine to fourteen years of age, and one third for each child under nine 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 scale annexed, 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 for their use to be subject to the inspection and approval of the Company's Surveyor, and to be in sufficient quantity for twenty-four weeks consumption, according to the stipulated scale. Notice of the Stores being on board to be given to the Company's Surveyor of Shipping, one week previous to the day fixed for embarkation, so that the same may be examined by him.
12. A Surgeon will be appointed and paid by the Company, for whom allowance will be made as a Cabin Passenger.
13. No Goods of any description to be shipped; nor any Passengers on any account to be received on board, except under the orders of the Directors, under a penalty of two hundred pounds.
14. The Directors or their Agents to be at liberty to direct the stowage of the 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.
15. DUTY.—The Stewage 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.

DAYS.	Biscuit as by sample.	Indis Shof	Pine Moss Peck	Pres- erved Meat	Floor	Raisins	Suet	Yess	Rice	Pota- toes	Yess	Coffee	Sugar	Butter	Pickled Cabbage	Salt	Must- ard	Water
	lb.	lb.	lb.	lb.	lb.	lb.	oz.	Pint.	lb.	lb.	oz.	oz.	lb.	oz.	Pint.	oz.	oz.	quarts
Sunday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Monday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Tuesday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Wednesday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Thursday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Friday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3
Saturday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3

16. Women to receive the same rations as Men; Children to receive rations in the same proportions as provided for payment: Children under twelve months receiving no rations. Fresh meat, at the rate of one pound per day for each adult, and soft bread to be supplied until one day 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.
 17. The daily meals to be as follows, viz:
 - Breakfast Tea, or Coffee and Sugar.
 - Dinner According to the above Scale.
 - Supper Tea, or Coffee and Sugar.
 18. 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, seven ounces of molasses per week are to be substituted for six ounces of the sugar, and half a pint of oatmeal per day for the rice and potatoes.
 19. 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 lb. arrow root.
 - 50 lb. preserved beef.
 - 400 pints of lemon juice in stone one gallon bottles, and 400 lb. of sugar to mix with it.
 - 50 lb. Scotch barley.
 - 12 bottles Port wine.
 - 12 bottles Sherry wine.
 - 300 gallons of stout, at least 50 gallons in bottles and the remainder in half hhd
 - 40 gallons rum.
 - 10 gallons brandy.
- For every 100 Passengers counting the Children at the rates stated in Article 11.

20. 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 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.

21. Proper Medicines to be provided by the Owners, to the satisfaction of the Company's Medical Director, together with not less than 2 cwt. of chloride of lime for every 100 Passengers.

22. 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 for the same 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.

The following articles are also to be provided for the Passengers at the cost of the Owners, viz.:

One wooden mess kit	} For each Mess of six Passengers.
Two ditto platters	
One mess bread basket	
One tin quart pot with bar-hook for boiling water	
Two three gallon hawse buckets	

With an addition of one-third of the above articles to provide against loss or breakage. Also sufficient filterers, flour scales, and stamped weights, pewter, wooden, and tin measures, a coffee-mill, and coffee-roasters, swing stoves and head pumps, brooms, and deck scrapers; a patent hearth for cooking, nets for potatoes, and canvass for puddling lags; lamps which must be secured to prevent accidents from fire, and which are to be kept burning all night between decks; and all other articles which shall be prescribed by the Directors or the Surveyor as necessary for the comfort of the Passengers and the cleanliness of the Ship.

24. PREPARATION, DISPATCH, AND ARRIVAL OF SHIP.—The Ship to be ready for the reception of Cargo at Plymouth before noon of the day next following the day on which her arrival at Plymouth shall be reported by the Company's Surveyor at that Port, and to be ready for reception of passengers within 48 hours from the date of such report. In the event of the Ship not being ready to receive the Passengers herein specified, the Owners shall pay the sum of two shillings and sixpence for the board and maintenance of each of the said Passengers, and the further sum of five pounds liquidated damages, (both of which may be deducted from the first payment of passage-money,) for each moon that may intervene between the time appointed for being ready and that on which the Vessel is actually reported ready as above mentioned. It is to be understood, that the Ship is not to be considered ready to receive Passengers until the accommodations, provisions, &c., shall have been approved by the Company's Surveyor; the necessary fresh meat and soft bread provided; the whole freight taken on board and stowed away; and the Vessel lying at anchor in the Port of Plymouth as the Company's Surveyor may direct.

25. The Ship to proceed to Plymouth and sail from thence, as well as from any place at which she may stop on her Voyage, within forty-eight hours after notice from the Directors or their Agent to the officer in command, 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 abated from the freight.

26. The Directors 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 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.

27. The ship not to touch at any port or place than where ordered by the Directors or their Agents, unless compelled by stress of weather, or unavoidable accident, under a penalty of five hundred pounds, to be deducted in each such case from the final payment of the freight.

28. Seventy five running days to be allowed the Company for fitting berths, loading, and embarking in London, for detention at Plymouth, and for disembarking and discharging at New Plymouth in New Zealand, and if longer detained demurrage to be allowed the Owners, at the rate of fifteen shillings per ton register, (old measurement) per month. The lay days in London to commence from noon of the day next following, the date of the Company's Surveyor's report of the Ship being in all respects ready to receive Cargo, and to commence fitting for Passengers, and to cease from the noon following the delivery of the sailing orders for Plymouth, to commence again from the noon following the date of the Surveyor's report of the ship's arrival at Plymouth and to cease from the noon following the delivery of the sailing orders for New Zealand, and in New Zealand to be calculated from the date of certificate of arrival at Plymouth, to the date of the final delivery of Passengers and Cargo, and notice of discharge from the Company's Agent.

29. MODE OF PAYMENT.—One moiety of the freight and of the Cabin passage money, and four pounds per head for other adult Passengers embarked, and for children in proportion, to be paid by the Company within fourteen days of the Ship's final departure from England, such departure being proved by a Certificate from the Captain of the Ship, countersigned by the Surgeon, 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 of such final departure,)—the remaining half within fourteen days of the presentation to the Directors, in London, of a Certificate from the Company's Principal Agent in New Zealand, showing the proper delivery of the Cargo, and all property sent on board, and also of the Emigrants, 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 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 arrival 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.

30. MISCELLANEOUS.—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.

31. 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.

32. 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.

33. Except when specified to the contrary, every condition enumerated in this Tender is to be fulfilled at the expense of the Owners.

34. The Directors or their Officers are to have the inspection and approval of the part of the Ship assigned for the Passengers; of the draft of water of the vessel when laden; of the Master, Officers, and Crew; of the arrangements and accommodations on board for the Passengers; of the quantity of the provisions and stores for the Crew; and, in short, of the preparations for fulfilling every condition of the Tender.

35. The Owners to be liable to a penalty of Two thousand five hundred pounds for non-performance of these Conditions,

Book 5

The
Blenheim

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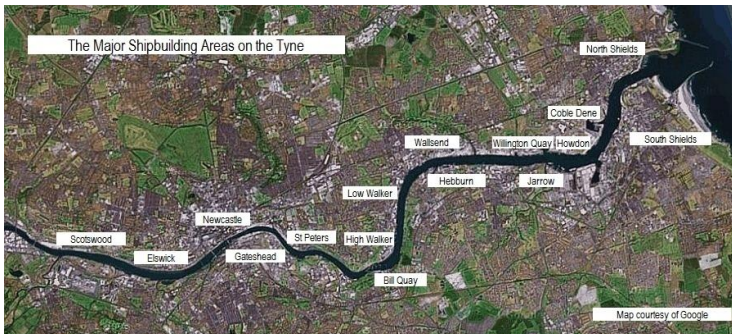
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Chapter 1: In the beginning

The *Blenheim* was a 375 ton barque built at Jarrow-on-Tyne in 1834 and owned by Brown and Co of London.¹⁶¹

Several ships named *Blenheim* were built on the Tyne in the mid 19th century. The Tyne & Wear Archives Discovery Museum in Newcastle does not hold any information about this vessel. It is rare, they told me, for shipbuilding records to survive as early as 1834.

Nor does it hold any contemporary Jarrow shipbuilders' records.



<https://www.tynebuiltships.co.uk/Shipbuilders.html>

The *Blenheim* was one of the 47 ships built by the four shipbuilders working at Jarrow in 1834, but her builder is usually said to be unknown. *Lloyd's Register* for 1834 however, clearly names her builder as “Brown, Jarrow”—ie, Thomas & Robert Brown, who between 1813 and 1833 are known to have

161 *Lloyd's Register of Shipping* 1835.

built ten ships at Jarrow, some of similar size, and who were her owners.

They were London brothers who owned the Jarrow colliery (the Alfred Pit). Jarrow was a dangerous pit, as were many others in those days. In 1823 an explosion left eight dead. This was followed by an explosion in 1826 when 34 were killed, and there was another in 1830 which claimed 42 men and boys.¹⁶²

The brothers were not popular lads in Jarrow. Thomas lived with his family in Jarrow Hall, but that wasn't enough to ingratiate him to locals. The Browns' apparent indifference to miners' safety eventually led to strike action in the 1830s. A total of 84 miners had been killed in three separate explosions at Jarrow Colliery between 1826 and 1830. The Browns saw this as no reason to squander money on fripperies, such as adequate ventilation.¹⁶³

They were not entirely heartless, though,

Amongst other acts of charity, at this inclement season, we have the pleasure to record, that Messrs. Thomas and Robert Brown, owners of Jarrow (or Brown's Wallsend) Colliery, deliver gratis to the poor in North Shields, a keel, which is 16 chaldrons of coals, each week—and which they mean to continue during this month, January, and February; the same quantity to the poor in South Shields, each week for the same time; and they have also given a keel of coals to the Infirmary at Newcastle. A Committee of the most respectable inhabitants have kindly taken upon themselves the trouble of superintending the distribution of the coals to the poor;

162 <http://ndfhs.org/pdfs/E-Newsletter-2019-01.pdf>.

163 <https://www.shieldsgazette.com/heritage-and-retro/heritage/opening-the-door-on-the-history-of-jarrow-hall-home-to-some-good-guys-and-one-or-two-rotters-over-the-centuries-3042557>.

and we are happy to have to add, that Messrs. T. and R. Brown's praiseworthy example has been followed by several other liberal-minded Coal-owners.¹⁶⁴

The Brown brothers also owned the Jarrow Quay Corner Slipway, the site of their ship building enterprise, which produced snaws, ships and barques for various merchants on Tyneside and in London. The ownership was passed to Drewett Brown in 1833. The slipway was demolished around the 1890s.¹⁶⁵

In 1833 they needed labour,

WANTED IMMEDIATELY,

FROM FORTY to FIFTY sober, decent, industrious, and independent **WEAVERS**, who will be insured good, regular, and constant Employment, at the following Prices :—

	<i>s.</i>	<i>d.</i>	
No. 1, Canvass,.....	6	2	½ Bolt.
No. 2, Do.	6	0	Do.
No. 3, Do.	5	10	Do.
No. 4, Do.	5	10	Do.
No. 5, Do.	5	6	Do.
No. 6, Do.	5	6	Do.
No. 7, Do.	5	6	Do.
Broad Harns & Sackings,.....	6	0	Do.
Tarpaulings,.....	5	6	Do.

N.B.—Blank Tickets are neither required nor used, nor are Footings allowed to be paid either by those that have or have not worked Canvass ; and Dwelling Rooms may be had of the Employers at the following moderate rates :—

For 2 Rooms, with Coals, at the rate of £4	8s.	per Ann.
For 2 Do. Do.	£4	0s. Do.
For 1 Do. Do.	£3	15s. Do.

Apply to **THOMAS and ROBERT BROWN,**
Sail Cloth Manufacturers, Jarrow, River Tyne.

Cumberland Pacquet, and Ware's Whitehaven Advertiser
27 August 1833 page 2.

164 *Public Ledger and Daily Advertiser* 25 December 1816 page 3.

165 <https://www.northeastheritagelibrary.co.uk/shipbuilding-archive/iw003/jarrow-quay-corner%2C-slipway>.

TO WEAVERS.

THOMAS AND ROBERT BROWN,
MANUFACTURERS OF SAIL CLOTH, TARPAULINGS, HARNS, SACKINGS, &c. &c., having enlarged their Establishment, are in want of a number of sober industrious WEAVERS, for the above Business.

Any Workman, unacquainted with the Canvas Branch of Weaving, may learn it, free of Expense, and, if active, may acquire a competent Knowledge in two or three Days.

Application to be made at the Office of Thomas and Robert Brown, Quayside, Newcastle; or, at the Manufactory, Jarrow, River Tyne, near South Shields, if by Letter, Post-paid.



JARROW CANVASS MANUFACTORY.

THOMAS & ROBERT BROWN, JUNRS.
solicit the Attention of the Shipowners and Sail-Makers of Shields to the Inspection of their extensive STOCK OF SAIL CLOTH, TARPAULINGS, HARNS, KEELSAIL, SACKINGS, &c., now in their Warehouses, at Jarrow. Their Sail Cloth now stands in the highest Estimation in London, Liverpool, New York, and all other British and Foreign Ports where it has been introduced.

PRICES OF SAIL CLOTH.

Best Navy Canvas	No. 1. 17d. per Yard.
Best Double Patent	No. 1. 16d. do.
Do. Single Ditto	No. 1. 15d. do.
Do. Double Half-bleached Ditto	No. 1. 15d. do.
Half-bleached Single Ditto	No. 1. 14d. do.
Double Brown Double Ditto	No. 1. 13d. do.
Brown Single Ditto	No. 1. 12d. do.

Falling a $\frac{1}{2}$ d. per Yard each Number.—Ten per Cent. Discount, or 12 Months' Credit.

THOMAS and ROBERT BROWN, JUNRS. having recently enlarged their Manufactory, can execute Home or Export Orders, to any Extent, at the shortest Notice; and Orders for the smallest Quantity delivered free of Expense. They also request the particular Inspection, by Sail Makers, of their NAVY CONTRACT CANVASS, which they can strongly recommend for general Use.—October 23rd, 1833.



FOR SALE BY PRIVATE
CONTRACT, THREE NEW
SHIPS, of 315, 258, and 252 Tons.
Apply to THOMAS and ROBERT
BROWN, JARROW.

(One Concern.)

The last three ships known to have been built by the Browns are *New Grove* 385 tons (1833), *Dampier* 208 (1833), *Africaine* 316 (1832)¹⁶⁶ but the tonnages of the three advertised (above) (315, 258, 252) imply there were others. Perhaps the *Blenheim* 375 tons was another.

The “Bark *Blenheim*” had her first survey on 24 May 1834, presumably while being built: Master, Brown, 375 tons, owned by T Brown & Co, belonging to London, built by Brown, Jarrow on Tyne in 1834. She carried “one long boat, one cutter (and) one skiff”.¹⁶⁷

In October 1834 “Thomas and Robert Brown, canvass-manufacturers, Jarrow, Durham,” were gazetted as bankrupt.¹⁶⁸

Chapter 2: To Australia.

On 1 July 1834 *Lloyd's List* recorded from Deal, “Blenheim, Brown, arrived from the River and sailed for Cork”.¹⁶⁹ The *Cork Constitution* noted she had arrived on 2 July “to take convicts to N.S. Wales”.¹⁷⁰ She sailed on the 27th with “210 male prisoners”.¹⁷¹ Master, James Temple Brown; Surgeon: James Wilson.

166 <https://www.tynebuiltships.co.uk/BrownTR-J.html>.

167 *Lloyd's Register*. Document no. LRF-PUN-LONS98-0185-R_0001.

168 *Sun* (London) 17 October 1834 page 2.

169 Page 2.

170 *Cork Constitution* 3 July 1834 page 3.

171 *Southern Reporter and Cork Commercial Courier* 29 July 1834 page 3.

The prisoners were lodged in the Surprize Hulk at Cork before embarkation and there were 200 men and ten boys.

The Blenheim sailed from Cove on Sunday, with 200 male convicts for New South Wales. She also carries out ten boys, the sons of convicts previously transported, who have obtained Government permission to proceed thither as free settlers.¹⁷²

A detachment of the 50th regiment accompanied them. There were two deaths during a voyage of 110 days.

Dr Wilson's journal has survived; it begins with casenotes on 14 patients, then lists their conditions, goes on to general remarks and a copy of his daily sick book.

Wilson began his career as Assistant Surgeon in the Royal Navy in 1811. He became a Surgeon in 1814 and was Surgeon Superintendent on the *Lady Ridley* carrying convicts to Hobart in 1821. After his voyage on the *Blenheim* he was on the *Lady Kennaway* to Sydney in 1836 and on the *Minerva* to Tasmania in 1838. His "general remarks" suggest he was a hard man,

On the 7th July, I went on board the Surprize Convict Hulk at the Cove of Cork, and was present at the Inspection of the whole of the Convicts amounting to about 200, by a Medical Officer sent from Dublin for that purpose. There was also present the Medical Officer belonging to the Hulk. I objected to receive some of the Prisoners and offered to receive two others, one said by the Surgeon to be blind, in fact he was led to the Cabin door and then led away as a person unfit for embarkation on acct. of total loss of Vision said to be of long standing, the Officer from Dublin seeing on the list that his Crime was Sheep Stealing had him called back, when he and I took the man into open light to examine his Eyes. This he resisted by keeping the palpebrae so permanently closed that

172 *Cork Constitution* 31 July 1834 page 2.

no efforts of our fingers could separate them; this power of the muscles no doubt acquired from long continued action, he having I was afterwards informed employed it for 13 months, being defeated in ascertaining by autopsy the state of the globe of the Eye but quite certain the Globe in both Eyes was entire from the prominence of the palpebra, I got a spatula which I introduced with some force (it being contrary to his will) between the eyelids and separated them with that and my hand, and now (saw) that Vision was perfect in both Eyes. I told him I would receive him on board, and recommended his having his Eyes open when he came or I would punish him at the Gangway. The other case was said to be Chronic Rheumatism of long standing, this man was stripped and examined by the Dublin Officer and myself when we found him to be a powerful, muscular man at the advanced Age he said of 76. The appearance of the Prisoners as a body was that of being very cleanly in their persons, and their Animal strength I would say far above that of most of the Seamen who offer themselves as Volunteers for His Majesty's Navy.

On the 8th of July we embarked 200 of the above Convicts, one of them Danl. Sughrue, the blind man who was led yesterday, he came out in the boat and up the Ships side in Burzels [?] without assistance, on his getting on board, I desired him to look in my face, he did so with the eyes half opened, when I told him unless he opened both that instant and looked in my face, my promise of flogging him would be carried into execution, on this he opened both his Eyes and looked me full in the face showing two eyes perfectly natural.

About the same time we Embarked 10 Free Settlers Sons of Convicts, for a Passage to New South Wales, these were Messed and Slept in the small prison with the convicts, three of these lads were nearly destitute of Clowthing and the head of one swarming with Vermin.

By the Copy of the Daily Sick Book herewith transmitted, it will be seen that out of 210 Free Settlers and Convicts only 15

were entered on that List, and the Cases No. 5 and 6 as recorded in this Journal lead me to believe that both of these Men had been long labouring under the Disease which caused their Deaths, the Sick Book will also shew that nearly all the other diseases among these men were of a very slight character.

Out of 33 Officers and Men composing the Guard, 4 were entered on the Sick Book.

Out of 8 Women, and 7 Children belonging to the Guard one Woman was entered on the Sick Book.

Out of 30 Officers, Men, and Boys composing the Ships Crew, 10 were entered on the Sick Book.

And here I beg to state that it is my uniform neck of practice, to put every Individual upon the Sick List, however trifling the complaint may be, if it interferes in any way with the performance of their ordinary avocations, that we may thereby be enabled to form an accurate judgement regarding the health collectively and severally, of every person on board the Ship.¹⁷³

The nature of the diseases? syphilis, chronic hepatitis, ophthalmia, syphilis, fractured cranium, psora, catarrhal fever, dysentery, fever, injury of head, cephalalgia, catarrh. The two who died were convicts aged 35 (“Otitis & Abscess”) and 23 (“Vertigo et Palpitatio cardis”).

Thirtyfive year old convict Patrick C:

17th August. A stout plethoric man Complaining of deep seated exquisite pain in the right ear; says that within the last year he has had repeated attacks of the disease in the same ear.

173 Medical Journal of James Wilson on the voyage of the Blenheim. Ancestry.com. UK, Royal Navy Medical Journals, 1817–1857 The National Archives. Kew, Richmond, Surrey.
https://www.ancestry.co.uk/imageviewer/collections/2318/images/31792_626640_0696-00007?ssrc=&backlabel=Return&pid=101979.

- [Prescribed brandy, Epsom salts and fomentations to the external ear].
- 18th August. *Three stools from the medicine, still complaining of excruciating deep seated pain in the Ear.*
- 19th August. *Thinks the pain is not quite so exquisite, blister rose well, his only diet and drink barley water.*
- 20th August. *Furious delirium in the night, and is today continued requiring the constant attendance of Nurses to keep him in bed, he was blooded to the extent of (20 ounces). The head shaved and the clothes kept constantly wet with cold water kept constantly applied. [Epsom salts, senna given].*
- 21 August. *Bowels freely acted on by the medicine and he is now free from delirium, meatus auditorius quite closed and hearing of the ear affected entirely gone, says he is free from pain in the ear; but feels a great weight about the head. [a "Cataplasm" is applied to the external ear].*
- 22 August. *Last evening about six the pulse suddenly sunk, about 2 A.M. this morning had a most violent Convulsive fit, immediately after which Coma set in, and continued until his death which took place at 12 noon.*
- 23 August. *Sutio cadaveris at 6 A.M. pus issuing from the external meatus auditorius of the right ear, on removing the labrarium, the right hemisphere of the brain, covered with coagulated lymph, the left exhibiting much venous congestion, the right lateral ventricle contained half an ounce of serum, the left natural, the membrane detached from the whole petrous portion of the right temporal bone, the upper and middle part destroyed by caries to an extent admitting the introduction of the little finger, a probe passed with ease through this opening to the tympanum. Over this a lesion to the dura mater to the same extent, and here was lodged between the dura and pia mater about one ounce of purulent matter; great congestion of the whole cerebellum, the right side covered by coagulated lymph,*

the cerebellic cavity contained rather more than an ounce of serum.

So, chronic middle ear infection leading to cerebral abscess, seizures and death.

On 24 November the *Blenheim* was “in the stream” at Port Jackson.¹⁷⁴ She departed Sydney on 11 December for Batavia¹⁷⁵—in ballast, no passengers. She arrived there on 17 February 1835 and left on the 21st for Singapore¹⁷⁶ on 12 March. She was in the Downs on 21 September,¹⁷⁷ thence to the river and dock in London.

She was surveyed again on 15 October 1835. Lloyd’s surveyor George Bayley noted, “Stores, cables, anchors, masts, sails, warps &c surveyed by me 1835 Oct” and that the standing and running rigging were “now overhauled”.¹⁷⁸

She sailed from London on 12 November,¹⁷⁹ called at Llanely and reached Bombay on 7 June 1836. After this voyage James Temple Brown reported a new reef in the Indian Ocean, known as the Blenheim Reef¹⁸⁰ and recently the source of some tension between Britain and Mauritius.¹⁸¹ It is a coral atoll between the Chagos islands to the south and Maldives to the north. The ring shaped atoll is almost 10km north to south and 5km across; the sand and coral are exposed only at low tide and submerged at high tide.

174 *Sydney Times* 25 November 1834 page 2.

175 *Sydney Monitor* 13 December 1834 page 2.

176 *Lloyd’s List* 14 July 1835 page 4.

177 *True Sun* 23 September 1835 page 4.

178 *Lloyd’s Register* document LRF-PUN-LON598-0185-R_0001.

179 *Public Ledger and Daily Advertiser* 16 November 1835 page 4.

180 James Temple Brown 1837. Reef in the Chagos Archipelago, Indian

Ocean. *Nautical Magazine and Naval Chronicle* 30 January page 172.

181 The curious case of Blenheim Reef: <https://www.lowyinstitute.org/the-interpretor/curious-case-blenheim-reef>.

FOR PASSAGE TO LONDON.—the fine ship **BLENHEIM**, of 400 tons, **J. T. BROWN**, Commander, will be despatched for the said port about the 10th Proximo.—Apply to **Captain BROWN**, at the office of **Messrs. FORBES and Co.**—The ship carries a Surgeon.—Bombay, 22nd June, 1836.

Bombay Gazette 22 June 1836 page 1.

She sailed again from Bombay on 10 July with one passenger, Captain Hamilton, called at St Helena and arrived off Deal on 25 November¹⁸² and entered inwards on 1 December, lying in St Katherine's Dock.¹⁸³

The barque *Blenheim*, 375 tons, first appears in *Lloyd's Register of Shipping* in 1836: master: Brown (later Spence), built Jarrow, owners Brown & Co, London, registered in London for a voyage to Sydney; Coppered over felt, classed A1.¹⁸⁴ She was for sale.

FOR SALE, FREIGHT, or CHARTER.—
The Ship **BLENHEIM**, 374 79-94 tons per register, A 1: British built; coppered and copper-fastened; has a spacious poop, good height between decks, and an ample equipment, and is ready for immediate service. Lying in the St. Katharine Docks.
Apply to **LACHLAN, SONS, and MACLEOD,**
22, Great Alle-street.

Public Ledger and Daily Advertiser 27 December 1836 page 4.

182 *Morning Advertiser* 28 November 1836 page 1.

183 *Morning Herald* 2 December 1836 page 4.

184 *Lloyd's Register of shipping* 1836.

On 31 January 1837 she was surveyed,

*At the present time caulked from the keel to wale & the Topsides—a crutch put in abaft and an extra BreastHook—generally overhauled & recoppered upon Scotch Felt. The appearance of this vessel is fair & fine from working & is now in an efficient condition for the safe conveyance of dry cargoes to any part of the world.*¹⁸⁵

She was cleared out from London in ballast on 10 March 1837, her captain now Spence, destined for Hobart Town and Van Dieman’s Land.¹⁸⁶ She left Woolwich on 17 March with 204 male prisoners, Surgeon Superintendent “George Burney RN” and arrived at Hobart on 16 July.¹⁸⁷

George Birnie was appointed Assistant Surgeon in the Royal Navy on 7 July 1813. He had been Surgeon Superintendent on the *Asia* to NSW in 1831 and the *Caroline* to NSW in 1833. His journal of the *Blenheim* voyage has survived and is in the UK National Archives at Kew (not yet digitised nor transcribed).

*Medical journal of the Blenheim, convict ship, for 1 March to 21 July 1837 by George Birnie, surgeon and superintendent, during which time the said ship was employed in making a voyage from Deptford to Hobart Town, Van Diemen's Land.*¹⁸⁸

The prisoners on the above ships were fortunate that George Birnie was appointed as surgeon on these vessels. He was not only well experienced but kind hearted and caring towards his patients.¹⁸⁹

Thence to Sydney: arrived 11 August— “The ship *Blenheim*, Spence, master, from Hobart Town, in ballast. Passengers—

185 *Lloyd’s Register* document no. LRF-PUN-LON600-0359-R_0001.

186 *English Chronicle and Whitehall Evening Post* 11 March 1837 page 8.

187 *Hobart Town Courier* 21 July 1837 page 2.

188 National Archives, Kew. ADM 101/12/3

189 https://freesettlerorfelon.com/george_birnie_surgeon.html.

Lieutenant Coulson, 80th regiment, George Birnie, Esq. R.N. Mr and Mrs Gunn and 3 children, 80 rank and file of the 80th regiment, 4 women and 5 children, and 13 prisoners of the Crown.”¹⁹⁰

She departed Sydney for Mauritius on 4 September¹⁹¹ and arrived back in Sydney in December with sugar and passengers.¹⁹² In April 1838 she was refitting in Sydney for Java and departed on the 20th¹⁹³ for Surabaya and Samarang. She left Batavia for London in July with sugar, rice and coffee.¹⁹⁴

She arrived at Plymouth on 28 November “leaky, and with loss of sails”,¹⁹⁵ was repaired and surveyed by Lloyd’s at Ives Dock on 26 March 1839 (“Bark Blenheim”; owner, Brown; with a new master, John Grey),

*At the present time (having been ashore) stripped, hung, caulked from keel up, sheathed with Yellow Metal upon Hemp sheathing to the Wale—2 Pair IH Knees to up Dk in wake of Main Mast, short piece of plank each side aft shifted—
In my opinion this ship is fully eligible to her present class
9A1.*

There is no other record of this 1838 grounding, presumably between Batavia and Plymouth. On 23 February she was entered inwards at the West India Dock in London,¹⁹⁶ available for contract,

190 *Australian* 15 August 1837 page 2.

191 *Sydney Gazette and New South Wales Advertiser* 5 September 1837 page 2.

192 *Sydney Monitor* 21 February 1838 page 2.

193 *Sydney Gazette and New South Wales Advertiser* 21 April 1838 page 2.

194 *Sydney Gazette and New South Wales Advertiser* 13 October 1838 page 2.

195 *Lloyd’s List* 30 November 1838 page 1.

196 *Lloyd’s List* 25 February 1839 page 1.


THE fine A 1 British-built Ship
BLENHEIM, 374 79-94 tons per register
(O.M.), copper-fastened, and was coppered and felted
immediately preceding the voyage from which she has
just returned; is well adapted for the West India trade,
and having a poop and forecastle and ample height
between decks, is particularly adapted for the trade to
India or Australia; she combines good sailing qualities
with a very large capacity for stowage, and being
abundantly found in stores may be sent to sea at a
trifling outfit. Lying in the West India south dock.
Inventories and further particulars may be had of
LACHLAN, SONS and MACLEOD, Sworn Brokers,
22, Great Abie-street, Goodman's-fields.

Public Ledger and Daily Advertiser 8 March 1839 page 1.

On 19 May she departed Kingstown (now Dún Laoghaire, Dublin) for Sydney, Master: John Grey, Surgeon Dr McDowell.¹⁹⁷

The *Blenheim*, Grey, from London, has arrived at Kingstown, to convey 200 male convicts to New South Wales. There is on board a guard of 29 rank and file of the 51st, under Ensign and Adjutant McGregor, and Ensign Kirby.¹⁹⁸

William McDowell MRCS RN was employed as Surgeon Superintendent on six convict ship voyages to Australia, the *Lady East* in 1823, *Harmony* in 1824, *Diamond* in 1837, *Blenheim* in 1839, *Duncan* in 1841 and *Triton* in 1842. His medical journals of the *Lady East*, *Blenheim* and *Triton* voyages have survived. He was born c.1793 and became MRCS in 1814. He joined the Royal Navy and was appointed to the rank of Surgeon in August 1815.¹⁹⁹

197 *Lloyd's List* 23 May 1839 page 2. *Saunders's News-Letter* 6 May 1839.

198 *Limerick Chronicle* 8 May 1839 page 2.

199 Diane Oldman 2020. *Blenheim 1839: what's in a name?*

<https://redcoat-settlerswa.com/ships/blenheim-1839-whats-in-a-name/>

Medical and Surgical journal of Her Majesty's hired convict ship Blenheim for 23 April to 8 October 1839 by Mr William McDowell, Surgeon, during which time the said ship has been employed in conveying convicts to New South Wales.²⁰⁰

Daily sick list

James Punter, aged 30, Soldier; diarrhoea. Put on sick list, 1 May 1839. Discharged, 7 May 1839.

Jonathan Ridden, aged 19, Convict; ulcer. Put on sick list, 11 May 1839. Discharged when landed, 3 October 1839.

Henry Knight, aged 22, Soldier; syphilis. Put on sick list, 14 May 1839. Discharged, 23 July 1839.

George Baker, aged 19, Soldier; diarrhoea. Put on sick list, 14 May 1839. Discharged, 22 May 1839.

Peter Maloy, aged 17, Convict; synochus. Put on sick list, 10 June 1839. Discharged, 18 July 1839.

James Maginness, aged 56, Convict; dysentery. Put on sick list, 20 July 1839. Died, 2 August 1839.

Martin Graham, aged 31, Convict; dysentery. Put on sick list, 23 July 1839. Died, 26 July 1839.

Michael Farrely [Ferrily], aged 31, Convict; dysentery. Put on sick list, 31 July 1839. Died, 6 August 1839.

William Kinslear, aged 28, Convict; diarrhoea. Put on sick list, 3 August 1839. Discharged, 5 August 1839.

Jonathan Faulkner, aged 19, Convict; diarrhoea. Put on sick list, 3 August 1839. Discharged, 6 August 1839.

James Punter, aged 30, Soldier; diarrhoea. Put on sick list, 8 August 1839. Discharged, 16 August 1839.

Thomas Toole, aged 31, Convict; diarrhoea. Put on sick list, 16 August 1839. Discharged, 18 August 1839.

Daniel Delaney, aged 28, Convict; diarrhoea. Put on sick list, 17 August 1839. Discharged, 18 August 1839.

200 National Archives, Kew: ADM 101/12/4.

Copy on microfilm at ATL Micro-MS-Coll-05-3190.

Richard Dooley, aged 24, Convict; diarrhoea. Put on sick list, 17 August 1839. Discharged, 18 August 1839.

Michael Flanagan, aged 23, Convict; diarrhoea. Put on sick list, 27 August 1839. Discharged, 31 August 1839.

Edward Lawler, aged 21, Convict; diarrhoea. Put on sick list, 29 August 1839. Discharged, 1 September 1839.

James Feeney, aged 24, Convict; synochus.²⁰¹ Put on sick list, 4 September 1839. Discharged, 30 September 1839.

James Benson, aged 30, Convict; cynanche tonsillaris²⁰² (pharyngea). Put on sick list, 6 September 1839. Died, 11 September 1839.

Folio 2: James Gorman, aged 26, Convict; diarrhoea. Put on sick list, 6 September 1839. Discharged, 9 September 1839.

Folio 2: James Johnson, aged 16, Convict; diarrhoea. Put on sick list, 14 September 1839. Discharged, 17 September 1839.

James Connors, aged 45, Convict; diarrhoea. Put on sick list, 14 September 1839. Discharged, 18 September 1839.

Jonathan Martin, aged 33, Convict; rheumatism. Put on sick list, 18 September 1839. Discharged, 26 September 1839.

Morgan [Maker], aged 22, Convict; ulcer. Put on sick list, 19 September 1839. Discharged, 30 September 1839.

James Shepphard, aged 25, Convict; catarrh. Put on sick list, 20 September 1839. Discharged, 26 September 1839.

William Slack, aged 17, Convict; rheumatism. Put on sick list, 22 September 1839. Discharged, 28 September 1839.

Jonathan Rooney, aged 15, Convict; diarrhoea. Put on sick list, 26 September 1839. Discharged, 30 September 1839.

James Punter, aged 30, Soldier; diarrhoea. Put on sick list, 1 May 1839, at sea. Discharged, 7 May 1839.

John Ridden, aged 19, Convict; ulcer. Put on sick list, 11 May 1839, at Kingstown, Dublin. Discharged when landed, 23

201 Synochus was a name for chronic fever, possibly typhus.

202 *Cynanche tonsillaris* was quinsy, or tonsillar abscess, sometimes fatal.

- October 1839. Embarked with the ulcer, which needed dressing every day of the voyage.*
- Henry Knight, aged 22, Soldier; syphilis. Put on sick list, 14 May 1839, at sea. Discharged, 23 July 1839. Had been ill a considerable time before applying to the surgeon. Also had a gonorrhoea discharge from his urethra. He had denied any "connection with the girls" before embarking having previously been turned down for transportation because of a similar infection.*
- George Baker, aged 19, Soldier; diarrhoea. Put on sick list, 14 May 1839, Kingstown Harbour, Dublin. Discharged, 22 May 1839.*
- Peter Maloy, aged 17, Prisoner; synochus. Put on sick list, 10 June 1839, at sea. Discharged, 10 July 1839.*
- James Maginnes, aged 56, Convict; dysentery. Put on sick list, 20 July 1839, at sea. Died, 2 August 1839. Treated with arrow root supplied by the Irish Government.*
- Martin Graham, aged 31, Convict; dysentery. Put on sick list, 23 July 1839. Died, 26 July 1839. Embarked in a very emaciated and debilitated condition, having tried to avoid transportation by a number of tricks, including refusing food, in the county jail and at Kilmainham.*
- Michael Ferrily [Farrely], aged 30, Convict; dysentery. Put on sick list, 31 July 1839, at sea. Died, 6 August 1839, at Simon's Bay, Cape of Good Hope.*
- James Feeney, aged 24, Convict; synochus. Put on sick list, 4 September 1839, at sea. Discharged, 30 September 1839. Had been ill some days, although the surgeon inspected the prison every day, before being forcibly taken to the surgeon by his berthmates. He was "stupid and insensible in a great measure" but his berthmates considered his illness to be due to fear because of the very bad weather. Was convalescent from 23 September but continued on hospital diet until 30 September.*

Joseph [James] Benson, aged 30, Convict; cynanche tonsillaris et (pharyngea). Put on sick list, 6 September 1839, at sea. Died, 11 September 1839. He was not able to open his mouth wide enough for the surgeon to examine the interior but claimed to feel improved on 8 September.

***A nosological synopsis** of the sick book kept during the period of this journal, in conformity with the 30th article of the Surgeon's Instructions.*

***Surgeon's general remarks.** There were 200 convicts embarked, all in good health but one (Martin Graham) who had refused victuals and pretended sickness to avoid transportation and had succeeded twice before. The dysentery, in the surgeon's opinion, was due to the bad water they had on board which became glairy and thick emitting a most offensive putrid effluvia almost intolerable and caused many bowel complaints. Fresh water and provisions were obtained at the Cape and ended the progress of the disease. The fatal case of cynanche tonsillaris (Joseph or James Benson) was produced by cold. The two cases of synochus were the only other serious illnesses.*

The *Blenheim* arrived at Sydney on 27 September and departed in ballast for India on 25 October 1839.²⁰³ She was entered inwards at Limehouse from Rotterdam on 18 July 1840²⁰⁴ and was surveyed at Messrs Fletchers' Dock on the 20th,

*At the present time, Caulked Wales & Topsides, fitted after piece of false Keel & Repaired the Copper, sprayed the Copper with Wetherstones Composition, the Ship appears in a good state & may remain as classed—9A1.*²⁰⁵

203 *Sydney Herald* 28 Oct 1839 page 2

204 *Public Ledger and Daily Advertiser* 20 July 1840 page 3.

205 *Lloyd's Register* document no. LRF-PUN-LON608-0201b-R_0001.

She was entered outwards for loading on 28 July, this time for New Zealand.²⁰⁶

Chapter 3. To New Zealand

On 9 August 1840 the *Blenheim*, Captain Grey, came down the river, proceeded and was off Deal, headed for the Clyde,²⁰⁷

NEW ZEALAND—THE SHIP *BLenheim*.—On Monday forenoon, the Royal Tar steamer left the Broomielaw²⁰⁸ with the Rev. Dr. McLeod, Mr John Crawford, and other gentlemen, on a visit to the ship *Blenheim*, then lying at the Tail of the Bank,²⁰⁹ previous to her departure for New Zealand. The ship is commanded by Captain Gray, and the emigrants amount to betwixt 150 and 200. They are chiefly from Lochaber, Morven, and Skye, with a few Lowlanders. The families consist of the parents, with from six to ten children each, and they are all under the kindly and fatherly care of Mr McDonald of Drimintoran, a genuine and highly respectable Highlander, who, to prove his confidence in the benefits to be derived from emigration, and the trust that might be put in his sincerity, goes out along with his family and friends to the land of hope, which, we understand, is Wellington, Port Nicholson. Besides this gentleman there is Captain Campbell, from Lochaber, and family,

206 *Morning Herald* 29 July 1840 page 7.

207 *Kentish Gazette* 11 August 1840 page 2.

208 The ferry wharf of Glasgow.

209 The Tail of the Bank is an anchorage in the upper Firth of Clyde just North of Greenock.

Dr Sutherland, Mr John Cameron, Mr McFarlane, and Dr Campbell the surgeon of the ship, from Mull. Some families were taken into the steamer at Glasgow and Renfrew, to be conveyed to the ship, and it was pleasing to observe the kindness and attention paid to these people by the active Secretary of the New Zealand Company here, Mr Crawford. When they had all got on board, they were assembled below to hear an exhortation, in Gaelic, from the Rev. Dr McLeod, who seemed to be almost adored by his countrymen. Before leaving, Dr McLeod presented to the emigrants, from Mr McLean, fifteen volumes of the most valuable of books in the Gaelic language, with the view to found a Celtic library in New Zealand, under the superintendance of the Rev. Mr Macfarlan there.²¹⁰

McFarlane stayed only four years and probably took the books with him, so Wellington's Gaelic library, if it did eventuate, was short lived.²¹¹

She sailed from the Clyde on 9 September with twenty cabin passengers and 150 emigrants "of the labouring class", nearly all of whom were of the McDonald clan from Fort William. What the Rev. McLeod told them was,

... that though they were about to part from the country of their birth, to which they were attached by no common bonds, yet that the change they had resolved in making was, in effect, less than might at first appear, since they would find another Scotland in another hemisphere. The emigrants were much affected by this address.²¹²

210 *Caledonian Mercury* 29 August 1840 page 3.

211 Ralph Cyril Hastings Richardson 1984. Manuscript *The barque "Blenheim", its place in the early colonisation of New Zealand*. ATL MS-Papers-2137.

212 *Limerick Chronicle* 9 September 1840 page 4.

IMMIGRATION DEPARTMENT.

CLASSIFIED list of Immigrants, brought out at the expense of the New Zealand Company, in the "Blenheim," 374 tons, Capt. Grey, from the Clyde.

	Male.	Female.	Total.
Adults, married.. ..	21	21	42
Do., single	41	17	58
	<hr/>	<hr/>	<hr/>
	62	38	100
Under 14 years of age	—	—	52
	<hr/>	<hr/>	<hr/>
Total..			152

	Married.	Single.	Total.
Agriculturalist	2	6	8
Blacksmith	1	1	2
Cooper	0	1	1
Joiner	0	2	2
Labourer	14	20	34
Miller	1	0	1
Ploughman	0	3	3
Sailor	1	2	3
Shoemaker	0	1	1
Shepherd	1	3	4
Tailor	1	0	1
Weaver	0	2	2
	<hr/>	<hr/>	<hr/>
	21	41	62
Dairymaid	0	1	1
Sempstress	0	1	1
Servants	0	19	19
	<hr/>	<hr/>	<hr/>
	21	62	83

D. RIDDIFORD,
Emigration Agent.

December 30, 1840.

New Zealand Gazette and Wellington Spectator 2 January 1841 page 2

The cabin passengers were Donald Macdonald, Esq., Mrs. Macdonald, Catherine Macdonald, Donald Macdonald, Adam Macdonald, Flora Macdonald, Alexander Macdonald, Campbell Macdonald, Thomas Macdonald, Captain Moses Campbell, Mrs. Campbell, John Campbell, Colin Campbell, Louisa Campbell, Susan Campbell, Isabella Campbell, Dr.

Sinclair Sutherland, Mr. John Cameron, Mr. John Macfarlane, and the Surgeon Mr. Neil Campbell.²¹³

Campbells and MacDonalds, 150 years after the massacre at Glencoe. Yet the voyage was a pleasant one, 125 days, ending at Port Nicholson on 27 December.²¹⁴

The *New Zealand Gazette* reported their arrival,

The “Blenheim,” Capt. Gray, arrived on Sunday last, from the Clyde, having sailed on the 24th August. She brings one hundred and fifty passengers in the steerage, and eleven in the cabin. The Colony has not received a finer body of Colonists: they were all selected by the Laird McDonald, who has arrived with them, and we hope will find a suitable location for his hardy followers within the District of Port Nicholson. A few hills or gales of wind will not frighten these sturdy men out of their propriety; they are just the men to war with a New Zealand forest, and in a few years to bring to market in abundance fine grain such as may now be seen on the Hutt. The vessel did not touch on the passage at any port, and the passengers were healthy throughout. Two children died on the passage, and six were born.²¹⁵

Passenger Jessie Campbell (wife of Captain Moses Campbell) wrote a journal of the voyage,²¹⁶ intended for her mother and sister. It is the work of an observant and sensitive woman who clearly formed a very close relationship with Captain John Grey and whose observations tell us the little we do know about him.

213 *Ibid.*

214 *New Zealand Gazette and Wellington Spectator* 2 January 1841 page 2.

215 *New Zealand Gazette and Wellington Spectator* 2 January 1841 page 2.

216 Typescript held at the ATL, qMS-0370. Online at <https://blenheim175.wordpress.com/2015/05/19/jessie-campbells-journal/>.

SALE BY AUCTION.

MR. A. HORT will Sell by Public Auction, at Barrett's hotel, on Monday next, the 11th instant, at 12 o'clock precisely, the following articles, ex "Blenheim," consisting of

60 bags biscuit,
8 barrels flour,
8 ditto split pease,
10 ditto corned pork,
10 kegs butter,
13 bags table rice,
8 hhds. brandy,
30 dozen port and sherry wines,
20 casks bottled wines,
40 dozen bottled stout,
6 casks porter,
15 boxes Muscatel raisins,
1 cask pickled cabbage,
1 ditto oatmeal,
2 ditto fine sugar,
90 cans soup and bouilli,
30 jars lime juice,
3 whale lines,
1 bale shirting,
1 ditto twilled calico,
Rum,
Arrack,
Slops,
A ship's caboose,
And a variety of other articles.

TERMS, CASH.

New Zealand Gazette and Wellington Spectator 9 January 1841 page 2.

Having sold her surplus stores, on 23 January 1841 the *Blenheim* sailed for China.²¹⁷ Grey must have been looking for a cargo of sugar for his return to Britain, but, the *NZ Gazette* reported on 24 July, "When the *Bright Planet* left Manilla for Sydney, the *Blenheim* from this port was lying there seeking freight. The captain had only been offered £3 10s. per ton to take sugar to Europe."

²¹⁷ *New Zealand Gazette and Wellington Spectator* 23 January 1841 page 2.

She arrived at Calcutta from Singapore on 14 May and sailed for London from Saugor (100 km downriver from Calcutta) on 3 July.²¹⁸

She called at St Helena on 28 January 1842 and on 31 March (eight months after departing Saugor) arrived off Deal and proceeded up the river.²¹⁹

The Laird of the MacDonalds wrote home about conditions in New Zealand and the *Inverness Courier* printed his letter (1 September 1841 page 4).

Chapter 4. Captain John Grey

Grey (he signed his name with an “e”, though many newspaper and other accounts have “Gray”) was appointed master of the *Blenheim* in March 1839 after she had undergone extensive repairs following a grounding under Captain Spence on his one voyage as her master. Grey’s last voyage was to Elsinore in 1944, after which the *Blenheim* was commanded by Captain Jackson.

I can find nothing about Grey, except what Jessie Campbell wrote of him,

Saw Capt. Gray at distance for the first time, very dull, suppose from parting from his wife, thought I should like to know him, sat next him at dinner....

218 *Lloyd’s List* 7 October 1841 page 2.

219 *Public Ledger and Daily Advertiser* 2 April 1842 page 3.

Capt. Gray told us at dinner he had only been a month in Britain (including the time he was coming down from London to Greenock and while at anchor there) since returning from his last voyage, he said he was not so ill off as his mate who had only been six weeks with his wife for five years.

Like Capt. Gray more every day, find him so obliging, he saw that the children's cot was not properly made, set his sailmaker to alter it all day yesterday and gave surveys himself.

Pipers began to play in the evening. Capt. Gray set all the people to dance, he got hold of my Skye woman and forced her up, could not get her to continue dancing, he obliged an old wife to get up to our great amusement, instead of accepting of the partner gave her she got hold of Capt. Gray, and forced him to dance the reel with her which he did very goodhumouredly.

Gray, though not a well educated man very agreeable and pleasant and acquites himself at the head of the table very like a gentleman.

A boy was born and named "Blenheim".

Capt. Gray has been twice to see her and nursed Blenheim for a good while.

Capt. Gray nursed [her daughter] Tibbie in his arms for a good while, astonished at the luxuriance of her hair. He takes great trouble in making the emigrants come on deck and cleaning out their places below, complains of the indolence and filthy habits of the Highlanders, the few Paisley emigrants keep themselves cleaner and are more easily managed, he says Dr. Campbell is a great deal too easy with them.

Capt. Gray looked so cool today in a complete white suit.

Tibbie has been cutting 4 back teeth since coming on board.... she is a great favourite with our gentlemen passengers. Capt. Gray never passes by her without stopping to speak to her, he often nurses her, she claps his face & kisses him which delights him.

... it seems to require all Capt. Grays firmness to keep his crew in order; what a blessing to us he is so determined, he did not go to bed last night.

We have much merry-making on the deck this evening, the Capt. set a party to dance to the sound of the bagpipes, on the other side a party played at leap-frog. My husband, Drimintoran and Mr Macfarlane were the only males that did not join in either pastime. Capt. Gray was a most active hand at leap-frog, I enjoyed looking at the fun from the poop exceedingly. It is a glorious evening, bright moonlight, a soft balmy breeze, it requires a more eloquent pen than mine to describe such an evening, the ship looks so majestic with all her sails set. Capt. Gray complains woefully of the indolence of the emigrants, he has such a work every day hunting them out of their beds and keeping them on deck, particularly towards evening that their berths may cool before they go down to sleep.

Capt. Gray baths every morning at least has pails of salt water thrown over him on deck.

Capt. Gray and the doctor complaining woefully of the filth of the Highland emigrants, they say they could not have believed it possible for human beings to be so dirty in their habits, only fancy their using the dishes they have for their food for certain other purposes at night....

When Capt. Gray observed Tibbie in the tub he went himself to bathe her.

Another sailor found tipsy tonight, the Capt. in a great rage about it, obliged the emigrants to throw all their brandy overboard....

Capt. Gray... is short tempered forgets it soon but does not like to acknowledge he is wrong.

[Tibbie died] My little darling's body has just been committed to the deep. Capt. C [her husband Captain Campbell] tells me Capt. Gray was so much affected, he could scarcely read the funeral service; he made such a work about her, she was very fond of him, could hold his face between her little hands and kiss him.

Stormy but all well. Alarmed last night by a call for Capt. Gray who with his usual dexterity was immediately on deck; it seems a heavy squall came on which laid the ship over till they took in most of the sails; it relieved one very much to hear Capt. Gray return to his cabin whistling.

I proposed beginning [packing up] on Monday, on saying something about it Capt. Gray said none was allowed to pack till just about to cast anchor, that packing early was sure to bring on a foul wind.

... we were most fortunate in weather, ship and Commander; to give you an idea how attentive Capt. Gray is, from the Tuesday we entered Cooks Straits till we anchored in Port Nicholson on Sunday he never went to bed; he is rather blunt in his manner, I always liked him and found him most attentive and kind, were it nothing more than the love he had for the dear little lamb who is no more I would always feel a deep interest in his welfare. Sometimes he and Mrs. Macdonald were rather sharp to each other, she always brought it on herself, I have heard her say very rude things about him; I never saw a woman with less common sense or less command of her temper. I will give you an instance of her rudeness. We had very fine English ham for dinner so there

would not be enough to go over all the cabin passengers at breakfast; next morning there were only a few slices put down for the ladies. Donald, who is very fond of good things no sooner spied the ham than he asked for some; Capt. Gray said there was none for him, his wife called out “ O yes Donald there was some ham but I suppose Capt. Gray wishes to keep it for himself,” so from my sitting next Capt. Gray I had an opportunity of seeing that he would be the last man to do anything of the kind....

Grey’s wife would accompany him on his next voyage, to New Plymouth. On that voyage, as Rutherford & Skinner remark, a good number of sails and spars were damaged—perhaps from bad weather, perhaps from poor quality gear, or “possibly because the skipper was unduly ‘driving’ and taking risks to make good time.... Captain Gray had trouble with his crew throughout the voyage, mainly through liquor”.²²⁰

Chapter 6. To New Plymouth

The eight months between early July 1841 when she departed Saugor and late March 1842 when she arrived off Deal may be explained by the need for repairs after a grounding. The Hooghly (between Calcutta and Saugor) was not an easy river: the tide ran rapidly and produced a tidal bore that could damage vessels. Furthermore the difference between high and low tide averaged almost five metres in March, April and May, often leaving vessels grounded, that were under inexperienced command.

220 Rutherford & Skinner page 210, 212.

On 16 April 1842 the barque *Blenheim* underwent her survey at Fletcher's Dock. The Lloyd's man noted,

At Calcutta in September 1841 in consequence of damage has two Sister Kelsons 80 feet long bolted to every timber, new bilge planks bolted every alternate timber, the Bottom, Wales & Topsides bolted every third timber, several new treenails, six pairs of Iron hanging Knees to the Hold beams, six pair of Iron hanging Knees to the Deck beams, several of the throat bolts shifted in the lower deck fastenings, new Plank & head from the Crosstree forward, new planks in the way of the Channel bolts, six planks shifted in the bottom, new fore piece of false Keel, caulked from the Keel overall, bottom sheathed with 1¼ Pine over Gulgul & Coppered over Gulgul²²¹.... This vessel is in a very high state of efficiency and in every respect fit to retain her present Class: AE1.²²²

She was advertised for Launceston,

For LAUNCESTON direct,
No Goods received on Board without an Order—A Regular
Trader—Under positive engagement to Sail punctually
from the Dock on the 21st, and Gravesend the 25th May,
 **THE fast-sailing British-built Barque**
BLenheim, A 1, 500 tons, coppered and copper-
fastened; John Grey, Commander. Lying in the St. Katha-
rine Dock. This splendid ship has a full poop, with first-rate
accommodation; her 'tween decks are lofty and airy, offer-
ing a most excellent opportunity for a limited number of in-
termediate and steerage passengers. Will carry an experi-
enced surgeon.
For terms of freight or passage apply to
MARSHALL and EDRIDGE, 31, Fenchurch-street.

Shipping and Mercantile Gazette 18 April 1842 page 1.

221 A cement from India made from seashells pulverized and mixed with oil, spread over a ship's hull to prevent worms from boring into it.
222 *Lloyd's Register* document no. LRF-PUN-LON612-0482-R_0001.

Instead of Tasmania, her destinations would be Wellington and New Plymouth.²²³ Brown & Co tendered for the conveyance of emigrants to New Zealand on 3 May, saying,

The fine British built Ship Blenheim, 374 tons, at St Katherine's Dock, master Jno Gray, 6ft 4in between decks. Has a regular poop & has just returned from carrying Emigrants for the New Zealand Company without a single death and to the entire satisfaction of the passengers as will be seen by the enclosed certificate. Rated A1 at Lloyd's.

£17.9.6 per head for each Adult Steerage Passenger....

Signed Robt. R. Brown.

She was chartered by the New Zealand Company, the agreement signed on 16 May by her broker Thomas Lachlan and the Company man Francis Dillon Bell. She was cleared outwards with cargo on 14 June²²⁴ and arrived at Plymouth on the 21st.²²⁵

For WELLINGTON and NEW PLYMOUTH (New Zealand),
Chartered by the New Zealand Company, to sail from Gravesend on the 15th of June, calling at Plymouth to embark passengers,
 THE fast-sailing A1 British-built Ship BLENHEIM, 500 tons burthen; John Grey, Commander (who has just returned from conveying passengers to the colony); lying in the West India Dock. Has a poop, and will be fitted expressly for the comfortable accommodation of intermediate cabin passengers, and carries an experienced surgeon.
For freight or passage apply to the Commander, on board; or to LACHLANS and MACLEOD, 62, Cornhill.

Shipping and Mercantile Gazette 17 May 1842 page 1.

223 *Lloyd's List* 9 May 1842 page 1.

224 *Morning Post* 15 June 1842 page 7.

225 *Western Courier, West of England Conservative, Plymouth and Devonport Advertiser* 29 June 1842 page 3.

**SETTLEMENT OF NEW PLYMOUTH, IN
NEW ZEALAND.**

THE DIRECTORS of the WEST OF ENGLAND BOARD OF THE NEW ZEALAND COMPANY, HEREBY GIVE NOTICE, that they are ready to receive Applications for the PURCHASE of RURAL LANDS in this Settlement, in one or more Sections of 50 Acres each, according to printed terms, which may be obtained at the offices of the company.

Purchasers will be allowed to select their Rural Lands at pleasure, on arrival in the Colony.

Liberal Passage Allowances are made to all Purchasers to the extent of £300 and upwards; and actual Farmers, who purchase to a less amount, and come within certain special Regulations, will also be entitled to special allowances.

The Ship "BLENHEIM" is under engagement to the Company to Sail from the Port of PLYMOUTH, for Wellington and New Plymouth, on the 1st JULY; and another Ship will be taken up, for the same places, to sail in the month of AUGUST.

BY ORDER OF THE BOARD,
WILLIAM BRIDGES, Secretary.
New Zealand House, Plymouth, May 9, 1842.

North Devon Journal 12 May 1842 page 2.

The *Western Courier*, *West of England Conservative*, *Plymouth and Devonport Advertiser* of 1 June 1842, carried this piece,

The late information from New Plymouth embracing the details of the surveyor's tour of discovery, the choice of a site and the first year's labours of the infant colony, just published by Messrs. Smith and Elder, appears to have given spur to the operations of the New Zealand Company, Plymouth Board. The Blenheim is already full

with the exception of one family cabin; and a second ship is to be taken up in the month of August, to accommodate labouring families, who cannot be received on the one about to sail. Colonisation as now systematised must yet effect much material improvement in the condition of the British labourer, and we may safely assume that Edward Gibbon Wakefield, will effect more good for his species than Robert Owen, and Feargus O'Connor; the theory of the first demands constant activity and decision for its practical exemplification, while the second busies itself with lamenting and the third with complaining. We rejoice, therefore, to perceive that the labourers of Devon are more partial to the first method of improving their condition, and that their five points are land, labour, capital, fair competition, and strenuous endeavours. From the pamphlet we referred to, we quote the concluding paragraph, notifying the arrival of the *Oriental*. The last accounts from the Colony are contained in the following announcement in the *Messrs. Halse's* letter, from which we have already quoted.—“On the 7th November, the *Oriental* arrived; and Captain King, who boarded her, returned immediately with Captain Liardet, to our surprise and pleasure. He is a man of spirit and talent. One hundred and five emigrants landed from the *Oriental*. Captain Liardet had come from Port Nicholson, and the mate Watson of the *Amelia Thompson*, came from the same place, and intends to return to settle; Dawson, the captain, intends to return to settle, and besides the mate, his steward, second mate, and three or four of the crew, are already in the colony. All this looks well for the settlement.” All very well for the settlement no doubt; but let the ship owners look to it; or their best men will quit the mast for the plough.

Other than that, the departure of the *Blenheim*, the fifth vessel of the New Plymouth fleet, was not of sufficient interest for a story in a British newspaper.

Much of the usual formal correspondence has survived in the Puke Ariki collections. John Ward, secretary of the NZ Co, wrote to William Shell (28 year old stonemason),

The Directors of the New Zealand Company have appointed you to be Schoolmaster and Assistant to the Surgeon Superintendent on board the Companys Ship "Blenheim". You will receive from the Surgeon Superintendent your Instructions and are at all times to pay strict attention to his orders. The remuneration for your Services will be the sum of £25 which will be payable to you on arrival at New Zealand by the Company's Agent upon receiving a Certificate from the Surgeon Superintendent that you have conducted yourself to his satisfaction during the Voyage.

And to William Argle (34, miner) and Edward George (40, miner),

You are hereby appointed to act as Cook and Cook's Mate respectively on board the ship Blenheim about to sail for New Zealand. In respect of such office you will be allowed one penny between you per week for each Adult contingent on the performance of your duties to the satisfaction of the Surgeon Superintendent whose Certificate will entitle you to payment of the same on the arrival of the ship at New Plymouth.

Argle would resign as cook after a month and be replaced by Richard Goninan (27, carpenter—inexplicably not Thomas Goninan, a baker); Richard Goninan would later have his rations stopped for a week for impertinence to the captain).

To William Williams (28, stonemason),

You are hereby appointed to act as Constable on board the Ship "Blenheim" about to sail for New Zealand. In respect of

such office you will be allowed 2/6 per week contingent on the performance of your duties....

William Williams was "very impertinent to the Captain" during the voyage and was otherwise not mentioned in the Surgeon's journal.

A bill of lading for a copper mooring buoy, shackles and anchors, has been preserved at Puke Ariki,

Proceedments.
 Sailed in good Order, and well Complaisant, by *New Zealand* Coy. to and upon
 the good Star called the *Belgian Queen* arrived in Winter
 in the present Voyage: *October 29th* and bound for
New Zealand and bound for
New Zealand

being marked and numbered in the Margin, and are to be delivered in the like good Order
 and well Complaisant, at the Account Port of *New Zealand*
 (As and after the Departure and Arrival of the Boat and of Navigation, of whatever
 Nature and kind, every necessary and
 consequence from the present
 to the Voyage, be or they paying Freight for the said Goods)


with Primage and Average accounted. In witness whereof, the Master or Purser of the
 said Ship, hath affixed his Bills of Lading, all of this Tenor and Date; the
 one of which *three* Bills being accomplished, the other *two* to stand void.
 Dated in *Lyons* the *29th* day of *June* 1842

John Williams

*Mr. Coffey is receiving them
 with two shackles
 also. One cedar-trunk with
 four iron chisels*

*4,000 lbs. 202 1/2
 Star 244 200*

*100 1/2 x 4 1/2 x 4 1/2 = 140 0
 100 1/2 x 4 1/2 x 4 1/2 = 140 0
 100 1/2 x 4 1/2 x 4 1/2 = 140 0*



B. White Brown, Printer & Char-
 acter, Books, Eyemans.

She took backgammon boards and books for the New Plymouth library and she sailed on 2 July.²²⁶ After a long passage of 141 days from Plymouth with 159 passengers, including a brief stop at Port Nicholson where some passengers disembarked, she arrived off New Plymouth on 19 November 1842,

*GREY John (Captain) and Mrs Grey (Grey's brother was
Second Mate)*

NORWAY Samuel (40, Surgeon Superintendent)

Cabin and intermediate passengers

For Wellington

BROOKS William (20)

BULLOCK Edward (35, farmer)

HICKS John (23)

HUGHES Thomas (25)

JOHNSTONE Euphemia (25), Mary (8), Robert (6)

*KNIGHT Francis (30, gentleman), Rosina (27), Francis (1),
Mary (3 months)*

PRENTICE Edward (23)

TURNER William (27)

WALSH Richard (35, lawyer), Louisa (30)

WILLIAMSON David (22)

For New Plymouth

CHILLMAN Mary (19)

DUNCAN George (22)

FORD Nicholas (35)

*HALL Joseph (36, land agent), Jane (36), Joseph (4),
Elizabeth (5), William (1)*

HOLYROD Michael (22)

LEADMAN Amelia (21)

MURCH Palmer (24), Ann (22), Mary Ann (3 months)

PARRIS Robert (25), Mary (25), Mary (4), Sarah Ann (1)

PRIDIE James (25)

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SMART James (50, farmer), Mary (47), Sarah (19), Elizabeth (17), Hannah Maria (13), Jane (9), William (3)

Steerage passengers

For Wellington

BAIRD Marion (23, domestic servant)

HALES Charles (16, clerk)

MCBEAN Thomas (27, farmer)

For New Plymouth

ARGLE William (40, miner), Mary (40), William (17, Miner), Richard (11), Grace (9), Elizabeth (7)

BAKER Robert (39, carpenter), Emma (40), Eliza (8), John (5), Elizabeth (14), Robert (17)

COLEMAN William (24, carpenter), Ann (20)

COLLINS William (36, blacksmith), Maria (37), Henry (11), John (8), Hannah (6), Thomas (4), Mary (3), Richard (8 months)

DUST James (33, agricultural labourer), Agnes (27), Emma (9 months), Elizabeth (4)

GEORGE Edmund (34, miner), Elizabeth (30), Cecilia (12), William Henry (8), Elizabeth (5), Edmund (3)

GIBBONS John (24, agricultural labourer), Ann (24), Walter (9)

GONINAN Richard (27, carpenter), Letitia (26), Eliza Ann (4), John William (2)

GONINAN Thomas (28, baker)

HOLLOWAY William (34, timber cutter), Francis (21), Rosanna (2 months)

HURFORD John (26, agricultural labourer), Ann (23), infant daughter (born on board)

JULIAN Richard (45, agricultural labourer), Elizabeth (44), Mary Jane (10), Sophia (7), John James (2), Eleanor (23, domestic servant), Caroline (21, sempstress), Richard (20, agricultural labourer), Samuel (18, blacksmith), Nicholas (15, mason)

*LANGMAN Richard (30, miner), Mary (29), Richard (7),
 Thomas (4), John (6)*
LEE John (23, agricultural labourer), Jane (23)
MILLSTEAD Josiah (20), Susannah (21)
*MOON Philip (37), Sarah (35), John (17, Mason), George
 Henry (7), Thurza (5), Charlotte (2), infant daughter (born
 on board)*
PARKER Joseph (32, gardener), Jane (34), Amelia (1)
PAYNE Elizabeth (20, domestic servant)
RADFORD Thomas (24, carpenter)
RAMSDEN James (19, farmer)
*RICHARDS William (30, agricultural labourer), Mary (28),
 John (7), Mary Jane (1)*
*ROGERS John (20, miner), Thomas (19, Miner), Eliza (18,
 House Servant), Francis (15, House Servant), Henry (11),
 Edward (8)*
*RUSDEN Thomas (30, mason), Elizabeth (25), Thomas (3),
 Richard (1), Elizabeth Ann (3 months)*
ST GEORGE Edwin (28, clerk)
SHELL William (28, stonemason), Jane (29)
SKITCH Ann (18, domestic servant)
TUFFIN Eliza (24), Emma (8), George (5)
*WILKINSON Thomas (38, agricultural labourer), Alice (26),
 John (1 month)*
WILKINSON Charlotte (29, sempstress)
*WILLIAMS James (32, miner), Mary (33), Elizabeth (7), Mary
 Ann (2), Grace (1), infant daughter (born on board)*
 02/11/1842
*WILLIAMS William (28, stonemason), Elizabeth (24),
 Elizabeth (3), William James (4)*
WRIGHT John (16, clerk)
WRIGHT Sydney (17, clerk)

Dr Samuel Norway kept the required medical journal of the voyage,²²⁷

Friday 1 July 1842: Embarked the Sterage Emigrants at Ten o'clock Ante meridian & all in good health except Jane Lee who appears to be consumptive and to be pregnant; and Thomas Langman, aged 4 years, who has a slight diarrhoea.

Saturday 2 July: Sailed this morning at six o'clock a.m: fresh breeze with a heavy head sea, which soon made every person seasick. Ordered twelve pints of porter for the women giving suck.

Sunday 3 July: Strong breezes with a heavy rolling sea, the ship pitched and rolled much which kept the emigrants constantly sick; no divine service performed at all, the people were too unwell to attend. Mustered all the people that could attend.

Monday 4 July: A heavy gale of wind from the southward and westward accompanied by a heavy head sea with occasional heavy rain. The emigrants and passengers all very sea-sick; the ship rolled heavily. James Pearce fell out of the mizen rigging with the gig, but escaped with a slight bruise of the lumber region. William Mitchell, a sailor, fell over board, and was lost, from the fore-top-yard and Sam Laurie was placed in irons for refusing to obey the Captain's orders; he was released in the evening on promising future good behaviour; they were all very drunk from grog given to them by some of the intermediate passengers. The main-yard was carried away about 4 p.m. The medicine chest was upset by the rolling of the ship and many of the bottles broken. (More than $\frac{2}{3}$ was destroyed). 1 cask of pork (Prime India Callaghan & Co.) 1 cask of

227 The late Mary Richardson transcribed excerpts from Norway's journal. See <https://alivingpast.ca/skitchdiary.htm>. I have corrected and expanded them from the original at ATL Micro-MS-Coll-13-1486.

- beef (Robinson's Prime Limerick Beef) opened and found good.*
- Tuesday 5 July: The ship rolled very much all night and made it very unpleasant for every person on board; the gale subsided and the sea went down during the day; towards evening the people were nearly recovered from their sea sickness. Three of the women having suffered severely during the night, the rolling of the ship upset the stove belonging to the emigrants, preventing them from having boiling water in the morning for breakfast. The cook and cook's mate resigned on Monday and Richard Goniman and Edward George were appointed in their place. Today the last of fresh meat and soft bread issued.*
- Wednesday 6 July: A beautiful day; the emigrants free from sea-sickness. The carpenters among them, employed assisting in making a new main yard. Ordered a pound of grits for Elizabeth Williams with diarrhoea. Hoisted the main yard in the morning. Some of the emigrants constipated. The people on deck nearly all day. The births cleaned and ventilated by 11 o'clock a.m.*
- Thursday 7 July: Very squally during the night; strong winds in the morning; some of the emigrants sick again; gave some of the emigrants purgatives for confined bowels after their sea-sickness. A large steamer passed us homeward bound from the West-Indies; blew hard during the day with a heavy head sea. Scattered chloride of lime through the births, the births cleaned and inspected by 11 o'clock a.m. the emigrants on deck all day.*
- Friday 8 July: Blew hard during the night; the ship pitched heavily; raining with heavy squalls in the morning. Vaccinated William Holloway's Infant, Rosamund; gave some purgative medicine for constipation from sea-sickness. Ordered one pound of grits for Langman's children: divided the men into watches for cleaning the decks and births. A large steamer passed us homeward*

bound from the West-Indies or America. The people on deck but a short time; the births cleaned and ventilated by 11 o'C. a.m.

Saturday 9 July: Winds moderate; sea much calmer; the people recovering from their sea-sickness. In the afternoon kept the people dancing, jumping &c, it very calm; William Richards discontented about his flower although it weighed a full pound more than his allowance; for his impertinent language to the mate, Mr. Spry ordered his flower to be kept back; the people washed the decks at 7 o'C. a.m.: the births cleaned and ventilated by 11 o'C. a.m. the people on deck nearly all day.

Sunday 10 July: Winds moderate; mustered the people and examined them; William Williams very impertinent to the Captain Grey about examining the people; served the flower out to William Richards this morning but was sorry that I did for his impertinent conduct to the Captain afterwards. Read prayers and a service this morning; the people on deck all day; the births cleaned and ventilated by 11 o'C. a.m. the decks washed by 7 o'C. a.m.

Monday 11 July: Heavy squalls during the night with rain; very squally during the morning, and carried away our fore-top-sail yard about 7 p.m. I served to the emigrants all their provisions except meat and bread for the week at their request as they fancy they will be able to dress them according to their particular desires and customs. We have had contrary winds until today and now we can take but little advantage of our fair winds, it being so squally and a heavy cross sea. Ordered two pounds of grits for Langman's children and one pound for Mrs. Holloway who appears weakened from nursing. Chloride of Lime scattered over the decks. The births cleaned and ventilated by 11 o'C. a.m. the people below, the decks washed by 7 o'C. a.m.

Tuesday 12 July: Winds moderate and fair; no sickness.

Shipped a sea through the scuttle of the hospital, which wetted a great many of the things in the medicine chest. Signalized a ship but could not understand his signals. No bedding on deck until this day from the heavy sea we have always had, and the spray constantly coming on board. The births cleaned and ventilated by 11 o'C. a.m.; the people on deck all day, the decks washed by 7 o'C. a.m.

Wednesday 13 July: high fair winds, no sickness; preparing scudding sails; Employed Radford erecting shelves to keep the books on. Packer received a wound in the head over the occipital region from a heavy bucket falling on it; it is not of much consequence. Mason and Coleman have desired that their rations of salt meat may not be served out. The bedding exposed on deck for the first time the weather has permitted it. Main-top-gallant-yard went in a light breeze, fished the yard in the afternoon. Mr. Smart, one of the passengers, interfered with John Hurford and ordered him not to clean deck and his birth; was obliged to explain my authority to make him do so. The people on deck the greatest part of the day. The births cleaned and ventilated by 11 o'C. a.m. the decks washed by 7 o'C. a.m.

Thursday 14 July: light fair breezes with a smooth sea; all the people well; the bedding exposed on deck; chloride of lime spread over the decks. The births cleaned and ventilated by 11 o'C. a.m.; the decks washed by 7 o'C. a.m. the people on deck all day.

Friday 15 July: light fair winds; smooth sea, the people well except Mrs Letts who has a slight catarrh accompanied by diarrhoea; the bedding exposed on deck; kept the people in the afternoon jumping leap frog, and dancing; the births cleaned and ventilated by 11 o'C. a.m. the people on deck all day; the decks washed by 7 o'C. a.m.

Saturday 16 July: light fair winds; smooth sea; people well; the bedding exposed on deck; ordered Mrs. Lee two pints

of grits and one ounce of arrowroot and stopped her beef & pork; in the afternoon and evening kept the people jumping and dancing. John Hughes refused to join them in an impertinent manner and said that he would not do what I ordered for which conduct I confined him and intended to do so on bread and water, until he asked my pardon for his conduct, but the Captain released him in about an hour.

Mr. Smart, whose servant he had been, and Mr. Brydie interfered about him with the Captain and both were very impertinent in their observations. The people on deck all day; the births cleaned and ventilated by 11 o'C. a.m. the decks washed by 7 o'C. a.m. Spoke the Bark Amerindalia from Liverpool bound to Calcutta out fourteen days.

Sunday 17 July: Slight fair winds; read prayers and instructed the emigrants: the bedding on deck: four people sick with diarrhoea. I was obliged to order William Collins to wash his children twice to day, being in a filthy state. A small turtle along side. Madeira in sight; the people on deck nearly all day: the Births cleaned and ventilated by ½ past 10 o'C. a.m. the decks washed by 7 o'C a.m.

Monday 18 July: Light fair winds, made but little progress; Madeira still in sight; a small turtle seen astern. No fresh sick: the bedding on deck; Chloride of Lime sprinkled thro the births. Ordered Wm Collins, his wife and children to have their hair cut close on account of the quantity of vermin; ordered the Calomel ointment to be well rubbed into them. Young Baker and Julian quarrelled, interfered in the fighting; ordered a separation of their mess and that Baker joins his parents; I have no doubt that all the young boys make a but of Baker and tease him out of his life, but the origin of this disturbance was that the mother the night before wished him to stick a knife into any one who annoyed him, for which the Captain and surgeon were obliged to determine to separate them from each other.

The people on deck all day; the births cleaned and ventilated by 11 o'C a.m., the decks washed by 7 o'C a.m.
Tuesday 19 July: Fair wind; no fresh sick; bedding on deck; people rather inclined to be riotous; but was settled without any interference on my part. Very unwell myself and confined for the greater part of the day to my cabin. School opened for the first time; it would have been done before, but the children and their parents had not thoroughly recovered from their sea-sickness, and its effects; the number of children attending the school 27, viz
Williams 1 Argle 5. George 3.
Baker 2. Julian 2.
Rusdon 1. Moore 2.
Collins 4. Dust 1.
Tuffin 2. Goninan 1.
Richards 1. Langman 2.

Stopped the rations of several in different messes. The people on deck all day; the births cleaned and ventilated by 11 o'C a.m.; the decks washed by 7 o'C a.m.
1 cask of Beef, 2 casks of Pork opened and found good.
Wednesday 20 July: Light fair winds; no fresh cases of sickness. Mary Argle was very impertinent this morning about sitting; she told me she would get up when she liked and that she would pay no attention to what I said; bedding on deck; James Williams, miner, was beating his wife severely and was very riotous afterwards; would not obey the orders of the Captain or myself; was obliged to lash his arms and legs, and confine him on the poop; it was about 6pm; after having confined him two hours he promised better conduct in future, and was then liberated; he has caused more trouble on board than all the others put together. School open. One fresh case of sickness. The people on deck nearly all day; the births cleaned and ventilated by 11 o'C a.m. the decks washed by 7 o'C a.m.

Thursday 21 July: Fine winds, but light; the Captain considers we have caught the trades; bedding on deck; the people quiet and orderly; school open; one fresh case of sickness; mustered the people—I saw some flying fish for the first time—Chloride of Lime spread through the births; the births cleaned and ventilated by ½ past 10 o’C a.m., the decks washed by 10 o’C a.m.: the people on deck all day.

Friday 22 July: Almost calm; bedding on deck. School open; one fresh case of sickness; Helen Julian, aged 24, was hysterical last evening, and brought around by continually throwing cold water over the head and face; was obliged to speak to the young women about their words at night annoying the intermediate passengers; the (births) cleaned and ventilated by ½ past 10 o’C a.m.; the decks washed by 7 o’C a.m.; the people on deck all day.

Saturday 23 July: Fine fair breezes; very hot; no new cases of sickness; bedding on deck; Morris, the boatswain and some of the other sailors were drunk last night on watch and would not obey the orders of the chief mate; who complained in the morning to the Captain; who after breakfast made a strict search and found a bottle of Port in the boatswain’s chest and a bottle of whiskey in the chest of Sam Laurie, and a bottle of Port in the chest of boy Jack. The Captain ordered the boatswain a prisoner on the poop; he refused to go and when told that if he did not go willingly he should be forced, he drew his knife on the Captain and threatened his life; he went at last after giving up his knife but on his way seized the carpenter’s saw and again threatened the life of the Captain or any other man that followed him. After some time he went on the poop and threw down his weapons viz; the saw and a handspike; he then suffered himself to be ironed; he was then for flinging overboard the ducks and he was then handcuffed or rather his hands were tied behind. The people on deck

all day; the births cleaned and ventilated by ½ past 10 o’C a.m.; the decks washed by 7 o’C a.m.

Part of a Bottle of Port Wine—Morris, Part of Bottle Brandy in Laurie’s and Part of Bottle of Port in Boy Jack Griffins.*

** Morrish Malonie, the real name; he is an Irishman.*

Sunday 24 July: a fine breeze; ship going along; no case of sickness; bedding clean; read prayers, instructed the people; the people on deck all day; the decks washed by 7 o’C a.m. the births cleaned and ventilated by 11 o’C a.m.

Monday 25 July: Fine breezes; one new case of sickness; bedding on deck; Chloride of Lime sprinkled thro the births; was obliged to threaten Millstead with a pail of salt water if he did not turn out of bed directly; it had the desired effect. The decks washed by 7 o’C a.m.. The berths cleaned and ventilated by ½ past 10 o’C a.m.

Tuesday 26 July: Fine breezes; no sickness; bedding on deck. Signalised the Barque Stork from Downs to Cape of Good Hope, out 28 days. The young women complained that some of the intermediate passengers threw water into their births which wetted all their clothes and sprinkled them in their beds; the decks washed by 7 o’C a.m. the births cleaned and ventilated by ½ past 10 o’C a.m. the people on deck all day.

Wednesday 27 July: Fine day; spoke the Barque Christopher Rawson from Portsmouth to China, out 31 days; obtained a spar from her to make a main top-gallant yard, which was sprung on the 13 inst.; bedding exposed on deck; one new case of sickness. Mary Langman; the decks washed by 7 o’C a.m. the births cleaned and ventilated by ½ past 10 o’C a.m. the people on deck all day.

Thursday 28 July: Fine breezes: bedding on deck; no new case of sickness; came on squally during the morning; the bedding taken below on account of rain. Collin’s Infant scalded by accident: not severely; the decks washed by 7

o'C a.m. the births cleaned and ventilated by ½ past 10 o'C a.m.

Friday 29 July: Continual heavy rain during the night and today kept the people below under the hatches. They suffered a good deal from the heat, and wet; caught a shark which was given to the emigrants; no sick; ordered lime juice and oatmeal for Mrs. Langman; the decks not washed; the births kept as clean and dry as possible.

Saturday 30 July: A strong breeze; but cannot lay one course; bedding on deck; caught a porpoise this morning and gave it to the people; no fresh cases of sickness; chloride of lime scattered through the births; the births cleaned and ventilated by ½ past 10 o'C.; the decks washed by 7 o'C. a.m.; the people on deck all day.

Sunday 31 July: Very heavy rain during the night; the people battened down; no new sickness; read prayers; mustered the people. Signalled the ship Duncan, a second time, all well. The people on deck all day....

Monday 1 August: Very squally with heavy rain; carried away our mizzen boom in a squall in the morning....

Tuesday 2 August: Heavy squalls with rain; the people confined below; no sickness.

Wednesday 3 August: Fine weather; no bedding on deck as there was a heavy sea running and sometimes breaking over the ship; a ship in sight homeward bound; engaged in preparing letters for Mr Ward of London and for Mr W Brydges of Plymouth; no sick; wind contrary. A pig was either thrown overboard or killed last night by some of the crew. Chloride of lime scattered through the births; the births cleaned and ventilated by ½ past 10 o'C a.m. the decks washed by 7 o'C a.m. the people on deck as much as possible.

Thursday 4 August: Fine weather; bedding on deck; no sick; mustered the people; the people on deck all day; the decks

washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m.

Friday 5 August: Fine weather; bedding on deck; no sick; the people on deck all day; the decks washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m.

Saturday 6 August: Fine weather; bedding on deck; no sick; three ships in sight; gave an order for night—extra pint of porter: what the women are getting is too acid for them; the decks washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m.; the people on deck all day.

Sunday 7 August: Strong winds and cloudy weather; bedding below; ordered Richard’s child one ounce of arrowroot, who has diarrhoea. Read prayers. Re-vaccinated Rosalia Holloway; the decks washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m.; the people below: no muster.

Monday 8 August: Fine weather: strong breezes, but right ahead; bedding on deck; one case of sickness; Chloride of lime scattered through the births; the decks washed by 7 o’C a.m.; the births cleaned and ventilated by 10 o’C a.m. the people on deck.

Prime Limerick Mess, Robinson
 1 Cask of Pork)
 1 Cask of Beef) opened and found good
 Prime Duncan, Callaghan & Co.

Tuesday 9 August: Fine weather; strong breezes, bedding on deck; no new case of sickness; the births cleaned and ventilated by 11 o’C a.m. the decks washed by 7 o’C a.m.; the people on deck.

Wednesday 10 August: Fine weather; strong breezes and more in our favour. Jane Lees was sent to the Hospital being in labour; ordered her one quart of Oatmeal, one ounce of lime juice and half a gill of brandy; ordered the emigrants to _____ since I can’t; the decks washed by 7 o’C a.m.;

the births cleaned and ventilated by ½ past 10 o’C a.m. the people on deck.

Thursday 11 August: Fine weather; fair wind; crossed the Equator today; Neptune made his appearance on board, and performed his usual custom of shaving the hair of those that had never passed the line before. All the male passengers bowed to his sway; some of the emigrants did the same, but others made a great noise about it and refused to pass the ordeal; no bedding on deck on account of the water being constantly thrown about during the games; ordered one ounce of Lime Juice for Jane Lee; spoke the ship Pembroke, Captain Tate from New London, United States, out 50 days, bound for the South Seas whaling; she sent us on board some potatoes and onions. The decks washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m. the people chiefly below.

Friday 12 August: Fine weather, fair breeze; the Barque Pembroke in sight; Jane Lee brought to bed of a girl; Captain Tate of the Pembroke came on board with two gowns for Jane Lee; the people got their chests on deck; ordered Lime Juice for Jane Lee; Mrs. Lee’s child very small and weak, not likely to live many days. The decks washed by 7 o’C a.m.; the births cleaned and ventilated by ½ past 10 o’C a.m. the people on deck; sent letters to England by the Pembroke to Mr. Ward and Mr. Bridges.

Saturday 13 August: Very fine weather; no sick; ordered lime juice for Jane Lee and ordered the people on deck; the births cleaned and ventilated by 11 o’C a.m. the decks washed by 7 o’C a.m.

Sunday 14th August: Fine weather, fine breezes; a French whaler in sight; read prayers; mustered the emigrants. Made a complaint to the Captain of the observations made last evening in the Cabin by Mr. Knight, who accused me of stealing the shoulder of mutton, which was lost on Tuesday evening last. The Captain of the Frenchman came

on board. the decks washed by 7 o'C a.m.; the births cleaned and ventilated by 10 o'C a.m. the people on deck.
Monday 15 August: Fine weather, and strong breezes. Chloride of Lime scattered through the births; no fresh case of sickness; bedding on deck. The Captain has taken, as yet, no notice of my complaint against Mr Knight. the decks washed by 7 o'C a.m.; the births cleaned and ventilated by ½ past 10 o'C a.m. the people on deck. 1 cask of Beef Prime India Callaghan & Co and 2 casks of Prime Limerick Mess Pork, Robinson, opened and found good.
Tuesday 16 August: Fine weather and strong winds; no fresh case of sickness; ordered Mrs Lee one ounce of Lime Juice and one ounce of arrowroot; the decks washed by 7 o'C a.m.; the births cleaned and ventilated by 11 o'C a.m. the people on deck.
Wednesday 17 August: Strong winds and clear weather; no bedding on deck; no fresh case of sickness; ordered Mrs Lee four ounces of lime juice; the decks washed by 7 o'C a.m.; the births cleaned and ventilated by ½ past 10 o'C a.m. the people on deck.
Thursday 18 August: Fine weather and fair winds; mustered the people; no fresh sick; bedding on deck; chloride of lime spread through the births; the decks washed by 7 o'C a.m.; the births cleaned and ventilated by 11 o'C a.m. the people on deck
Friday 19 August: Squally weather and rain: the bedding not on deck; no new case of sickness: the births cleaned and ventilated by 11 o'C a.m., the people below.
Saturday 20 August: Fine weather, and calm with variable light rain; bedding on deck; Emigrants all well. The Island of Trinidad in sight on the weather bows; the decks washed by 7 o'C a.m.; the births cleaned and ventilated by ½ past 10 o'C a.m. the people on deck.

Sunday 21 August: Light breezes and fair weather; bedding on deck; read prayers; Emigrants all well. Arrowroot ordered for Jane Lee and Child (ounce of arrowroot); the decks washed by 7 o'C a.m.; the births cleaned and ventilated by ½ past 10 o'C a.m. the people on deck and mustered.

Monday 22 August: Light winds and fine weather; had every thing on deck, washed and scraped all the births & shelves; and scattered Chloride of lime throughout all the places; the Emigrants all well; ordered Mrs Lee some preserved meats.

Tuesday 23 August: Light winds and clear weather; bedding on deck; the Emigrants all well; the infant of Mrs. Lee had a slight convulsion; the people on deck; the births cleaned and ventilated by ½ past 10 o'C a.m.

Wednesday 24 August: Light winds and clear weather; bedding on deck; one case of sickness among the emigrants; Mrs. Lee's infant evidently going very fast—refuses to take any food and will not suck. Mrs. Holloway who has kindly been sucking it for several days past. Some water having escaped from the water closet of the young women's birth among their births, I ordered Elizabeth Baker, Eliza and Francis Rogers, Eleanor and Caroline Julian, and Charlotte Wilkinson to clean it up which they refused to do; I locked them up and kept them without dinner until it was done. They did not clean it up until near dark. The carpenter stopped the leak afterwards, he could not do it before, it was too wet. Mrs. Lee's infant died in the afternoon and was committed to the deep. The decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. the people on deck.

Thursday 25 August: Strong breezes and clear weather; bedding on deck; chloride of lime scattered through the births; one fresh case of sickness, Mrs Lee, who was seized suddenly in the night with spasmodic pains in the back,

- abdomen and lower extremities; the decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. the people on deck.*
- Friday 26 August: Light winds and cloudy weather; no fresh case of sickness; bedding on deck; the decks washed and the births cleaned and ventilated by 11 o'C. a.m. the people on deck.*
- Saturday 27 August: Strong winds and cloudy weather; no fresh case of sickness; bedding on deck; three sails in sight; decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. the people on deck. 1 Cask of Prime India Beef, Callaghan & Co and 2 casks of Prime Limerick Mess Pork opened and found good.*
- Sunday 28 August: Strong winds and fine; fair weather; bedding on deck; and passengers; at 6 o'C. a.m. carried away our main top-gallant mast, and royal mast; set a new main top gallant mast and royal by 10 o'C. a.m. and set sail again. Mrs. Moon was delivered of a daughter this morning after a very easy and quick labour. Mrs. Lee better; no new cases of sickness among the emigrants. A French Bark in sight. The decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. the people on deck and mustered.*
- Monday 29 August: Strong winds and thick heavy weather, with rain, no beds on deck; Chloride of lime scattered through the births; no fresh case of sickness; unrigged the foresail, and set a new one; a French Bark in sight; the decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. the people below. 1 Cask of Prime India Beef—Callaghan & Co—and 2 Casks of Prime Limerick Mess Pork, Robinson's, opened and found good.*
- Tuesday 30 August: Strong breezes and fair weather; bedding on deck; no new case of sickness; the young women complained this morning of some of the intermediate*

passengers, last night, having broken down some of the board between their births; But would not tell who did it on which the Captain ordered them all to be locked up and kept them on bread and water until they told who did it. Mrs. Lee better and Mrs. Moon going along well. The Girls who were confined were Eleanor and Caroline Julian, Charlotte Wilkinson, Elizabeth Pain, Anna Sketch, Elizabeth Baker, Francis Rogers and Eliza Rogers; the Captain took them out about 1 o’C. P.M....

Wednesday 31 August: Fair wind with light showers... Mrs Lee much better and Mrs Moon very well, and up for a school time; ordered preserved meat for both....

Thursday 1 September: Contrary winds, clear weather... Mrs Lee improving fast, and Mrs Moon well, the child very well....

Friday 2 September: Fair winds and squally with rain....

Saturday 3 September: Strong squally winds with rain; no bedding on deck; emigrants all well; chloride of lime to be used every day, the births cleaned and ventilated by 11 o’C. a.m. the people below.

Sunday 4 September: Strong winds and heavy sea; no bedding on deck; Emigrants all well; no prayers on account of the sea breaking over the decks; ordered preserved meat and Lime Juice for Mrs. Lee and Mrs. Moon; Chloride of Lime used; the births kept as clean as possible.

Monday 5 September: Blowing hard and a heavy sea; chloride of lime used; no bedding on deck; emigrants all well, and below; the births kept as clean and dry as possible.

Tuesday 6 September: Calm, fine clear weather but rather cold; bedding on deck; Chloride of Lime used; Emigrants all well and on deck; the decks washed by 7 o’C. a.m. the births cleaned and ventilated by ½ past 10 o’C. a.m. The Captain ordered Miss Knight, Mr. & Mrs. Walsh, Mrs. Johnstone, Miss Chillman to be served their rations, and

- not to appear again at the cuddy table before the 19th of Sept.*
- Wednesday 7 September: Heay gale of wind from the North West accompanied by a heavy sea and heavy showers of sleet and rain; Emigrants all well; the hatches were on the greatest part of the day; no bedding on deck; chloride of lime scattered over the births; no muster.*
- Thursday 8 September: Blew very heavy all night, the ship labouring very much; shipped several very heavy seas; the dead lights were shipped; the fore-top-mast stay sail was split about 2 o'C. a.m. and about 4 o'C. a.m. carried away the block of the main top-sail sheet; blew very hard all day with a very high sea; ship labouring very much with the decks constantly covered by the seas; the hatches battened down; emigrants all well; Chloride of Lime scattered over the births.*
- Friday 9 September: Blew very hard during the night, the ship rolled very much; about 9 o'C. a.m. a heavy sea struck us astern, threw the man at the wheel in the scuppers, knocked in one of the dead lights in the starboard after cabin; washed the passengers out of their births and flooded the cabins; the wind and sea moderated towards morning; the emigrants all well, though battened down for three days. Chloride of lime scattered over the deck, no muster. The Captain's Barometer was injured during the gale.*
- Saturday 10 September: Fell in cabin during the night; a long heavy roll of the sea; fine weather; the emigrants on deck, all people engaged drying their wet clothes; my instruments were a little injured by the salt water; the births all made dry and scattered chloride of lime through the place; no case of sickness.*
- Sunday 11 September: Light wind with slight occasional showers with clear weather between the showers; no sickness; bedding on deck part of the day; chloride of lime*

scattered through the births; read prayers; mustered the people; John Lee did not attend and when William Shell was sent a second time for him he gave him very abusive language and said that Shell was a bloody liar; the Captain ordered Lee on the poop, on which he muttered some words to me which I did not hear, and laughed at the Captain, when the Captain caught up a rope's end and struck him a blow or two with; he was confined on the poop until four o'clock p.m. without his dinner. The decks washed by 7 o'C. a.m. The births cleaned and ventilated by 11 o'C. a.m. the people on deck.

Monday 12 September: Light winds and fair weather; the bedding on deck; no sickness; chloride of lime used—the decks washed and the births cleaned and ventilated by 11 o'C. a.m.; the people on deck. 1 Cask of Prime Indian Beef, Callaghan & Co, and 2 Cask of Prime Limerick Mess Pork, Robinson, opened and found good.

Tuesday 13 September: A calm; beautiful clear weather; all the emigrants on deck; Mrs Lee and Mrs Moon both on deck for the first time; no sickness; bedding on deck; chloride of lime used; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m.

Wednesday 14 September: A Calm, fine weather; emigrants on deck; no sickness; bedding on deck; chloride of lime used; mustered the people; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m.

Thursday 15 September: A calm; a very fine day; the emigrants all well.... Spoke the Mary and Hildegarden from Amsterdam to Batavia....

Friday 16 September: Fine fair breeze; rather cloudy with slight showers; emigrants all well; bedding not on deck.... Spoke the Prince George from Halifax, Nova Scotia, to China; the people below....

Saturday 17 September: Foul wind; cloudy and rainy weather....

Sunday 18 September: Fair breeze; fine weather; emigrants well; beds on deck; chloride of lime used; read prayers; mustered the people. At 2 o'C. p.m. carried away our topmast studding sail boom....

... and so shipboard life and the daily records of public health routines continue. Every day weather permitting the bedding was brought up, the people would be on deck, chloride of lime scattered, the decks washed and the berths cleaned and ventilated....

Monday 19 September: Fair but light breeze; very fine weather....

Tuesday 20 September: A fine breeze; a heavy sea rolling after us....

Wednesday 21 September: Light variable winds; a heavy sea....

Thursday 22 September: Strong breezes with a heavy sea and rain; very cold....

Friday 23 September: A calm; clear cold weather....

Saturday 24 September: Strong breeze; foggy weather....

Sunday 25 September: light breezes; clear cold weather....

Monday 26 September: Strong breeze, cloudy and cold....

Tuesday 27 September: Fine breeze; fair weather with slight showers of sleet....

Wednesday 28 September: Strong gales; ship under close reefed sails; heavy showers of hail and sleet. No bedding on deck; Emigrants all well; chloride of lime used: the people battened down, the births kept as clean and dry as possible.

Thursday 29 September: A strong gale with a heavy sea; split the fore-top-mast stay about 8 o'C. a.m.; heavy showers of sleet and hail; emigrants all below, and well; no bedding

on deck; chloride of lime used; the births kept as clean and dry as possible.

Friday 30 September: Fine weather and light winds; a heavy sea....

Saturday 1 October: light winds; cold weather and showers of sleet and hail....

Sunday 2 October: Strong breeze; cloudy and cold weather; no prayers read....

Monday 3 October: Strong breezes; cloudy weather....

Tuesday 4 October: light breezes; and cloudy damp weather....

Wednesday 5 October: Light winds and clear cold weather; the emigrants all well and on deck; the bedding on deck; Chloride of Lime used; Richard Goninan, the cook, was impertinent to the Captain on which he stopped his provisions for a week. Marjorie Baird complained that some of the intermediate passengers had drawn her stays and petticoat through the boarding and broke the bones through the cloth; and rent her petticoat; I could not find out who did it. I spoke to the Captain about it. The people all on deck; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m.

Thursday 6 October: Strong winds and cloudy wet weather; no bedding on deck; the Emigrants all well; chloride of lime used; Josiah Millstead was accused of stealing a spoon from Mrs. Vernon, which was found in his possession; his boxes were searched and a cotton handkerchief was found in his possession belonging to William Coleman, which was restored to him; and a fell knife which was also claimed by Mr. Coleman, which I retained there appearing to me doubt about the knife. The people below; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m. 1 cask of pork, 1 cask of beef opened and found very good.

Friday 7 October: A strong gale with a fine clear day; shipped some heavy seas during the night and morning; no bedding on deck; the emigrants all well; the people battened down, the decks not washed, the births kept as clean and dry as possible, no muster.

Saturday 8 October: Fair breezes, clear weather....

Sunday 9 October: Strong breezes with occasional showers; no prayers read; the emigrants all well; the people on deck between the showers; the decks cleaned by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m. Chloride of Lime used; the bedding not on deck; the Captain ordered Richard Goninan to have his rations again.

Monday 10 October: Strong breeze with clear weather; the emigrants all well; the people on deck; the decks washed by 7 o'C. a.m. the births cleaned and ventilated by 11 o'C. a.m.; Chloride of Lime used; no bedding on deck; About 11 o'C. p.m. Josiah Millstead was beating his wife, who cried out murder; I went down and confined him in the Hospital for the night; and this morning on examining into the affair; I confined him to the Hospital on bread and water for a week, and his wife to be at liberty but to have all her rations stopped except bread and water with the approbation of the Captain.

Tuesday 11 October: Heavy squalls with frequent showers of hail and snow....

Wednesday 12 October: Heavy squalls with showers of hail and sleet; Mrs. Lee has an indolent abscess forming in her breast; the rest of the emigrants well; the people on deck between the showers.... no bedding on deck; mustered the people.

Thursday 13 October: Heavy gale of wind with a heavy sea running; split the mainsail and main topsail bout 2 o'C. a.m.; the emigrants all well except Mrs. Lee; they were battened down; heavy seas over the ship; the births cleaned and ventilated by 7 o'C. a.m.; Chloride of Lime

used; no bedding on deck. 1 Cask of Prime India Beef, Callaghan & Co and 1 Cask of Prime Limerick Pork, Robinson's, opened and good.

Friday 14 October: Strong breeze and fine weather....

Saturday 15 October: Fine breeze and fair weather, broke the Starboard studding sail boom; Mrs Lee and Mrs Richards unwell....

Sunday 16 October: Strong breeze with clear weather; Mrs. Lee and Mrs. Richards unwell; the rest of the emigrants well; no bedding on deck, as there is a heavy sea running; the people on deck; the decks washed by 7 o'C. a.m. the births cleaned and ventilated by half past 10 o'C. a.m. Chloride of lime used. Read prayers and mustered the people. Josiah Millstead liberated and allowed his rations.

Monday 17 October: Fine breeze and clear weather; Mrs Lee unwell....

Tuesday 18 October: Heavy squalls with clear weather; Mrs Lee better....

Wednesday 19 October: Heavy squalls accompanied with hail; James Williams ill....

Thursday 20 October: Light winds and cloudy wet weather; made King's Islands, Bass's Straits about 4 o'C. a.m. Mrs. Lee a little better; James Williams the same; the remainder of the emigrants well; no bedding on deck; the emigrants on deck at times; the births cleaned and ventilated by 11 o'C. a.m. Chloride of lime used. Made Wilson's Peninsula towards evening; lay too during the night; the Cook ordered on the poop as a prisoner for being drunk.

Friday 21 October: Strong breeze and clear weather; made sail at 4 o'C. a.m.; made Kent's Island about noon; Mrs. Lee and James Williams better; the rest of the emigrants well; no bedding on deck on account of the sea breaking over; the people on deck. Chloride of Lime used; ordered oatmeal and arrowroot for Mrs. Lee; two ships in sight. Cleared Bass's Straits at 7 o'C. a.m. There were about a

dozen Barracouta fish caught today by some of the passengers.

Saturday 22 October: Heavy squalls with clear weather; Mrs Lee and Jas Williams better; William Williams's Infant ill... the hatches down on account of seas coming over....

Sunday 23 October: Moderate winds and clear weather; the sick better; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m. Chloride of lime used; no bedding on deck; the people on deck; no one attended to hear prayers read; mustered the people.

Monday 24 October: Moderate winds and clear weather....

Tuesday 25th October: Strong winds and heavy rain; Anita Coleman taken ill... the Cook was ordered to resume his duty....

Wednesday 26 October: Moderate winds and fair weather; the sick better; the decks washed by 7 o'C. a.m.; the bedding on deck; the births cleaned and ventilated by 12 o'C. a.m. Chloride of lime freely used; the people on deck and mustered. Vaccinated Mrs Moon's Infant. Ordered one quart of oatmeal for Mrs Coleman.

Thursday 27 October: light winds and fine weather with slight showers; James Williams worse, the rest of the sick better....

Friday 28 October: light winds and fair weather; James Williams the same, the rest of the sick better....

Saturday 29 October: Strong squalls with clear weather; the sick improving; slight signs of scurvy in Mrs. Collins and Mrs. Wilkinson.... Made the Southern Island of New Zealand about Cape Foulwind this morning.

Sunday 30 October: Fine breeze and fair weather; the sick better.... Revaccinated Mrs. Moon's infant. Made the entrance of Cook's Straits this morning.

Monday 31 October: Light fair wind and clear weather; the sick improving.... Off the Taranaki coast with Mt. Egmont in view, could not bring up the straits for the foul winds.

The symptoms of scurvy have disappeared, probably I was mistaken in the first instance.

1 cask of Prime Limerick Mess Pork, Robinson's opened and very good.

Tuesday 1 November: Fine breezes but directly a head, beating about the entrance of Cook's Straits....

Wednesday 2 November: Fresh wind and clear weather; Mrs. Williams confined of a girl, very small; the sick better; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m. Chloride of Lime used; the beds on deck; the people on deck.

Came to anchor at the entrance of Port Nicholson, the wind failed and we could not work up against the tide.

Thursday 3 November: We beat into Wellington today and came to anchor about 3 o'C. p.m.; the sick better; the Beds on deck; the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m. Chloride of Lime used; the people on deck.

Friday 4 November: Fine weather. Mrs. Hurford confined of a fine girl; the sick getting better. the decks washed by 7 o'C. a.m.; the births cleaned and ventilated by 11 o'C. a.m. Chloride of lime used; the beds on deck; the people on deck. Fresh meat, pork, issued to the emigrants.

Mr. Riddaford, the emigration agent came aboard and gave Marion Baird liberty to remain at Wellington, with Mr. Knight; and Mr. Killon, acting for Colonel Wakefield, was on board.

Saturday 5 November: Fair weather; the sick improving... fresh meat issued to the people.

Sunday 6 November: Fine weather; the sick doing well... Fresh meat for the emigrants.

The Revd. Mr. Cole came on board and performed divine service at 5 o'C. p.m. and The Revd. John Alders, a Wesleyan Missionary, preached a sermon in the evening at about 7 o'C.

*Confined Philip Moon from 2 o’C. p.m. to 7 o’C. for speaking very impertinently to Mr. Tyack, the first Mate.
Monday 7 November: Squally weather... Some fresh meat for the emigrants, the remainder preserved meat.*

*The emigrants refused today the fresh pork and preserved meat as there was not sufficient fresh pork for them all, and they had not received their water but which I obtained for them as soon as I knew of it; they told me that I might be damned when I explained to them that I would put every thing to rights as soon as the Captain returned on board.
No flour issued to the emigrants.*

*Tuesday 8 November: Fine weather; the sick doing well; discharging cargo the births cleaned and ventilated by 11 o’C.; Chloride of lime used; the beds below; the people on deck; fresh meat for the emigrants; no flour issued.
On shore to attend the trial of Morris Malonie as witness against him; he was convicted and sentenced to two months hard labour.*

The porter for the emigrant women all finished today.

The *New Zealand Colonist and Port Nicholson Advertiser* of 11 November 1842 reported the mutiny trial on page 2,

... Morris Malony was indicted for mutiny, and mutinous conduct on board the Blenheim Emigrant Ship, during her voyage from England to New Plymouth, in this colony. The prisoner pleaded Not guilty. The indictment contained two counts—1st For mutiny, mutinous language and conduct, and assault on the master of the vessel, Captain Gray, tending to provoke and incite the crew to mutiny. 2nd, With a common assault....

The Crown Prosecutor then addressed the jury, and called the following witnesses: John Gray.... On the 23rd of July, at half-past nine a.m., the prisoner was found the worse for liquor. A short time after that he was

still worse. I then called the first and second mates Mr. Tryak and Mr. Gray; we searched the greater part of the chests, when we came to the prisoner's chest we called him down. He came and refused to open his chest—after some little time we managed to get his chest open, and found part of a bottle of port wine. I then ordered him out of the forecastle, the same as the rest of the men—he refused to go—he said, “By God this is my castle, and I will not go up.” I then went up myself, the prisoner followed. When the man came on the forecastle, I said, “Go aft a prisoner, on the poop.” He refused to go—I was then going up to him to force him, when drawing his knife he said, “stand back, or by God I stab you;” being frightened, I went into my cabin and got an empty pistol. I again ordered him aft, and called the carpenter and surgeon to my assistance. The carpenter said, “you had better now go aft quietly,” when the prisoner jumped down off the forecastle, shut up his knife, and seizing the carpenter's saw, said, “any that approaches me I will cut him down flourishing the saw round his head; I approached the prisoner, and as I approached he flourished it still more, making use of the same words. He then said, “if I had one man I would go through the whole ship.” He kept me this way about twenty minutes, when he went aft upon the poop, of his own accord. When he came on the poop, I ordered him to be put in irons; he resisted. The carpenter, chief mate, and myself, succeeded in putting his legs in irons. He then commenced throwing the ducks overboard, when we were obliged to lash his hands, since which time he has been in irons, at night his legs, and during the day time his hands being fastened; the first week on bread and water, and second week bread and tea, since which he has had his full allowance....

After a good deal more evidence,

The first mate, Tryak, was of the opinion that the words “That if he had one man with him, he would go through the whole ship”—meant, that he intended to take the charge of the vessel out of the captain’s hands....

If so, then the charge of mutiny would be proved. But the jury did not agree,

The Jury... returned a verdict, through their foreman, Major Durie, finding the prisoner guilty on the second count, viz. for the assault only....

Captain Grey strongly recommended the prisoner to mercy as his behaviour had been remarkably quiet after he had been put in irons and considering the length of his confinement on board ship (103 days). The judge was lenient,

... two months’ imprisonment in the House of Correction at Wellington....

Dr Norway’s journal resumes,

Wednesday 9 November: Blew very hard during the night; obliged to let go a second anchor; and during the day could have no communications with the shore....

Thursday 10 November: During the night alarmed by a tremendous fire ashore; could observe that a great number of houses were in flames, but could not send a boat ashore as it was blowing very hard and we were in danger of going ashore; a fine day....

Received in the evening dispatches from Colonel Wakefield’s office for New Plymouth.

Salt pork and biscuit only issued.

Friday 11 November: Squally winds and clear weather; discharging cargo, and preparing for sea... Biscuit and fresh Pork issued.

Saturday 12 November: Fine weather and moderate winds; taking in cargo; the decks washed by 7 o’C. a.m.; the

births not cleaned and ventilated until nearly 1 o’C. p.m. I had great difficulty in making Moon and Argle clean the births today; Chloride of lime used; Ann Sketch disordered bowels from change of food, the sick better; the people on deck. Biscuits, Fresh Pork and Potatoes issued.

Sunday 13 November: Blowing hard; fine weather; ready to go to sea... Biscuits, fresh Pork, preserved meat and potatoes issued; ordered Sugar for the sick; blowing too hard to read prayers.

Monday 14 November: Blowing very hard, cannot go to sea... the sick doing very well... the beds below on account of expecting to go to sea every moment. Sailed this evening about 4 o’C. p.m.

Tuesday 15 November: Light fair winds with clear weather... ordered preserved meat and oatmeal for the sick.

Wednesday 16 November: light breezes, clear weather....

Thursday 17 November: light foul winds and clear weather; the decks washed by 7 o’C. a.m.; the births cleaned and ventilated by 11 o’C. a.m.; Chloride of lime used; the beds on deck, the people on deck; the sick doing well.

Norway’s journal ends and is signed by himself and Captain Grey on 17 November.

A log at Archives NZ is almost certainly that of first mate Mr Tryak. Among the treasures at Puke Ariki is a similar log labelled *Journal of the Surgeon on Board the “Blenheim”* but it appears to be a second copy of Mr Tryak’s log, in the same handwriting.

It is a prosaic account of weather, wind direction and strength, state of the sea, sail and rigging changes, crew tasks and illnesses, encounters with other vessels, latitudes and longitudes. Occasionally he went into more detail when something of moment occurred.

1 July 1842 Variable wind. Fine weather embarked the Emigrants and their baggage. People [ie, crew] employed clearing Ship for Sea.

2 July Fresh wind at 4 a m Pilot came on board and got the Ship underweigh and proceeded on our Voyage. Pilot left the ship....

... Noon spoke the Christopher Rawson got a spar for a main Top Gallant Yard from him for which gave an order on Mr Brown....

He gave another account of the alarming events involving Maloney,

23 July 1842 3.30 am Morris Malonie on being ordered to come on deck it being his watch at the time refused to come until he thought proper; he being to all appearance the worse for liquor.

9.30 am The Captn proceeded with the first & Second Mates²²⁸ into the Forecastle in consequence of some of the crew being always drunk to search for liquor, found in Sam Laurie's Chest part of a Bottle of Brandy, in the boy Jack's part of a bottle of Port wine & in Morris Malonie part of a bottle of Port Wine; on ordering Morris Malonie up out of the Forecastle he refused to go & used a great deal of threatenng & Mutinous language to the Master on his coming on deck and the Captn ordering him on the Poop he drew a knife which he had concealed, and using the words of stand back or by God I will stab you and also saying if he had another Man with him he would go through the Ship; on trying to get hold of him he seized the Carpenter's saw & swore he would cut down the first man that came near him at last succeeded in getting him on the Poop put his leggs in Irons & on putting a lashing in his hands he managed to disengage them when he commenced

228 ie, Captain Grey, the writer (first mate Tryak) and the second mate, Grey's brother.

- throwing the ducks overboard out of the coops when we were compelled to lash his hands behind him....*
- 4 August.... Morris Malonie complained to the Doctor about being sick which the Doctor does not believe to be the case.... Carpenter off duty being sick....*
- 7 October Blowing tremendous heavy with a high Sea, Ship rolling & labouring heavily and shipping immense quantities overall. Midnight heavy squalls with rain. Noon a strong breeze & clear. R Rowe off duty....*
- 13 October Blowing very fresh with heavy squalls. 11.30pm parted both Main Topsail sheets in the act of cleaving the Topsail up carried away the strut of larbd clewline block, whereby the sail was split. 2am split the mainsail. 4am unbent the Main sail and Main Topsails to repair. Noon bent the Mainsail & M Topsail & set them.*
- 21 October R Rowe and the Cook off duty thro continual drunkenness.*
- 31 October light winds & fine wr. 4pm DUrilles Island EbN. 6pm freshening spoke the Barque Lady Raffles of Liverpool from Sydney bound to London and requested to be reported.... From Mt Egmont NW.*
- 1 November.... Noon Mt Egmont N by W....*
- 2 ... 10pm Wind shifted to Northward hove the ship too till daylight. 4am made all sail for the Straits. 2pm in all studding sails. 3 Received the Pilot on board. 6pm came too with the small Bower inside the heads in 9 Fathoms Water—stowed sails and set the watch.*
- 3 Fresh breeze and clear. 9.30am got underweigh 3pm brot up abreast of Wellington 50 Fathm small bower stowed sails and set the Watch latter part very fine delivered Morris Malone up to the proper authorities.*
- 4 ... Saml Laurie J. Pearson J. Colehole Thomas Nocton and the Cook and Carpenter off Duty being drunk.*

- 5... *S. Lawrie, J. Pearson, J. Colehole Thomas Nocton and the Cook still refused to work being Drunk. Carpenter Liberty on the Latter part....*
- 6... *S. Lawrie Jas Pearson and T. Nocton on liberty, the Cook and Jas Colehole on board beastly Drunk Carpenter onshore without leave.*
- 7... *People employed discharging the Cargo Carpenter and Steward on shore Cook not at work....*
- 8... *Carpenter and Steward returned onboard Cook off Duty being drunk....*
- 9 *Blowing hard found the Ship driving, let go the Best Bower and brought her up with 30 Fths of chain, sent down the M Royal Yard, latter part Blowing Fresh.*
- 10... *Part of the crew employed filling water and discharging the Cargo....*
- 12... *Received on board 150 Bags of Flour and 42 Bags of Potatoes.... Shipped Phillip Morris as able seaman...*
- 13... *received onboard 31 Bags of Potatoes. Cook off duty being Drunk....*
- 14... *People employed cleaning ship for sea....*
- 15 *Moderate and clear. 4pm Pilot came onboard and got the Ship underweigh. 7.30 Pilot left the Ship. The Cook returned to his Duty....*
- 17... *4am Mt Egmont N.W....*
- 20 *Noon a strong breeze. 5pm the Sugar Loaves bore North and Mt Egmont, hove the ship too for a boat, Mr Wicksteed the Emigration Agent came on board. 8am commenced landing the Emigrants and Passgrs. 5pm Stood to Southward not being able for the swell to get to the Mooring.*
- 21 *Stood in for the land, Wr moderate, landed 2 Boats of Emigrants, Ship standing off and on not being able to get to the moorings, latter Part Fresh Breezes.*

- 22 9am weather moderate, landed all the women and some baggage. Noon a fresh breeze. Tacked Ship to the Northward. Carpenter off duty being sick.
- 23 Blowing very hard, in first reef of Topsails, 4pm close reefed the Topsails and hauled the Main sail up. Midnight wore ship to the Southward. 4am Wore ship to the northward. Noon blowing very hard. Carpenter off duty.
- 24 More moderate.... [tacking] The Carpenter, B Rowe and Boy Jack off Duty being sick....
- 25 [tacking]
- 26 Moderate and cloudy, set Reefs and set Top Galt Sails. 3 tacked to Southward. 8 Tacked to Northward. Midnight moderate and Fine. 10am Carpenter returned to his duty. Noon made the Ship fast to the Buoy commenced landing Baggage and cargo....
- 27 First Part Fine, finished landing the Emigrants and Baggage. Sam Lawrie, T. Nocton and the carpenter refused to do any more duty on the Ship, the Capt went onshore and brought a constable onboard who took the three men onshore, James Colehole off Duty being sick, Cook drunk.²²⁹

More wide eyed and innocent is the diary of Captain Francis Liardet's nephew, Sydney Evelyn Liardet Wright, a 17 year old who arrived on the *Blenheim* at Plymouth from London on 21 June 1842. A transcription by a descendant, Phyllis Howe, is in the Puke Ariki collections and this is a copy of that transcription, without access to the original.

JOURNAL
On board the good ship *Blenheim*
375 tons of London
From London to New Zealand.

229 Log books and surgeons' journals, *Blenheim*. Archives NZ R22179618.

21st June 1842 which was hailed by all with the greatest joy and no sooner anchored than we were on shore and were up to the Navy hotel in a few minutes sitting down to a jolly breakfast of Ham, Eggs, Steaks, chops etc. and my late sea sick companions made up for their late fastings. We returned on board at 11 P.M. Having spent a most pleasant day the weather being beautiful and the scenery. And as we came in Edgecombe Park looked better than ever being a beautiful place diversified with hill and valley, wood and lawn and the mansion is a sweet pretty one opening to Devonport. On the right of this is Drake's Island which defends with its fortifications the entrance into Harmoaze on to which is a rather narrow point of land running out covered with the naval stores and victualling department inside Harmoaze is the Dock Yards and Devonport, the river Tamar etc the whole of this beautiful sheet of water is surrounded by wood-lands. Plymouth situated at the head of the sound on the right hand is the oldest town of the three and close to it is the river Plym from which it takes its name it has a small harbour which was filled with coasters, French grain boats and fishing smacks, the latter of which go out in a large fleet nearly every morning returning loaded with the spoils of the sea which are carted away to other parts there is a monument of Nelson in Devonport and the Dockyard. The victualling departments in Stonehouse likewise the Hospital and Barracks. On a point of land running out between us and Plymouth is a round martello tower said to have been built by Oliver Cromwell. There are many old buildings about Plymouth the whole country is backed by rich and verdant covered hills. There were laying in harbour, Caledonia 120. San Josef 110. Philomel Brig. Wolf 18, [Syloph] tender Steamers. Steamers Elna, Confiance, Alban and Dasher.

July 1842

Monday. [*sic* Friday] **1st** Went on shore for the last time and got a few necessaries met an old shipmate (Marcus Lowther) whom I was glad to meet. came off and found all the emigrants and rest of passengers aboard. viz. Mr. Nicholas Ford, Farmer, Mr. Hicks -do- Mr. Palmer Murch -do- Robert Parris -do- and family. Mr. James Smart -do- and family Mr. Richard Walsh (surveyor) and wife David Williamson, farmer. Mr. Stewart and Mr. St. George, MacBean, Hales, Vernon and ourselves.

Saturday 2nd A.M. 5 Breeze strong fine morning 6 Weighed made sail and stood out of Plymouth Sound and bade adieu to the land of old England it was but few though that came on deck to enjoy the parting look, for the disturbed state of their frames left them to debilitated to do so.

Sunday 3rd A.M. Beautiful weather sun shining brightly nothing particular occurred except the appearance of the passengers and emigrants on deck who appeared greatly dejected and pale from sea sickness, we made our cabins snug, cleaned them, got our things to rights etc. which greatly diverted us from more unpleasant thoughts .

Monday 4th A.M. Fine morning fresh breeze plenty of sunshine, everything sprightly and all as active as larks. I thought there was something... [with] some of us having a gale behind us. P.M. Breeze freshened considerably and at 3 it blew a gale with a heavy head sea running, it was hold on my hearties for a breeze. 4 All hands reef topsails soon they were up the rigging (one falling out on to the deck and laying as if dead next to the Main mast another rolling drunk is now on the poop flying from one side to the other with the working of the vessel and making a dreadful noise) and on the yards the lowered sails flapping about and the dismal cry of a man overboard was heard hatches etc. were thrown overboard but the poor fellow was never seen again and some of the bravest were for lowering the

boat but it was folly for no boat could live (the ship having been hove to) having laid to for about half an hour we filled again seeing no signs of our lost shipmate and as we were bracing round the Main yard the Starboard yard arm snapped clean in two about six feet off the sheave hole, all was confusion and despair the captain pulled off his cap and jumped on it the lady passengers were crying and the children squalling. the Main yard took all hands all the rest of daylight to unrig and send down after everything had been made fast and the ship under easy sail the Captain gave orders for the passengers to bring their wine and spirits to be measured for the captain thought they had been giving them to the sailors most of them being more or less elevated causing the mishaps of the day but it was proved to the satisfaction of the passengers though with the loss of some bottles of wine and spirits. The cause of the man falling over board was owing to the sail flying so violently against him so as to make him lose his hold he hung on a reef point for a moment and fell into the sea, his name was William Mitchell a native of Aberdeen.

Tuesday 5th A.M. Blowing strong under close reefed Topsail, main topsail with flowing sheets Carpenter cutting out a main yard from a rough spar.

Wednesday 6th Strong breeze. P.M. 9 Main yard finished and rigged. shipped the capstan bars and swayed away the main yard rove the gear bent the sail and spliced the brace.

Thursday 7th Strong breeze, wind foul. Fine night stars shining brightly.

Saturday 9th A.M. Delightful morning several sail in sight P.M. Calm evening. All the passengers and emigrants on deck who soon knocked up a dance to a fiddle and one or two flutes that the passengers played and the whole ship load were gigging this fun was soon broke up and leap frog jumping and gymnastics followed. The Carpenter and Boatswain up to fun having got some green ones slung in a

bowline twisted them up and slushed them with sooty and greasy water filled with cinders etc. crying out as they hove this delightful mixture over their victims on fire. they soon lowered the poor fellows down who were ever after shy in joining with the Sailors jokes. Beautiful night groups of passengers singing and laughing till a late hour the night being so fine and the sky illuminated with thousands of glittering stars and a pale silvery crescent announcing the arrival of a new moon.

Sunday 10th Fine morning. 11 Doctor read prayers on Quarter deck. had a tremendous duff for dinner which we greatly enjoyed being our first on board and our own manufacture, and our sea appetites acted as an excellent sauce, after this we sat reading on the Top gallant Forecastle when our attention was attracted by the sound of porpoises splashing under the bows. the Captain ran out to the dolphin striker with his harpoon but did not strike any. during the evening the emigrants sat singing hymns about the ship which was very well meant.

Monday 11th. A.M. 11 Carried away the Fore Topsail yard in the slings, unbent the sail sent the yard arms down rigged a Sprit-sail yard sent it up and bent the sail. Fair wind, fine weather, ship going along merrily.

Tuesday 12th A.M. Wind fair, glorious day and spanking breeze P.M. 12.20 Signalized the Duncan for Australia.

Wednesday 13th A.M. carried away Main top gallant yard Studding sails on both side a low and aloft. going about 7 knots, Duncan in company. Crossed our bows a Danish brig.

Thursday 14th A.M. Fine weather all sail set, ladies on the poop enjoying the fresh air, hove to in blankets bay to day a touch of dysentery. Fine night ladies star gazing gentlemen smoking and talking pretty things to them.

Friday 15th Long 16 degrees E. A.M. Fine weather rather hot in Lat. 36 degrees N P.M. 6 Captain and Doctor had all the

emigrants on deck, they playing at leap frog along the waist which was attended with some laughable mishaps such as the Doctor coming slap on his back and the Captain so close after him as to come bang on him, and the Captain would catch the doctor on his shoulders as he was jumping over and carry him about till the rest dragged him off on to the deck, after leaping got slack jumping was proposed and carried into effect by which the doctor lost several shillings. next dancing was commenced to the sound of a flute and violin this lasted till past 10 when singing was carried on accompanied with the accordion which was sweetly executed staid up till 12 being so delightful.

Saturday 16th Fine day. all well. P.M. 5 Passed the Barque Emery of Liverpool for Calcutta. Spoke her and exchanged Longitudes.

Sunday 17th. A.M. 10 Loom of land ahead a light breeze just rippling the water clear sky 11 Doctor holding forth to the congregation on the Capstain head. Delivered a sermon upon Paul before Agrippa. P.M. 5.15 Off Maderia the sides of which were clothed in clouds the loftier parts peeping above the fleecy vapours that hung about it. Emery in company.

Monday 18th Fine weather, dancing and singing going on all alive. passed several turtle and the beautiful Nautilus sailing along in all its beautiful tints in the gentle breeze.

Tuesday 19th. Delightful weather, but dull work.

Wednesday 20th. A.M. Fine weather passed several turtle, rather to dull no dancing or singing. Pork and pea soup laid out for dinner oh! dainty dish longing for a treat at the sight.

(21st) A.M. Fine A.M. Fine weather moderate breeze, shoals of flying fish darting across the bows flying and dropping into the water sounding like a shower of shot. two sail in sight ahead. Beautiful evening playing at chess with Young

Hales. dancing was carried on till 10. The stars shone brightly glittering and dancing on the rippling sea like a thousand diamonds, while a long stream of golden water was created by the reflection of the wild and soothing moon. Captains wife was very ill today.

Friday 22nd. A.M. Fine day and strong breeze. P.M. 6 one of the female emigrants fainted away and was a long time before she came to having had about a dozen buckets of water over her thrown by the Doctor who said as each bucket went over her “is you better Ellen” which caused a deal of ridicule and was a by saying among all hands. Dancing away till late.

Saturday 23rd A.M. 6 Turned out and had a bathe. 8 A row in the Forecastle. captain came forward and called the Boatswain from below asking him the reason he did not come on deck before as he was ordered to which he replied he had no breakfast (there being none which was true enough for he had thrown overboard what little there was and went and took the cuddy pork) The Captain then ordered him on the poop which he refused to do. the captain then ordered the Carpenter and another to take him there, he then said he would go himself but instead he stepped aside drew his knife and defied any one to touch him, the Captain called for his pistols the Boatswain immediately went on his knees and opening his breast cried out in drunken despair shoot here shoot here. the captain then went to lay hold of him but he jumped on the pig sty and picked up the Carpenters saw telling the Skipper he would cut him down The captain ran off for his pistols and the Boatswain went on the poop where he was secured by the feet, finding his hands still free he commenced throwing the ducks overboard and cutting the cleats of the Mizzen rigging. it appears that this was owing to their having broken their way through the hold to the wine and spirits where they had boused away freely. The

- Captain went and searched the Forecastle and found several bottles this was soon put a stop to.
- Monday 25th.** A.M. Dull heavy and misty, everybody lazy. Shoals of Bonita playing about.
- Tuesday 26th.** A.M. Exceedingly dull. quantities of flying fish flying about till their wings dried and then disappearing.
- Wednesday 27th.** A.M. 11.30 Spoke the Christopher Rawson for Calcutta belonging to the same owners. asked her if she had a Topgallant yard which she answered in the affirmative. Have sent a boat aboard and got a spar. P.M. 2 Passed her she being a very slow coach. 3 Sail in sight. Mrs. Grey better and on the poop. dull lazy weather. plenty of the glittering dolphins playing about.
- Thursday 28th.** A.M. As dull as ever 10 Plenty of the beautiful dolphins playing about and the loud splash of a shark astern there was a large hook soon out for him and soon in his mouth all of us hauling him up on deck where he lay flapping his great tail about as if he would stave the deck in 10 minutes he was cut up and nearly all hands got some for dinner. P.M. 4- Grained [Grains=Forked fishspear or harpoon] a fine dolphin the changing colors of which as it died were beautiful. first like burnished steel then gold, silver etc.
- Friday 29th.** A.M. Dull heavy weather. Shark for break etc.
- Saturday 30th.** Observed a number of porpoises running across the bows. the Captain got out in time to strike a fine one which was soon hauled on deck covering it with its blood and splashing every body with it in its flurry. he was dragged in the scuppers cut up and shared out. the Skipper having the pluck which was just like that of a pigs. we made a capital dinner off him.

Nothing occurred till August 1842

Thursday 11th A. M, Beautiful weather 10 Rigged a Studding sail in the Larboard gangway and filled it with water and at 10.30 Neptune hailed the ship (having hailed her last night and appointed this hour to see his children when a flaming tar barrel floating astern proclaimed his departure in his fiery and came out of the head attended by Mrs. and Miss Neptune the old gentlemans dress consisted of a sheep skin cap a beard of the same stuff. the rest oil skin with a set of grains for a trident.

Wednesday 17th Strong breeze, pitching about, the decks leaking.

Thursday 18th. Fine weather and breeze.

Friday 19th A.M. Squall. P.M. Fine. our beds soaking

Saturday 20th A.M. A most beautiful day the sun shining brightly quantities of Cape pigeons and whale birds flying about. these pigeons are not so big as our own and are a mixture of white and black spots and very pretty birds. Fine night musing on times past and thinking of home sweet home. Old England with all thy faults there is no place like thee.

Sunday 21st A.M. Fine weather. Separated our mess today and messed two and two. Jack and me, St. George and Vernon. Doctor read prayers, sermon upon Paul and Felix.

Monday 22nd A.M. Fine morning a quantity of Cape pigeons flying about. P.M. Playing at draughts on the poop when I heard the cry of there she spouts and on looking astern I observed two large whales spout. rising in the water and showing their huge forms. several flying showers. beautiful evening. Hell Fired club held their meeting this evening for the first time in the intermediate and the fun that took place was good Mr. Pridie (a rum stick and teetotaller) was made and duly installed in the office of constable and this officer's services were soon wanted by one of the members a Mr. Brooke telling the Hell Fired club they might go to hell Mr. Pridies Staff of Office fell

on the head of the delinquent—being an old thick piece of bamboo—who was finally expelled from the society of the honorable members of the Hell fired club he having likewise thrown into the wine the honorable members were drinking a quantity of spiritous liquors which were said to have been highly injurious to the moral feelings of the devoted club which broke up at 10 all highly elevated and full of discussions for the next meeting. At 11 I went below with Duncan and Turner in the dark and a scene of confusion commenced Duncan began by throwing the basket of biscuit at Brookes and a general scene of action then commenced, Salt, biscuits and all we could lay our hands after which we commenced pulling Holroyds clothes through the [ashes] while Mr. Turner interrogated him thus, sir, the ship is sinking and be damned to you turn out and pray. he come again and hollowed out come I don't see you down on your marrow bones and pray for your sins that is all I saw for up I jumped. you may guess they had all had enough for some found themsleves laying about the decks.

Tuesday 23rd A.M. Beautiful day plenty of aquatic birds flying about. P.M. A whale spouting on Larboard beam. Dancing and Singing

Wednesday 24th. A.M. Fine day but getting much cooler. quantities of Cape pigeons, some employed in the cruel sport of shooting them having them struggling on the water. P.M. 5 Buried Mrs. Lees little child (the wife of one of the emigrants) the poor thing being alive only a few days the mother was very ill and crying as if to break her heart.

Thursday 25th. A.M. Fine weather caught a pigeon observed some albertrosses today. cool day.

Friday 26th Fine weather swarmes of pigeons round the ship. In between 29 and 30 degrees S Latitude.

Saturday 27th A.M. Fine day and fair wind surrounded by the feathered tribes flying in all directions. Night clear stars shining brightly passengers conversing gaily on the poop. three sail in sight.

Sunday 28th A.M. Fine 11 Doctor at his post reading prayers. Night stars shining brightly.

Monday 29th A.M. Wet, fresh breeze, Albertrosses Cape hens, pigeons and peterals. killing time as we best could.

Tuesday 30th A.M. Fine morning cool and invigorating. tried to catch some pigeons but no go they were to wide awake. Glorious sunset, Shedding its golden beams over the water and heavens, as the sun went down the clouds over the red sky formed many fanciful images. Captain struck a porpoise but the drew leaving the enterails on the barbs.

Wednesday 31st A.M. Strong breeze sun shining Fine night.

September 1842

Thursday 1st. Fine day wind changed to the S . E. causing a heavy swell. little wind.

Friday 2nd A.M. Strong breeze and heavy swell things flying from one side of the deck to the other.

Saturday 3rd. A.M. Ship rolling heavily Shipping seas. under close reefed Topsails. Main and Fore sail. P. M. Night heavy squalls succeeding each other every now and then, heavy sea on.

Sunday 4th. A.M. Very squally, and heavy sea.

Monday 5th. A. M. Very cool, sun shining between the occasional squalls, plenty of birds about. Under double reefed Main and close reefed Fore Topsail and Jib. P.M. 2 Set the main sail. 8 Set the reefed Mizzen Steering S.E.

Tuesday 6th. A.M. Fine morning sea gone down and wind slackened. P.M. Set the Top Gallant Sails and main royal. 8 Strong breeze blowing and at 12 Blowing a gale under close reefed Main Topsail and Forecourse.

Wednesday 7th. A.M. 1 Gale increased and ship in danger sea running very high wind whistling and moaning through the rigging, the carpenter and crew were all ready with the axes to cut away the masts and rigging, it was a dismal night the wind howling and raging with all its fury the ship rolling and tossing about and a heavy sea running that appears every moment as if it were going to swallow us up and the sails flapping and shaking. 8 The galley unshipped in a heavy lurch sending pots pans and hot water flying away with it into the scuppers. P.M. Heavy squalls.

Thursday 8th. A.M. Blowing strong. sun shining high sea. 8 One of the sailors thrown right over the wheel but without injury. All the lady passengers in the intermediate having been washed out of the cabin by a sea striking her stern knocking out the dead lights and smashing the windows.

Friday 9th. A.M. Breeze the same, sun shining and heavy sea. Dutch Barque in sight on Starboard bow, seas breaking over us continually tubs, pots, pans, etc. flying about the decks and dogs barking forming a delightful chorus.

Saturday 10th. A.M. Fine morning the only remnant of the storm being a slight swell causing the sails to flap listlessly against the spars, the noble Albertrosses and the little pigeons playing about and having a rest picking up whats floated from the vessel. hatches unbattened and all hands on deck drying their soaking beds. P.M. 10 A light breeze sprang up during the night

Sunday 11th. A.M. Fine morning steady breeze and smooth sea. Fore and Main Top Gallant Sails set. 6 sail in sight. All the ladies on the poop enjoying the change. P.M. 6 Breeze in Top Gallant sails and reefed Topsails breeze freshening.

Monday 12th. A.M. Beautiful weather, dead calm as still as death the only sound being from the flaps of the noble Albertross and pigeons.

Tuesday 13th. A.M. Dead calm. sails flapping listlessly against the masts all alive all hands on deck enjoying the weather, ship surrounded by small fish not so big as sprats, Albertrosses and Stormy Peterails flying and quacking about the ship. P.M. Beautiful rich golden sunset such as is only viewed on the seas.

Wednesday 14th. September 1842 A.M. Calm. Sun shining gaily and brightly, Studding sails set. P.M. A breeze sprang up. Splendid evening night set in with bright stars and cloudless moon. ladies and gents on the poop.

Thursday 15th. A.M. Morning service. a gentle breeze just stirring up the vast ocean from the profound quiet of a calm. A Dutch ship in sight. 12 Ships nearing each other Captain went away in his gig to her and came back at P.M. 2 She was the Maria Savill de Gouda 62 days from Rotterdam for Batavia She had lost her Top Gallant masts and had spoke the Prince George from Halifax (Nova Scotia) . Fine night.

Friday 16th. A.M. 1 Sail in sight. Fine day P.M. 2 signaled to a bark on the Starboard quarter the Prince George of Halifax 85 days out bound for China. good steady breeze, studding sails set going about 7' a few light showers.

Saturday 17th. A.M. Beautiful morning sun shining brightly on the jolly Barque Blenheim who is dashing as lively as a young lark through the Ocean leaving a foaming track behind plenty of birds flying about, one sail in sight.

Sunday 18th. A.M. Fine clear morning. great number of Cape pigeons. Fresh breeze. P. M. 2.30 Rudder chains slipped off the barrell, ship was taken aback and carried away Fore Topmast Studding sail booms the yard flying through the Topsail and splitting it this would perhaps have been attended with serious consequences had the breeze been stronger, as it was it bent all the booms like whips.

Monday 19th. A.M. Delightful morning sun sparkling on the waves that were covered with immense shoals of snowy

- peterals (a sharp built bird something like a swallow but 4 times as big). P. M. 4 Ship jibed and carried away the Spanker boom.
- Tuesday 20th.** Fine day cool strong breeze.
- Wednesday 21st.** A.M. Weather a great deal cooler. fresh breeze Studding sails set 9 A tremendous heavy head swell pitching the ship so violently that we were afraid something would go. 10 Clued up the main sail blowing hard all night.
- Thursday 22nd.** A.M. Cool morning, several slight falls of snow. Shipped several heavy seas under Topsail courses and Jib.
- Friday 23rd.** A.M. Strong cold wind. P.M. 10 Aroused from a game of cards to see the old pig farrow 5 little black fellows. Starlight night.
- Saturday 24th.** A.M. Sea glistening and foaming sun shining brightly. wind on Larboard quarter Fore Lower and Main Topmast Studding sails set.
- Sunday 25th.** A.M. Very cold. 11 One of the emigrants on the Lower deck preaching he said some good things but many were more inclined to laugh at ungrammatical words etc. carried away jib sheet and Fore Topmast Studding sail Tack.
- Monday 26th.** A.M. Wet and cold, stiff breeze right aft Main and Fore course, Topsails and Main Top Gallant sail set rolling heavily.
- Tuesday 27th and Wednesday 28th** Heavy falls of hail and snow, piercing cold bleak and dreary, with strong squalls.
- Thursday 29th** A.M. Daylight blowing a gale close reefed the Main and Furlled the Fore Topsail. The roaring of the thunder mingling with the wild gusts the pitchy darkness now and then vividly lit up by the electric flashes that burst from the impenetrable darkness, sea foaming, and boiling and hissing around. Under close reefed main Topsail and

Fore sail. P.M. Heavy falls of hail and snow. A number of St. Pauls ducks flying about.
Friday 30th. A.M. Fine weather.

October 1842

- 1st. 2nd. and 3rd. 4th. and 5th.** Fine weather, caught a few birds, steady breeze.
- Thursday 6th.** A.M. Fresh breeze. P.M. Rough night heavy squalls continually. Ship rolling and pitching and sea flying over the bows. Main and Fore Topsail and Fore sail set. going 9 and 10.
- Friday 7th.** A.M. Sun out. Strong breeze. Sea running high the waves towering into little mountains and falling into brisly foam, she cutting her way through bravely leaving a streak of white foam around and behind her in $97\frac{1}{2}$ degrees Longitude at 12.
- Saturday 8th.** Daylight fine morning. Set all Studding sails wind having gone down. going about $7\frac{1}{2}$ In 101 Longitude. Fine night. Stars shining brightly a light shower passed over leaving a silver bow (luner rainbow).
- Sunday 9th.** A.M. Fine. Sun shining and weather a deal warmer like a spring day at home but without the trees, meadows, and singing birds. P.M. 2.30 Emigrants preaching among themselves. Fine night took in Top Gallant Studding sails. A laughable scene was going on down below; Wilstead (One of the Emigrants) who we designated Barber was beating his wife who hollowed out murder at which the Doctor and several more came down and called him out of his bunk where he lay with his wife, but he did not feel inclined to answer this summons. it was proposed for one to drag him out but this was unsafe as he had armed himself with a knife the last expedient was taken in hand which was passing the end of a rope down off deck making a running bowline it was thrown into the bunk and had the effect of hauling the General out among

the beseigers who were all enjoying the joke, some were for tying him up to the gun but all ended in confining him to the sick bay and next morning a court of enquiry was held, and it being proved that he beat his wife he was sentenced to a weeks imprisonment in the sick bay, and his wife in another place for the same period it being proved that she was twice as bad as him, he cursed his fate and wished he was in New Zealand to give her his heart's content. they are two foolish ones the pair.

Monday 10th A.M. Blowing fresh took Studding sails in and Main Royal. P.M. Spring showers. Night dark and black with drifting clouds and lightning 10 captain came on deck and said he would keep his brothers (2nd Mates) watch himself having had some words with him. The Mate is a good honest tar whom you would take for surly but a rough coat covers a good heart. The 2nd Mate is a very good young chap but does not show his brother respect enough as Captain and is very hasty with his tongue with which he often commits himself, the Captain's Command and superemacy may cover better qualities than an observer is able to detect.

Tuesday 11th A.M. Fresh breeze. Hail storms at intervals.

Wednesday 12th. A.M. Squally and fine at intervals. Long 117. P.M. Wind strong on the beam laying the old craft's side right under. sea breaking over on the weather side.

Thursday 13th A.M. 1 one of the main Topsail sheets carried away sail flying up in the air was soon reduced to ribbons took it in. 2 Main sail spilt 2.30 Took in the Main sail, Daylight unbent them sent them on deck. Sailors repairing the main mast bare. P. M. Wind abated going along steadily 2 Bent the sails. sun shining, wet and dirty decks. captain came to see us and invited us to take a glass of grog.

- Friday 14th** A.M. Fine weather wind on Starboard Quarter going along briskly Fine bracing air Porpoises passed under the bows captain struck two but caught none.
- Saturday 15th.** Fine day. Night spinning yarns about haunted castles etc. till 1 in the morning.
- Sunday 16th.** Strong breeze on Starboard quarters 2.30 another of the emigrants named Tuffin preached taking his sermon from 42nd and 43rd verse of the 23rd Chapter of St. Luke and made a very excellent Discourse, surprising his community in a most wonderful manner, he being a very quiet, plain man and one who appeared unable to speak.
- Monday 17th.** A.M. A large whale about 20 yards off blowing and snorting like a war horse. fine breeze and occasional squalls. a great many bets made to the day & the time of our arrival in New Zealand. very merry though no grog and full of expectation.
- Tuesday 18th.** Fine weather going along briskly. occasional squalls.
- Wednesday 19th** Beautiful morning bright blue sky with white drifting clouds. all looking out for land got chain cables up today and bent them. Captain and several passengers staid up all night to have a first view of the land.
- Thursday 20th.** A.M. 2 Observed King's Island on Starboard bow caught two or three barracoota, a row with the sailors who complained of their food and on how it was cooked this ended by sending the cook on deck. P.M. 2 Land in sight on Larboard bow (Rotunda Island and Wilson's promontory) 7.30 Shortened sail and hove to in Basses Straits between New Holland and Van Dieman's land blowing hard. filled blowing hard.
- Friday 21st.** A.M. 10 Kent's group of Islands in sight some bare rocks, some covered with brush wood etc. even these little Islands were a treat for it was the first land we had

seen since leaving the Madeiras. Fine afternoon the sea dotted with little rocky and picturesque islands some like church steeples some like suger loaves etc. washed away by the sea. A Brig and a Schooner in sight going about 10'

Saturday 22nd. A.M. Fine morning, Royals and Studding sails set. P.M. 2.30 Mr. Tuffin preached text 9th and 10th verse of the 7th Chapter of Revelations. 8 Calm. some masses of phosphorus matter in the sea.

Monday 24th. A.M. Captain caught a mollihawk which he let fly again after fastening a lable round it's neck with the name of the vessel and date. also caught a beautiful Albertross measuring upwards of 10 feet from tip to tip of wings, caught several birds. P.M. Beautiful night Studding sails set.

Tuesday 25th. A.M. Strong breeze wind on Larboard beam Steering E½S. Misty.

Wednesday 26th. Sun shining brightly wind aft, misty and drizzling. P.M. 8 Went into the emigrants berth to hear a lecture by our minister Mr. Tuffin on our emigrating to New Zealand cautioning them against the evils of drink and to show the natives they were christians not let them be as the African who said he would go to England for he was told they were all christians instead of which when he got there he found these were liars, thieves and all manner of bad people that called themselves christians! he told many more anecdotes one of which was about a man who had been given to great drinking but was converted and in time became a teetotala a sober steady man and he and his family were happy but he always complained of a swelling that grew bigger every day (on his chest) and more particularly when he passed an old grog shop which was one of his resorts before he was reclaimed at which the landlord would say you had better come in and take a glass, but he would put his hand up to his breast and say no

I can't this swelling pains very much and would walk on. The swelling got so large at last that sitting at home one evening with all his now happy family around him it burst and the floor was strewed with that money he used once to devote to the public houses. having made a pocket in his waistcoat and put it there. the whole lecture was exceedingly interesting especially as coming from a man whom we had (before he took to preaching) thought little or nothing of but so it is the greatest endowments are often seen in those who are the least expected to possess them.

Thursday 27th. A.M. Fine morning sun shining going about 5 Main Royal and Studding sails set. P.M. I Observed a school of Whales close under the bows. 9 Slight breeze and foul.

Friday 28th. A.M. Foul wind, saw several large whales some close alongside. Dark night.

Saturday 29th. Fine morning wind on Larboard Quarter under reefed Topsails and Fore course. P.M. Strong breeze looking out for land. Fine night.

Sunday 30th. Fine moderate breeze royals set 12 calm P.M. 1 Observed land on both sides and joy was with all of us for we were in Cook's Straits and ahead of us was Divilles island, Sun shining brightly one of the finest days we have had for a long time. 1.30 Hardly moving taken aback on Larboard Tack. 4 Observed a Brig. running before the wind and a Barque on the opposite tack. 7 Tacked and hoisted red ensign and the Barque hoisted her's we then signalized what Barque is that which she did not answer. The Captain then said he would have a bit of fun (he expecting it to be one of the emigrant ships that sailed about the same time as we did) and he hoisted the ensign upside down (a signal of distress) She hove down for us and we hove to she coming round our stern to the Starboard side. Our Captain hailed her "What ship is that?" answer Lady Raffles Sydney packet. from Sydney to

Liverpool the captain was confounded at his mistake but after a moment asked if he had a spare spar which he very gruffly answered to No and made off as if in ill humour at being troubled for so slight a pretext He was going through the Straits and round Cape Horn

Monday 31st A.M. Fine land close ahead. 3' off We could see the head of lofty Egmont covered with snow and shining in the sun we were about 40 miles from it, we could see the smoke rising from several fires on shore. the coast was by what I could see rocky and steep. 11 We hauled a fine white fish weighing about 40 pounds like our cod and called by the natives harbouker. 12 Breeze sprang up working to windward. P.M. Fresh breeze and Fine night.

November 1842.

Tuesday 1st. A.M. Fine morning Mount Egmont still in sight. sail to windward, Lovely night. Stars shining brightly. 9.30 Calm. 11.30 Wind Fair. 12 Hove to.

Wednesday 2nd. A.M. Warm sunny morning running up Straits land on both sides in sight, observed several fires on shore and the huts of some of the natives. high hills covered with brushwood and forest with clouds hanging on their sides, it is a deversified and wild scenery hills, valley, rocks, bays, points, and mountains capped with snow. P.M. 4 Working to windward to the enterance of Port Nicholson. 4.10 Pilot came on board. Heard that captain Hobson had died 3 weeks ago. 7 Came to in 10 fans [fathoms] in Port Nicholson entrance. Fine night.

Thursday 3rd. A.M. 9 Weighed and made sail and stood over on the Larboard Tack, working up for the Town and at P.M. 4 Came to off the little Town of Wellington consisting of a number of wooden and grass houses scattered about the beach from Tearo flat to Pe Pe tere [Pipitea] point and backed by steep and in some places perpendicular hills covered with manuka a large tree (know by the name of

New Zealand tea tree) and the finest burning wood in the country. having an opening here and there where the woodsman and fire have carried it away the harbour is 6 or 7 miles long and in some places as broad. right opposite Tearo flat across the bay is the valley of the Hutt into which several large rivers run and it is the finest land about the place. we saw some droves of cattle going about the hills and some horses. Butter was 3s 6d lb Flour 4 Potatoes 1d ½ Beef 1s 2d Ale 2s 6d a bottle eggs 3d each Sugar Tea, coffee, tobacco, and spirits cheaper than in England. A quantity of gulls flying about the harbour. What we saw of the natives they seemed a very fine race tall bony well proportioned black fine white teeth bright eyes and a quick and long air and lively expression of countenance are mostly of a copper color some darker than others, and the oldest had their faces tatoed which was cut very deep in the face and some very regular and curious figures they brought a few potatoes of which they exchanged for biscuit. Fine night dead calm the harbour like a mirror reflecting all the lights from the little shops that ran along the beach.

Friday 4th. A.M. Delightful morning, several natives came of their little canoes that a false step would capsize being nothing but the trunk of a tree scooped out and very shallow and only hold one (the ones they came off in to day) they move them along with a paddle which they dig into the water it is more like a bricklayers trowel than anything else only larger being four or five feet long from the head of the handle to the end of the blade which they shift from one side to the other like lightening when going in a direct course. they brought us some fish and potatoes, some of those who came off today had pieces of green stone hanging to their ears which we found out was a mark of rank and some had sharks teeth the roots tipped with sealing wax through their ears. We heard the sad news

today that our dear Uncle [Captain Francis Liardet, Chief of the Company at New Plymouth] had met with a severe accident and returned home 7 months ago. that sad news took us all aback and regularly shivered us. Fine, noble and generous hearted fellow. Went on shore with Mr. Vernon, St. George and Jack. Arrived a Yankee whaler during the night.

Saturday 5th A.M. Colonel Wakefield's nephew came on board and said he would give us a letter for Mr. Wicksteed, agent at New Plymouth. blowing fresh, getting out passengers luggage and sending it on shore, heard that things were in a complete state of bankruptcy owing to there being a stagnation of money affairs and the principal export (oil) of the place having failed.

Sunday 6th A.M. Beautiful morning. 10 Went on shore and walked up to a little wooden hut where we found some of our passengers had taken up their abode we all walked away together and took a walk over the hills but saw only one or two little gardens. returned and walked down to the Suffolk Hotel where we had been invited to dinner, made a hearty meal and we all proceeded to Ki Warra and from thence turned up the valley there where a new road had been cut along the side of the hill, it was a very steep valley and the view along the road was very picturesque the trees towering up right over your head and a brook murmuring underneath hid among the thick bush if you slip of this road you are likely never to be seen again. we went as far as the road was cut and at the end there was a sawmill erected over the stream. we passed several natives who were quiet and civil but little inclined to work came off at 8

Monday 7th Fresh breeze. Arrived the George Fyfe and Government tender (Brig Victoria) .

Tuesday 8th A.M. 10 Captain and mate went onshore to the Boatswain's trial (who was given up on our arrival having

been confined ever since the conduct he was guilty of) likewise some of the sailors and passengers. he was only, one sentenced to two months hard labour. P.M. Blowing very hard no boats could come off.

Wednesday 9th A.M. Daylight drifted within a quarter of a mile of the shore when the second anchor was let go by the man who had the anchor watch. P.M. 11 Aroused up to see a fire when I got up my eyes were dazzled by a great fire on the beach that was running along with the gale in solid flames it did not stop till forty of the poor creatures houses were burnt level with the ground. leaving them penny less and homeless. they burnt so fiercely that they were soon gone and not a stick left standing. we could see the people running to and fro a great loss is said to have been sustained.

Thursday 10th A.M. Fine morning wind gone down a calm. Heard Mr. Turner had lost nearly every thing except what he had on and a few books also Mr. Knight who said his loss was about 300. When Mr. Turner and Mr. Vernon heard of the fire they both turned out (living in a house on shore) immediately and saw their houses in a blaze and no time to get the things out. Vernon jumped into the house with a pick axe and breaking open one of Turners chests saved a few books all the rest were ashes the chest being in flames and many a poor fellow who had a little stood on the beach half naked looking at the flames devouring his good and unable to snatch them from it. calm. Hove up both anchors most passengers came off that were bound for New Plymouth. Vessels laying in Harbour. Barque Clydeside of Glasgow (256 tons) laid up for repairs. Indemnity 312 tons of London waiting to go on the slip arrived here 12th July, Barque Amwell 300 tons arrived October 17th from Sydney. Barque Bright Planet 187 tons arrived October 20th from Sydney. Barque Bolina 245 tons from Auckland. Barque George Fyfe 460 tons arrived

November 7th from London. The American Whale ship Henry Tuke 366 tons Nov. 5th from Bay of Islands. Government Brig Victoria from Taranaki. Schooner Ann of Wellington from Akaroa laid up. Brig Elizabeth 280 tons Cutter Catherine Johnstone from Nelson. Thrice Masted Schooner Asprey. Captain Sedgwick from Taranaki Cutter Pickwick from Poverty Bay. Brigantine Vanguard from Taranaki, Schooner Gannet from Otaki Schooner Ocean 30 tons from Manawatu. Schooner Maouri from Wairarapa.

Friday 11th A.M. Fine day sun shining brightly wind strong arrived the Magnet Barque from Sydney and sailed the Amwell for there.

Saturday 12th Fine weather the Wellington newspaper reported that the number of houses destroyed was 57 and the loss sustained 15, 000 and 400 are already collected for the sufferers, and the public houses were open for them the fire was so sudden that the people only had time to get out for it was not 5 minutes running along the most curious is that it flew over two houses right in the middle P. M. Hove in come on to blow and veered again.

Monday 14th A.M. Fine but blowing fresh. taking in flour and potatoes for Plymouth. P.M. 4 Fired a gun for Pilot. 5 Pilot aboard. 6 Under weigh nearly on shore the first tack working to windward for the entrance. 10 clear of all and in the Straits Pilot left. fine night.

Tuesday 15th A.M. Fine morning steady breeze Studding sails set. 12 Passed Capati, dead calm. Night fine.

Wednesday 16th A.M. Morning fine breeze, clear of the Straits. Wind aft and Mount Egmont in sight talking and spinning yarns.

Thursday 17th A.M. Fine morning, nearly a calm and foul. Mount Egmont on Larboard beam. 6 About ship light breeze.

Friday 18th Still idle and the Mountain no closer.

Saturday 19th A.M. Arrived off the settlements of New Plymouth which was far more agreeable and picturesque than that just left. The Company's Agent, Mr. Wicksteed came off and beach master, late mate of the Amelia Thompson who was a partaker of my Uncle's misfortune.²³⁰ Captain King and Mr. Webster, Custom house Officer came off to whom we were introduced. Boats alongside all day standing on and off the Town. The country here has a fine look being a vast plain on a gradual slope from the snowy Egmont covered with a splendid forest. the principal buildings lay in a little bay out of which runs a small river called the Watoki [Huatoki] to the left of which the land runs off into steep cliffs of red earth and rock underneath which the beach is covered with detached rocks running out into the sea in reefs on which the sea rushes with roaring noise, to the right of this river is the native pah (fortification) which runs about 300 yards along the beach forming a steep green bank under which a road is cut and the landing place is commanded by the four guns that are on the top. The houses are straggling and centered some away back. some along the beach etc. the whole coast is lined with dangerous reefs this is the safest place where the boats can come. standing on and off all night.

Sunday 20th A.M. Fine day trying to come to the buoy which lay a mile and a half off. landed half the emigrants and some luggage. could not come to the bouy. Standing on and off.

Monday 21st A.M. Blowing hard under close reefed Topsails. Fore course and reefed mizen ship laying over a great deal being very light. 6 Wore ship and stood out.

230 James Watson, who was also injured in the explosion that damaged Liardet's sight. Josiah Flight noted in his journal, "Ship did not come to anchor, report says Captain is afraid of his crew leaving him."

(At New Plymouth Nov. 1842)

Tuesday 22nd. A.M. Fine morning, strong breeze working to windward being a long way to leeward of New Plymouth. standing on and off occasional squalls, longing to be ashore.

Wednesday 23rd Delightful weather working to windward, quite breeze, Sugar Loaves in sight.

Thursday 24th Day fine working to windward, light wind clear blue sky and rippling sea, Wet night.

Friday 25th the same.

Saturday 26th A.M. Beautiful day P.M. 2 Came to the bouy 3.10 Wash in the cargo boat and at 4.30 the boat let go her anchor outside the surf. 5.30 Up anchor and the boat was soon carried onto the sandy beach over the surf and we were on our country. We went to Captain King and had our tea there. He seemed a very good gentleman, took our things to sleep at a person the name of Hambly's, that person having been Uncle's nurse we gained all our information from her.

Sunday 27th A.M. Beautiful day. dined at captain King's Jack at Mr. Wicksteeds's. Took a walk with Mr. William King (the Captain's son and a very good hearted person and George Ross son of Solicitor Ross of Wellington.)

Monday 28th Beautiful day took our chests to Mr. Howell's where Mr. Wicksteed said we were to stop. Dined with Mr. Wicksteed. P.M. captain King heard that one of his cows had fallen into a maouri pit at Moturua (small round pits excavated by the natives for stowing away their potatoes, running from a small round hole at the top to a broad flat bottom) and we started with him and we all got down in twenty minutes and found the cow had been dug out by the natives, after seeing the cows were all right Captain King and all of us were invited by Mr. Barratt to go to his house which was close at hand and alongside a small lagoon which was overhung with trees. it was a grass house and

well built about two hundred yards from the beach, he treated us to a glass of milk each which was a great treat to us, he seemed a very quiet steady merry, short, fat and merry faced and is married to a Maouri woman and has several children by her. he is also a very old settler and has acted as chief among them before it was colonized fighting etc. he had about 7 acres of land round his house in cultivation and a quantity of maourie's were weeding it and among them a blind woman who fingers rooted out the weeds from among the young shoots as if she had been blest with the best of eyes. after walking round the grounds we proceeded home again. Three of the Blenheim's seamen were brought up today for refusing to work. Captain King, Mr. Cutfield and Mr. William Holder, Magistrates. Seamen Samuel Lowrie, Thomas Napstone and William Winters Carpenters, they were sentenced to 30 days imprisonment each. They were three very good hearted fellows and the most agreeable among the men [illeg.]. P.M. Tea'd at Captain King's.²³¹

The two seamen were kept in custody ashore and taken back out to the ship before she sailed, in early December.

The *Blenheim* had arrived off New Plymouth on 19 November,

... the "Blenheim" arrived at New Plymouth on the 19th instant. On the 20th and 21st inst. nearly all the emigrants, including all the woman and children, with their baggage, were safely landed. There was one man with a hurt in his leg and he was convalescent. One death, that of a child born on board, occurred. With those exceptions the emigrants appear to have suffered no sickness.

On the afternoon of the 21st the weather became boisterous and the "Blenheim" which had not been put to the moorings (through the Captain's needless fear of their strength) went to

231 ATL MS-Copy-Micro-0295.

*sea. She returned on the 27th inst. and has since been safely discharged of cargo and the emigrants on board.*²³²

The acerbic Wicksteed, by now the NZ Company's Agent in New Plymouth, gave Wakefield (in Wellington) his opinion of the Wright lads,

*I am supporting two of Liardet's nephews, Wright by name, who came here in a state of positive destitution expecting to be maintained by their uncle....*²³³

And on 18 September,

*You would get a nice lot in the late vessel from Taranaki. Simpleton Odell, tipsy old Norway, and the Wrights, who continued to disgust everybody. These boys behaved with such insolence, first to me (when they owe me £25) then to Capt. King, who had also befriended them....*²³⁴

“Tipsy old” (36 years old) Dr Norway remained in New Plymouth and on 14 December wrote in exasperated and pointed detail to Wicksteed,

Sir,

In reply to yours of the 14th inst, I beg to assure you that every proper care was taken of the books and backgammon boards, as far as lay in my power.

In order to preserve as many of the books and backgammon boards in as good order as possible, I gave out only a single copy of each at a time, which, if I had not done, they would all have been destroyed before half the passage was over. The books &c. in passing from one hand to another, you can easily imagine, would be quickly injured and

232 Wicksteed to Ward 29 November 1842. Colonial Office NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.

233 Wicksteed to Wakefield 19 January 1843. New Zealand Company: New Plymouth settlement papers. ATL qMS-1461.

234 Wicksteed to Wakefield 18 September 1842. *Ibid.*

destroyed on board ship; some by being carelessly thrown from one to another; others left lying about the decks; by being soaked by seas breaking over the ship, penetrating below and by leakage; by the winds blowing the leaves about, when read on deck; as for the school-books supplied to the Children, nothing could prevent their biting and picking them to pieces.

To endeavour to make the people more careful of them in future, I called all the books &c in, three or four times, and did not reissue them, until they promised to be more careful; it had a good effect for a short time, but the people soon returned to their careless habits, and they were destroyed as rapidly as before.

I have no doubt, you are well aware, as I am, that it is almost impossible to prevent books being destroyed by the majority of Emigrants, when lent indiscriminately; they attach very little value to any they possess, and none to those lent them especially when they look upon them, as a right, to possess the books sent on board for their instruction or amusement. I had on board about 20 novels, of the cheap editions, many old reviews and magazines, and some volumes of sermons; which I placed among the Company's books for their amusement. Not one of the novels, but three or four of the revisions, and but one volume only of the sermons, could I ever recover; they were all destroyed on the passage out, in truth I only obtained afterwards two or three of them to read myself, as they were either entirely destroyed, or secreted very early on the passage.

I can only further express myself sorry that they were not all produced here; and that I really could not prevent them from being destroyed; the annoyance, I had on board about them, was frequently very great.

*I remain Sir, Your Obedient Servant Saml Norway
Surgeon Superintendent of the Barque Blenheim.*

A list of the books and backgammon sets has survived.

(11)

List of Books on board the Ship Blenheim
 for New Plymouth New Zealand.

20	24	Copies	Board of Education	1 st Book
11	12	"	" " " "	2 nd "
7	12	"	" " " "	3 rd "
7	12	"	" " " "	4 th "
2	12	"	" " " "	5 th "
10	24	"	Scripture Lessons (4 parts)	24
10	12	"	Seaman's Pocket	
now	12	"	Arithmetic	
now	6	"	Measurement	
	6	"	Seaman's New Almanac	
	6	"	DePue's Political Economy	
now	6	"	Abbot's Reader	
now	6	"	Coast Voyages	
now	6	"	Domestic Voyages	
	12	"	Easy Lessons in Christianity	
now	12	"	Edible Cottage Economy	
2	12	"	How Henry Peired New Zealand	
2	12	"	His Islands	
8	12	"	" " Supplementary	
6	12	"	" " Pickles	
6	12	"	" " Pills	
now	1		1st Penny Magazine	
now	1		" Chamber's Information	
2	6		Backgammon Boards	

New Zealand House
 Broad Street Buildings
 London W1J 7JL

Books and backgammon sets sent on the *Blenheim*.
 Puke Ariki ARC2001 363/6.

It was compiled at New Zealand House in London on 27 June 1842 sent on the *Blenheim* and gave the number of copies sent. In pencil in the margin are what appear to be the numbers that actually arrived. For instance, six copies of *Humboldt's Voyages* sent of which none arrived; twelve of *Early Lessons in Christianity*, eight arrived; six backgammon sets, two arrived “without men”.

Dr Samuel Norway 1806–1870 MRCS LSA LM Dublin 1830 left New Plymouth for Sydney in November 1843.²³⁵ He was for a short period an Uncovenanted Medical Officer in Bengal, gazetted Civil Medical Officer of Moorshidabad in 1846. There is no note of when he left India, but he was elected FRCS 1855 and registered in UK 1 January 1859; he practised at Tracey Cottage, 22 Westbourne Villas, Harrow Road where he was Public Vaccinator to Ward No 1, Paddington, and Surgeon to the Westbourne Dispensary.²³⁶

On 15 December 1842, the *Blenheim* with one passenger, the captain's wife Mrs Grey, and two steerage docked at Sydney,²³⁷ departing on the 28th for China,²³⁸ in ballast, with Mrs Grey and a servant.²³⁹

She left Singapore on 19 August 1843, called at St Helena on 18 November and was in the Downs on 23 January 1844,²⁴⁰ entered inwards at the Customs House in London on the 24th.²⁴¹

235 *Daily Southern Cross* 25 November 1843 page 2.

236 Rex Wright-St Clair in *Historia Nunc Vivat: Medical Practitioners In New Zealand 1840 to 1930*. Plarr's *Lives of the Fellows*. Royal College of Surgeons of England.

237 *Australian* 16 December 1842 page 2.

238 *Lloyd's List* 9 May 1843 page 3.


239 *Sydney Morning Herald* 29 December 1842 page 2.

240 *Morning Post* 23 January 1844 page 4

241 *Morning Advertiser* 25 January 1844 page 1.

Chapter 6. But what is your affair in Elsinore?

Lachlans & MacLeod advertised her for private sale in May 1844 and then every week until 9 August,

 **THE fine teak Ship MARY ANNE, 587 30-94** tons per register O.M.; built at Calcutta, and classed *21 (in red) in Lloyd's Book; is doubled from keel to gunwale, heavily copper-fastened, and was sheathed with yellow metal immediately preceding her late voyage; has a full poop and topgallant forecstle, and 'tween decks laid with good heights; is very abundantly found in stores, and may be sent to sea without any expense but for the crew.

Also, the fine Barque **BLNHEIM, 374 79-94** tons O.M.; built at Jarrow, in 1831; was chunamed, wood-sheathed, and coppered, and underwent very heavy repairs in Calcutta, in the close of 1841, and is exceedingly well fastened with iron knees; has a regular poop and topgallant forecstle, and 'tween decks laid with good heights; carries a very large cargo, and is abundantly found in good and useful stores. Both vessels are lying in the West India Import Dock.

For inventories and further particulars apply to
LACHLANS and MACLEOD, Sworn Brokers, 62, Cornhill.
(One property.)

Shipping and Mercantile Gazette 16 May 1844 page 1.

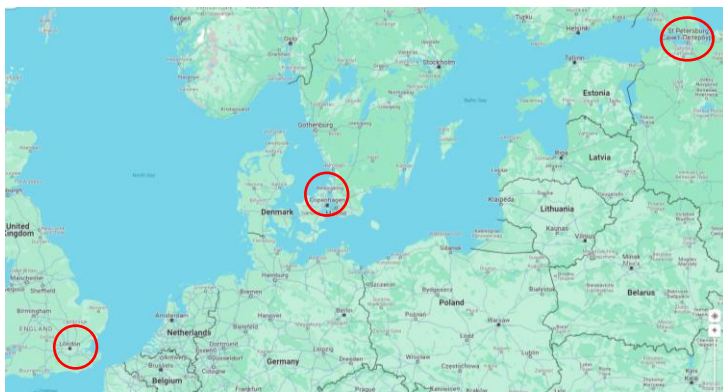
Lloyd's List announced on 17 August 1844 that the *Blenheim*, Grey was entered outwards from London to Elsinore and Petersburg and *Lloyd's Register of Shipping* for 1844 notes a change of owner to Henry Barrick or Barwick. She was surveyed in Fletcher's Dock on the 18th,

At present Copper stripped off Sheathing. Caulked, Spited and blacked. Remains woodsheathed, new pair of iron pointers have been fitted to the Stern place and an iron breasthook over the bowsprit the treenails & bolts backed out for inspection, good. The upper & lower deck bolts and the outside planks thru which they pass the waterways and beams, the house timbers, Knightheads, breasthooks, & transoms, the floors & Keelsons, the planking outside from the

Woodsheathing up the Ceiling inside the frame & undersurface of the outside planking where seen the decks & Comings are in good Condition, the Keel Straight and Sheer unaltered.

*The vessel appears in good & efficient Condition and in our opinion may be Continued 3 years A1 from 1843.*²⁴²

Her captain was now a man named Jackson and her destinations Elsinore (Copenhagen) and St Petersburg.



London, Elsinore, Petersburg.

She was at St Petersburg on 12 October, departed 12 November and entered inwards at King's Dock on 21 December.

On 3 February 1845 she was entered outwards for Quebec, cleared outwards with cargo on 2 April and arrived on 26 May.

She was back at Gravesend on 9 August, at Elsinore on her way to St Petersburg again on 17 September, the 28th at Cronstadt, 4 November at Elsinore from Wyburg bound for Gloucester and

242 *Lloyd's Register* document no. LRF-PUN-LON617-0491-R_0001.

in Dungeness Roads on the 14th. She arrived at Margate on 21 November, “with part of deck-load thrown over, having experienced heavy gales from SW to NW”.²⁴³ “Lost anchor and chain in Margate Roads, is leaky, lost deckload, and has considerable list having experienced very bad weather.”²⁴⁴ She put in to Portsmouth on 10 December.²⁴⁵

She must have been rapidly repaired before crossing the Atlantic soon after this, for, with Captain Jackson she departed from Gloucester on 30 March and arrived at Quebec on 17 May.²⁴⁶

On 10 August 1846 she was back, off Deal from Quebec²⁴⁷ and by the 25th was unloaded and cleared outwards in ballast for Dalhousie, Nova Scotia.²⁴⁸ She was on her way, off Dover on 29 August.²⁴⁹

Chapter 7: Missing

On 25 September 1846 Captain Allen of the 341 ton ship *Ruby* reported having spoken with the barque *Blenheim* on the 17th at latitude 49, longitude 17 W.²⁵⁰

243 *Public Ledger and Daily Advertiser* 24 November 1845 page 3.

244 *Shipping and Mercantile Gazette* 28 November 1845 page 2.

245 *Lloyd's List* 11 December 1845 page 1.

246 The Ships List, ship arrivals at the ports of Montreal and Quebec 1846.

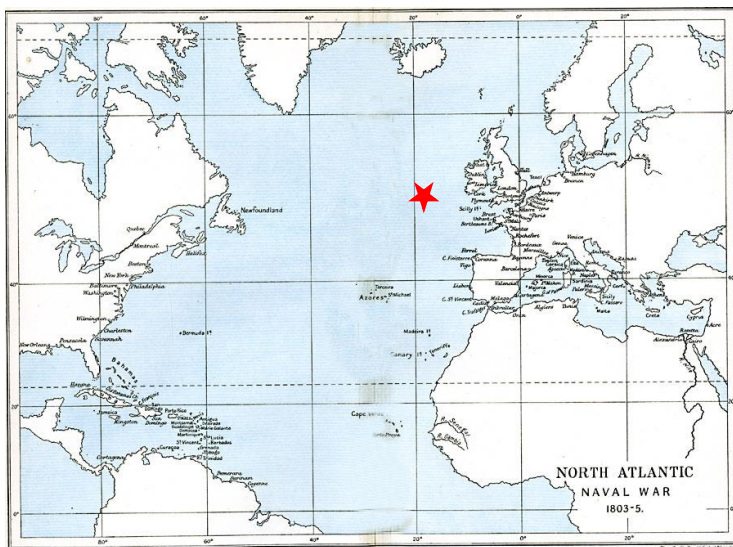
<https://www.theshipslist.com/ships/Arrivals/ships1846.shtml>.

247 *Lloyd's List* 11 August 1846 page 1.

248 *Morning Post* 26 August 1846 page 8.

249 *Shipping and Mercantile Gazette* 31 August 1846 page 2.

250 *Lloyd's List* 25 September 1846 page 3.



Latitude 49, longitude 17 W: the last sighting of the barque *Blenheim*.

She was never seen again. *Lloyd's Register of Shipping* has the word "Missing" alongside her name in 1846 and she does not appear in the *Register* thereafter.

Curiously, there is no entry for her in the 1846 and 1847 *Lloyd's Loss and Casualty Books* at the Guildhall Library.

There was a "hurricane" on 19 September 1846 and it caused a great deal of damage in the North Atlantic. Shipping intelligence from Liverpool recorded,

The *Henry* sailed from Apalachicola on the 18th of August, and on the 8th, 9th and 10th ult. experienced heavy gales from S.W. to N.E., which split sails, &c; on the 19th in lat. 41 long. 56, experienced a hurricane from S.E., lost head-rails, bulwarks and sails, and threw overboard part of the deck rails.

The *California* sailed from St. John's (N.B.), on the 10th ult. and experienced the hurricane of the 19th ult., lat. 41 long. 50, was thrown on her beam ends, lost main and mizen-topmasts, part of deck-load, bulwarks, water, &c.

The *Ann Jeffery*, Carter, from Quebec to this port was abandoned in a sinking state, in lat. 47 long. 30; crew saved.

The *Prince of Brazil*, Dorward, from this port to Miramichi, arrived at Portsmouth, lost mainmast, fore-topmast, &c. in hurricane on the 19th ult., in the west end of the banks of Newfoundland.

The *Milton*, of Boston, from Savannah to this port, with loss of foremast head, mizenmast sprung, round house partly washed away, and loss of nautical instruments, was passed in lat. 48 long. 36 W, by the Forager, Spendlove, arrived Plymouth.²⁵¹

The barque *Blenheim* probably foundered in the north Atlantic in that hurricane, her Captain Jackson and crew drowned, on or about 19 September 1846.

One might have expected notice in the Nova Scotia shipping news when she was overdue, say by early November, but Nova Scotia newspapers for late 1846 and early 1847 have not survived.

News that she had not reached Dalhousie should have reached London by about the middle of December, but loss of life at sea was a common event so there was no notice of it in the British papers.

251 *Public Ledger and Daily Advertiser* 13 October 1846 page 3.

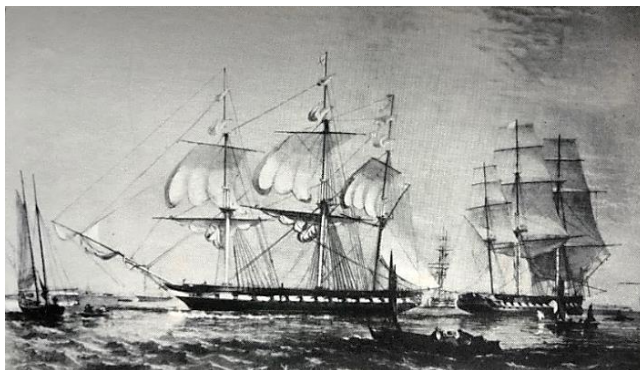
Appendix: Other *Blenheims*

Many vessels have been called *Blenheim*, including at least nine from the age of sail,

- a barque of 382 tons, built in London in 1790, owned by Long & Co in 1830-1835.
- a snow, 162 tons, built in Newfoundland in 1812, owned by Sweetman.
- a snow, 223 tons, built in Sunderland in 1826, owned by Vipand & Co.
- a barque, 382 tons, built in Newfoundland in 1834 of hackmatack and spruce with iron bolts, owned by Sweetman.
- a wooden clipper ship, 808 tons, built in 1845 in South Shields for Duncan Dunbar; made three voyages to Hobart with convicts in 1848, 1850 and 1851, and to Port Phillip with Government assisted immigrants in 1854.
- a wooden ship, 1314 tons, owned and built in Newcastle in 1848 by T&W Smith, at the time the largest merchant ship in Europe; armed as an East Indiaman.
- a barque, 411 tons, built in Sunderland in 1853 for A Strong.
- an iron barque built by R. Williamson & Sons at Harrington in January, 1869, initially owned by A. Morgan of Liverpool.
- a 3-masted fully rigged ship of iron, 1077 tons, built in Glasgow in 1877; owned 1877-1888 by the NZ Shipping Co Ltd, sailed as *Wanganui*; owned 1889-1903 by Leslie John, Aberdeen, renamed *Blenheim*.²⁵²

²⁵²Abbreviated from <https://blenheim175.wordpress.com/2015/06/03/about-the-blenheim/>.

There are no reliable images of the barque *Blenheim*.²⁵³



A ship rigged vessel labelled by Rutherford & Skinner (p. 208) as the 375 ton *Blenheim*, but identified by AH Clark as the 1350 ton frigate *Blenheim* and the *Mayflower*, built by Thomas and William Smith, of Newcastle.²⁵⁴



The same ship named *Blenheim*. This photograph at ATL PAColl-6001-50 is from a painting by William Foster of the *Blenheim*, 1848, 1400 tons, National Maritime Museum, Greenwich (PAH0607).

253 <https://blenheim175.wordpress.com/2015/06/03/about-the-blenheim/>.

254 AH Clark 2022. *The Project Gutenberg eBook of The clipper ship era.*
<https://www.gutenberg.org/files/69154/69154-h/69154-h.htm>.

Book 6

The
Essex

Contents

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Chapter 1. Beginnings

John Ward, secretary of the New Zealand Company, sent a letter by the *Blenheim* to Captain Francis Liardet, the Company's Agent in New Plymouth.

*New Zealand House
Broad Street Buildings
30th June 1842.*

Sir,

I have to acquaint you that the Court of Directors has resolved to dispatch another Emigrant Ship to New Plymouth, to follow the Blenheim. The time of her sailing has not yet been determined, but I think it probable she may be appointed to leave Plymouth about the middle of August.

I have the honor to be

Sir,

Your most obedient servant

John Ward Sec.

The *Essex* was a barque owned by "Soanes" of London. She sailed under Captain Henry Oakley and arrived in New Plymouth with 115 settlers on 19 January 1843.

She was surveyed during building at Stothard and Routledge, shipbuilders at Sunderland on the Wear, in July 1840: 287 tons old measure, 305 new, master William Drummond, owners James Stothard & Co, destined voyage London. The survey document gives some measurements.²⁵⁵

Length aloft 92 feet, extreme breadth 26ft 6in, depth of hold 17ft, copper sheathed and bolted, of English oak, the kelson American oak, the sheer strakes of English and African oak, the

255 *Lloyd's Register* document LRF-PUN-SLD926-0107-R_0001.

waterways of pitch pine, the decks of yellow pine.... The quality of workmanship “good”.

They took her to berth in the Regent’s Canal, London and advertised her for private sale,



MONKWEARMOUTH.
A fine new SHIP, length, 91 feet 6 inches; breadth, 24 feet 1 inch; depth, 17 feet 1 inch; and admeasures 305 276-3500 tons (N.M.). A 19 years; built of the best English oak, timber well seasoned, and thoroughly copper fastened; has a neat bust head; her materials are of the very best description, carries a large cargo, and sails remarkably fast. Now lying in the Regent’s Canal.
Apply to R. Fenwick, Esq., St. Mary-at-Hill, London; or to Messrs. STOTHARD and ROUTLEDGE, Timber Merchants, Monkwearmouth.

Shipping and Mercantile Gazette 21 September and 26 October 1840 page 1.

Until now it had been a boom time for shipbuilding on the Wear—251 ships built in 1840—but it would soon end. Taylor Potts wrote his reminiscences of that time in 1892,

We turn to notice the rapid decline.

In 1841, the number of vessels built was 141.... In 1842, the number built was 107 vessels.... In 1843, the number built was 85 vessels....

Thus the large increase of shipbuilding from 1835 to 1840, or six years, was more than lost in three years, from 1841 to 1843....

In 1842–3–4 several of the yards were kept open and carried on by the foremen and apprentices; and to such a low state had wages fallen that carpenters were glad to get work at 2/6 per day, or 15/- per week; and some were refused 12/- per week, which they offered to accept.

In 1840–1–2–3 things had come to such a pass that buyers were not to be found. The wholesale production of tonnage that had been going on was evidently too much; the market was overstocked; even selling under cost price or at a loss had not the power of tempting buyers. It was in this crisis— “no market,” that the speculator found he had to provide cash for the bills he had given for the ship, and often the vessel was mortgaged for this purpose. The tradesman, who had given part barter, was often in the same plight, and had to mortgage the vessel to help him through his difficulties. Others, who thought themselves well to do in the world, and who had speculated largely, kept selling their ships, one after another, for what they could realize, until they found there was nothing left to pay the creditors which remained....

It was in the months of July and August, 1840, that the failures began, which continued through the whole of 1841....

Amongst the many failures that occurred during this period we will only particularize a few, viz.:—

Samson and Peter Mills, who built at the west of the Saltgrass, Deptford.

Stothard and Routledge, who built on the yard west of the Panns Ferry Road, north side. A timber merchant sold them a whole cargo of French Oak Logs (about 100 or 120 loads), almost the only transaction he had with them; before the bill became due they had shut up, and the largest part of their assets on the yard was the merchant’s French Oak....²⁵⁶

256 Taylor Potts 1892. *Sunderland: A History of the Town, Port, Trade and Commerce*. R Williams, Sunderland. Pages 106–108.

Stothard and Routledge advertised the 502 ton barque *Tasmania* in January 1841²⁵⁷ and a brig and the unfinished hull of a new and bigger barque for sale in March.²⁵⁸ But then the final straw: on 14 December a vessel being launched from their yard severely damaged a passing brig²⁵⁹ and in the first week of October 1842, “By order of the Trustees of Messrs Stothard and Routledge, Ship Builders and Timber Merchants, near the Bridge, Monkwearmouth” their entire shipbuilding stock was sold by auction.²⁶⁰

The *Essex*, however, would change hands by private sale at the docks in London. Her new owner was simply noted by *Lloyd’s Register* as “Soanes” of London: not John Somes (of the New Zealand Company and of Somes island in Wellington harbour) as has been suggested, but Samuel Dawson Soanes. Soanes and the ship brokers Devitt & Moore signed the tender document offering the *Essex* to the New Zealand Company for charter.

Soanes was born in 1797 and died on 24 December 1846 at age 56.²⁶¹ Tower Hamlets Cemetery Park in London was opened in 1841 by The City of London and Tower Hamlets Cemetery Company whose directors were made up of eleven wealthy local businessmen, one of them Samuel Soanes (the adjacent Soanes Centre²⁶² is named for him). The company bought 27 acres of land for burials. Samuel Dawson Soanes and his father John Soanes were partners at Bow Common, Stepney, ropemakers. John Soanes was an active abolitionist.

257 *Newcastle Journal* 30 January 1841 page 3.

258 *Shipping and Mercantile Gazette* 5 March 1841 page 2.

259 *Newcastle Journal* 18 December 1841 page 3.

260 *Newcastle Courant* 30 September 1842 page 6.

261 *Saint James’s Chronicle* 1 January 1846 page 4.

262 The Soanes Centre is a community centre in Tower Hamlets Cemetery Park. A local charity provides education for young people in ecology and natural science.

2

TENDER

FOR
PASSAGE, ACCOMMODATION, AND DIET OF STEERAGE PASSENGERS

TO BE
EMBARKED FOR NEW ZEALAND

BY THE
NEW ZEALAND COMPANY.

Name of the Ship.	Registered Tonnage by the Act.	Where Lying.	Master.	Height between Decks.
<i>ESSIE</i>	<i>270 329 New</i>	<i>London Dock</i>	<i>Henry Cobbley</i>	<i>6 3</i>

London, *12th July* — 1842.

SIR,

We hereby offer the above Ship, rated *A. 1* at Lloyd's, to convey Passengers* from Plymouth to Wellington and New Plymouth in New Zealand, for the New Zealand Company, at the rate of *Eighteen* Pounds *Nine* Shillings and *—* Pence (*£ 18 .. 9 ..*) per head for each Adult Steerage Passenger, subject to the terms and conditions annexed hereto; and in the event of this Tender being accepted within Ten Days from this date, we engage on the Owners' 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,

Agnes / Robert / Moore } Brokers.

We, the Owners of the above-named Ship, having examined the conditions annexed, hereby authorise *Robert / Moore* to agree with the New Zealand Company, 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.

Agnes / Samuel / Dawson / Soanes } Owners.

To the Secretary of the
New Zealand Company.

N.B.—Tenders, sealed and marked on the left hand corner "Ship Tender," 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 Company, 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.

* The Number of Passengers is determined by Art. 1.

This is a copy of the Tender referred to in the annexed Agreement signed 12th July 1842

A copy of the tender document signed by owner Samuel Dawson Soanes, Puke Ariki.

Samuel Dawson Soanes's son Samuel Soanes 1824–1904 is also referred to as a rope merchant and shipowner. He supported the Seamen's Hospital Society and in 1851 was, along with London ship broker George Soanes, a Steward of the Society.²⁶³ He lived in Cock-hill, Ratcliffe, Tower Hamlets, whence the poet John Scott 1730–1783 had described the view,

This scene how rich from Thames's side,
While evening suns their amber beam
Spread o'er the glassy surfac'd tide,
And midst the masts and cordage gleam
Blaze on the roofs with turrets crown'd,
And gild green pastures stretch'd around,
And gild the slope of that high ground,
Where cornfields bright the prospect bound!

The white sails glide along the shore,
Red streamers on the breezes play,
The boatmen ply the dashing oar.
And wide their various freight convey
Some Neptune's hardy thoughtless train,
And some the careful sons of gain,
And some th'enamour'd nymph and swain
Listening to music's soothing strain.

Samuel Soanes was also a Steward of the Merchant Seamen's Orphan Asylum on Bow road²⁶⁴ and of the Marine Society for the Equipment, Maintenance and Instruction of Poor and Destitute Boys for the Royal Navy, Indian Navy, and the Mercantile Marine.²⁶⁵ Like his father, something of a philanthropist.

263 *Morning Herald* 11 February 1851 page 1.

264 *Shipping and Mercantile Gazette* 12 April 1853 page 1.

265 *Morning Herald* 17 May 1856 page 1.

Chapter 2. To Australia

Now under a new Captain, Henry Oakley, the *Essex* was hauled in for loading at London on 10 November 1840,²⁶⁶ entered outwards for Launceston on the 12th,²⁶⁷ cleared outwards on the 18th²⁶⁸ and sailed from Gravesend on the 23rd.²⁶⁹

A REGULAR TRADER.	
Has the greater portion of her Cargo engaged, and has room for light Freight only.	
	DIRECT for LAUNCESTON, the splendid new fast-sailing Barque ESSEX. A. 1. Register 288 tons. HENRY OAKLY, Commander.
Lying in the London Docks.—Has a Poop, great height between Decks, and will afford the best Accommodation for Passengers.	
For Freight or Passage apply to Messrs. Buckles, Bagster, and Buckle, Merchants, 33, Mark-lane; or to Devitt and Moore, 19, Billiter-street.	

Morning Herald (London) 11 November 1840 page 1.

On 4 May 1841 the “*Essex*, barque, Oakley commander, consigned to Henty & Co., arrived from London”.²⁷⁰ She brought newspapers and magazines to Launceston,

THE barque *Essex* has arrived from London bringing our files of papers to the 20th December. Intelligence has already been received indirectly to the 28th, so there is nothing new to communicate to our readers....

We hear that by the *Essex* positive information has been received that the British Government intend

266 *Shipping and Mercantile Gazette* 11 November 1840 page 2.

267 *Morning Post* 12 November 1840 page 8.

268 *Lloyd's List* 19 December 1840 page 1.

269 *Lloyd's List* 24 December 1840 page 1.

270 *Tasmanian Weekly Dispatch* (Hobart) 14 May 1841 page 2.

shipping immediately to this Colony three hundred tons of flour, to be followed up at regular intervals by similar shipments, for the use of the prisoner population. In consequence of the accounts which reached home of the great scarcity of wheat and flour, the Government probably deemed it their duty to make some provision for the increased number of prisoners who are to be sent here. It does not seem improbable but what His Excellency Sir John Franklin, may at the time have recommended some such measure.

To all, however, it will now be apparent that since the days of scarcity are gone, for the Government to import the food required for the prisoners, is an act of injustice to this Colony. We are heavily taxed for the maintenance of a police force to keep them in subjugation, and surely we ought to have the benefit of supplying them with whatever articles they may require for their consumption.

The intention of the British Government was no doubt commendable, although circumstances have rendered it unadvisable. The alarming accounts of scarcity, the exaggerated recitals of miseries, (which no one felt,) and the glowing colours in which some of our contemporaries depicted scenes of poverty, (which nowhere existed,) naturally enough produced a strong effect upon the sympathy of Mrs. Mothercountry, who like an ever-watchful parent intends for the future, to prevent if possible, the recurrence of similar distress. In this case we fear the prevention will be worse than the cure, since it will be made at the expense of justice. It is the duty of Government, as much as possible, to encourage home consumption; it is the duty of the British Government to consult the interests of her colonies; and we trust, should the circumstances we have recorded be a correct explanation of the intention of the Home

Authorities, that Sir John will also feel it his duty to make a representation of the injury which it would inflict upon this Colony.²⁷¹

Hobart's *Colonial Times*,

The barque *Essex*, which arrived from London on the 7th inst., has brought out a few farm servants, selected in Yorkshire, by Mr. Henry Reed, who we are informed will continue to forward a number of steady family men by every conveyance during his residence in England. The passengers by the *Essex* are represented by the commander of that vessel to be of excellent character, and promise to be a valuable acquisition to the colony.²⁷²

CAPTAIN HENRY OAKLEY, Master
of the barque **ESSEX**, hereby cautions
all persons from giving credit to any of
his crew, as he will not be responsible for
any debts contracted by them.
Launceston, May 11.

Cornwall Chronicle 15 May 1841 page 3.

271 *Launceston Advertiser* 6 May 1841 page 3.


272 *Colonial Times* (Hobart) 11 May 1841 page 3.

Ex Essex.

ON Sale at the Stores of the Under-
signed, *ex Essex*, and other late ar-
rivals, a variety of English Merchandise,
at the lowest market prices.

RICHARD L. ORR.

Launceston, May 15.

 Produce taken in exchange.

Provisions.

ON SALE AT THE STORES OF THE
UNDERSIGNED:—

250 casks of Irish pork, first quality

120 ditto Ham/ro ditto

And a large quantity of bacon, cheese
hams, porter and ale in bottle and hhds.

Wines of all kinds in bottle and quarter-
casks

Mauritius sugar, loaf ditto

Rum and gin in hhds.

Currants, raisins

Butter, Irish and Dutch

Mustard, pickles, lard, packed in lead,
&c., &c.

RICHARD L. ORR.

Launceston, May 15.

(b)

Ex Essex.

ON SALE by the undersigned, Marsella
Wine, in hhds and qr. casks; 500 doz.
Dunbar's Ale and Porter, in 3-doz. cases;
ditto in cases; extra double Stout, in pints,
suitable for families.

JOSIAS M'ALLAN,

Corner of George and Cameron-streets.

May 15, 1841.

N. B.—The above will be sold to the
trade at the usual fair prices.

She brought a few necessities to Launceston.
Cornwall Chronicle (Launceston) 15 May 1841 page 3.

On 5 June she sailed for Calcutta,²⁷³ left Madras for Pondicherry on 16 September,²⁷⁴ left Mauritius for London on 10 February 1842²⁷⁵ and arrived at Plymouth on 23 May,²⁷⁶ Gravesend on the 28th and entered inwards at the West India Docks, London on the same day.²⁷⁷

She was surveyed at the Globe dry dock on 9 to 30 June 1842 after unspecified "Damage".

At the present time, Stripped off the Copper, hung the ship, repaired the False Keel, shifted 11 planks in the Bottom, nearly all the lower strake of Wale and the strake immediately under it, which were all badly wormed, drove out & renewed the fastenings in midships Starboard side. Shifted one broken plank in the hold Beam planks, one Hold Beam clamp, one Hold Beam, and scarphed one Beam, opened the ship at the Bilge on both sides, timbers and sheaths all perfect. Caulked all over & sheathed with yellow metal on paper.

Reclassed A1. She was entered outwards for South Australia on 18 June²⁷⁸ and three weeks later was still loading,

Has great part of Her Cargo engaged, and will meet with very considerable despatch.	
	DIRECT for PORT ADELAIDE, SOUTH AUSTRALIA, the splendid new fast-sailing Barque ESSEX , A. 1. Burthen 350 Tons. HENRY OAKLEY , Commander.
Lying in the London Docks. — This Ship has a Poop, with elegant and commodious Accommodations for Cabin, Intermediate, and Steerage Passengers.	
For Freight or Passage, apply to Devitt and Moore, 9, Billiter-street.	

Patriot 11 July 1842 page 1.

273 *Tasmanian Weekly Dispatch* 11 June 1841 page 2.

274 *Lloyd's List* 6 November 1841 page 3.

275 *Lloyd's List* 24 May 1842 page 3.

276 *Lloyd's List* 25 May 1842 page 1.

277 *Public Ledger and Daily Advertiser* 30 May 1842 page 4.

278 *Morning Post* 20 June 1842 page 7.

Chapter 3. To New Zealand

But a week later that was changed to Wellington, New Zealand.²⁷⁹ In fact, Wellington and New Plymouth.

FOR WELLINGTON and NEW PLYMOUTH, New Zealand.—Under Engagement to the New Zealand Company, and will leave Gravesend on the 15th, and Plymouth on 31st August, the splendid new fast-sailing Barque ESSEX, A1, Burthen 400 tons. HENRY OAKLEY, Commander. Lying in the London Docks.—This Ship has a Poop, with commodious Accommodations for Cabin Passengers, and carries an experienced Surgeon.—For Freight or Passage apply to Devitt and Moore, 9, Billiter-street.

Morning Herald 20 July 1842 page 1.

Samuel Dawson Soanes had asked £18.9.— per head for each adult steerage passenger and his tender was accepted.

She arrived at Deal from the river and sailed on 19 August,²⁸⁰ arrived at Plymouth to embark emigrants on the 20th.²⁸¹ Their destination was still uncertain—the tender has a handwritten rider,

It is agreed that on the arrival of the Ship at Wellington the Principal Agent of the Company there shall be at liberty to order the Ship to proceed either to New Plymouth as per article 27, or to Nelson Haven in Tasmans Gulf, the Company to pay in either case the price named in this Tender for each Adult viz., £18.9. – and to be subject to no additional claim whatever in the event of the Ship being ordered to Nelson

279 *Morning Herald* 16 July 1842 page 7.

280 *Lloyd's List* 20 August 1842 page 1.

281 *Lloyd's List* 22 August 1842 page 2.

Haven instead of to New Plymouth. Dated this twenty second day of July 1842.

John Ward, secretary of the New Zealand Company in London, sent a letter dated 29 August 1842 to Captain Liardet, the Company's Agent at New Plymouth, on the *Essex*. Liardet had ordered a crane, a barometer and a printing press, but he had been injured in November 1841 and was no longer the Agent; that news had not yet reached London,

With reference to Para 8 of my Despatch No.2 dated 27th June last, I have now to inform you that the two Cranes purchased by the Company for the Coast-Service of the New Plymouth Settlement have been shipped on board the Ship Essex, consigned to you; and I transmit herewith the Bill of Lading & Invoices for the same, endorsed accordingly.

You are particularly enjoined to see to the careful preservation of these cranes, as part of the Company's property; and the Directors trust that they will be found to answer effectually the purpose for which they are intended.

*P.S. I further enclose an Invoice of the Barometer shipped per the *Blenheim* on the 1st July last.—*

An invoice from HH Mortimer & Co. for the parts of a large crane and from Jukes Coulson & Co for "A moveable Portable Crane to lift one Ton as per Estimate" is among the papers at Puke Ariki relating to the *Essex*.²⁸²

The invoice for the barometer is among the Puke Ariki papers relating to the *Blenheim*, which had carried it. Both are signed by "Joseph Jackson, Accountant".

The captain of the *Essex* was Henry Oakley c.1815–1890, her Surgeon Superintendent Richard Lucas Vance LSA MRCS

282 Puke Ariki ASRC2001-373. Box 1 Part 6. *Essex*.

1815–1881, both 27 year olds. The *Essex* sailed from Plymouth on 3 September 1842, carrying 115 passengers.

John Ward wrote to Richard Vance,

I am commanded by the Court of Directors of the New Zealand Company to inform you that they have appointed you to be Surgeon Superintendent on board the ship Essex.

I transmit to you herewith your Instructions together with a Copy of the Charter Party of the Ship.

Your allowance will be Ten shillings per Head for each Adult Steerage Emigrant and for Children in the proportion specified in the Charter Party subject to the deduction of one pound for every death and an addition of one pound for every birth during the Voyage.

*You will also be entitled to a further Sum of Fifty Pounds upon a Certificate from the Company's Principal Agent in New Zealand certifying his approval of your conduct and that you have complied with the Regulations.*²⁸³

Philbert Roberts was appointed Assistant to the Surgeon Superintendent at £25 and his wife Selina, Matron watching over the single women. Charles Rowe and John Gribble were Constables, watching the single men, at two shillings and sixpence a week. Richard and John Scandlyn were Cook and Cook's mate at seven shillings a week.²⁸⁴

She took books and backgammon boards,

List of Books on board the Ship Essex for New Zealand

12 Copies Irish Society's First Book

6	“	“	2 nd	“
6	“	“	3 rd	“

283 Ward to Vance 30 August 1842. Immigration Office papers New Plymouth—relating to immigrant ships—“Essex” (ship). Archives NZ R15417370.

284 *ibid.*

6 “ “ 4th “
 6 “ “ 5th “
 6 “ *Scripture Lessons*
 6 “ *Sacred Poetry*
 6 “ *Arithmetic*
 3 “ *Mensuration*
 6 “ *Easy Lessons in Christianity*
 3 “ *Sedgwick's Poor Rich Man*
 3 “ *Hopkins Political Economy*
 3 “ *Abbotts Reader*
 3 “ *Cook's Voyages*
 3 “ *Humboldts* “
 6 “ *Cobbetts Cottage Economy*
 1 *Set Penny Magazine*
 1 “ *Chambers Information*
 6 *Copies Hon. Henry Petre's New Zealand*
 3 “ *Mr Mangle's* “
 3 “ *Wards* “
 3 “ *Do. Supplementary* “
 6 *Backgammon Boards.*²⁸⁵

The Aubrey brothers, cabin passengers, each stating his occupation as “gentleman”, were boys of 18 and 12. The rest travelled steerage. Neither Vance’s surgeon’s journal, nor the Mate’s log of the voyage seem to have survived and apparently none of the passengers kept a diary.

Cabin passengers

AUBREY Arthur Herbert (18, gentleman)

AUBREY Charles (12, gentleman)

Steerage passengers

BAILY Henry (23, plumber)

285 Immigration Office papers New Plymouth—relating to immigrants and immigrant ships— “Essex” (ship). Archives NZ R15417370.

BATTEN William (36 shepherd widower), William (17, shepherd), Matilda (15, domestic servant), Sarah (14, domestic servant), Emily (11), James (9), Mary Ann (7), Susan (6)

BOVEY John (36, agricultural labourer), Jane (36), John (13)

COADE Ephraim (20, farmer)

DAVEY Samuel Lane (22, agricultural labourer), Mary (24), George (3), name struck out (note on passenger list Dead), Elizabeth (3 months)

DELANEY Millicent (39, sempstress widow—mother to Maria O'Dell), Alicia (18, sempstress)

GRIBBLE Elizabeth (18, domestic servant)

GRIBBLE John (34, agricultural labourer), Mary (32), Catherine (12), John (8), William (4)

GRIBBLE Samuel (19, miner), Grace (18)

HARPER John (23, miner), Eliza (23)

HARPER William (15, miner)

HARVEY John (36, miner), Grace (35), William (15), John (6), James Essex (born on board)

JAMES Samuel Johns (22, agricultural labourer), Sarah (23)

JEFFREY John (42, wheelwright), Ann (43), John (19, wheelwright), Mary Ann (17, dressmaker), Thomas (15, wheelwright)

KESTLE Abraham (30, agricultural labourer), Johanna (30), Pascoe (9), Elizabeth (7), Maria (4)

KNUCKEY Nicholas (34, miner), Zenobia (33), Mary Jane (13), Nicholas (9), Margaret (7), Oliver (4), Elizabeth (1)

KNUCKEY Richard (29, miner), Jane (25)

MOYLE Edward (23, rope maker), Mary (23)

MOYLE Julia (17, sempstress)

O'DELL Thomas (29, shepherd), Maria (21)

OLD Richard (46, agricultural labourer), Jane (43), James (10), Christianna (8), Fanny (7), Mary Jane (2), Jane (26, farm servant), Robert (22, agricultural labourer), John (20, agricultural labourer), Margaret (19, farm servant),

William (18, agricultural labourer), Martha (14, domestic servant)
 PASCOE *Nicholas (29, miner), Rachel (27), Mary Ann (3), Susan (2)*
 PASSMORE *Henry (14, cabinet maker)*
 POLKINGHORNE *William (21, miner), Ann (23), William (6), daughter (born on board)*
 RADFORD *Catherine (35, domestic servant)*
 ROBERTS *Philbert (45), Silena (45), Elizabeth (23), Mary Ann (15), Silena (13)*
 ROGERS *John (34, agricultural labourer), Mary (34), William (13), Henry (12), Mary (9), Ann Maria (8), Samuel (7), Solomon (2), Elizabeth Jane (9 months), John (15, agricultural labourer)*
 ROWE *Charles (22, agricultural labourer), Susanna (20)*
 ROWE *Henry (23, agricultural labourer), Jane (18)*
 SCANDLYN *Richard (40, agricultural labourer), Mary (40), Richard (12), Eliza (9), John (18, agricultural labourer), Elizabeth (17, domestic servant), Thomas (15, agricultural labourer)*
 STEPHENS *Thomas (19, miner)*
 THOMAS *Richard (28, shoemaker), Johanna (27), Nicholas (8), Richard (4)*
 THOMPSON *John (22, agricultural labourer), Grace (25).*

She arrived at Port Nicholson on 4 January²⁸⁶ and the Wellington Custom House recorded,

286 *New Zealand Colonist and Port Nicholson Advertiser*
 6 January 1843 page 2.


IN THE "ESSEX," FROM LONDON.—*Agents, Waitt and Tyser.*—38 barrels flour, 2 casks manufactures; *H. Martineau.*—3 kegs 1 cask manufactures, *J. Rout.*—2 cases 7 packages crane, *N. Z. Company.*—4 cases manufactures; 24 kegs nails, 5 cases wine, *Order.*—4 qr. casks port wine, 30 cases do. do., *Waitt and Tyser.*—1 cask 1 case wine, *Capt. Sharp.* Passengers—*A. and C. Aubrey, R. L. Vane,* surgeon, superintendent, and 115 in the steerage for New Plymouth.

New Zealand Gazette and Wellington Spectator 7 January 1843 page 2.

Her agents advertised in Wellington for passengers and cargo to Taranaki,

For Taranaki,

To sail on Wednesday, the 11th instant,



THE fine fast sailing barque *Essex*, Captain Oakley; has room for a few tons of goods, and good accommodation for passengers. For freight or passage, apply to Captain Oakley on board,

or to

WAITT and TYSER.

New Zealand Gazette and Wellington Spectator 11 January 1843 page 1.

But not successfully, it seems, for she had to take on ballast at Wellington to replace the weight of passengers and cargo discharged there and alas, as Wicksteed later wrote to Wakefield,

*Unhappily the wheels of the movable crane were buried in the ballast taken in by the “Essex” at Wellington and could not be got at here after many endeavours, without endangering the ship; so they are to be forwarded from Sydney, of course at the Ship Owners’ expense.*²⁸⁷

She sailed on 16 January for Taranaki²⁸⁸ and anchored off New Plymouth on the night of 19 January 1843: the sea was calm; it was summertime and unloading was easy. Cutfield wrote to Wicksteed,

I have to acquaint you that immediately on the arrival of the Essex I went on board & mustered the immigrants and found all correct, with the exception of one child. Which it appears, died in the harbour of Port Nicholson. The immigrants with their baggage have been all landed.

*I have much pleasure in stating for your information that I found the ship in most excellent order & particularly cleanly, even beyond what could be expected in a ship loaded with passengers, which reflects the highest credit both on the Captain & Surgeon Superintendent.*²⁸⁹

*The arrival of the “Essex” is the principal event of the month. She has brought a few persons of small capital, who obtained a free passage as labouring emigrants and are likely to do well in this settlement. The emigrants generally by this ship appear to be well-conducted people, and are all very much pleased with the country and their prospects of success in it.*²⁹⁰

287 Wicksteed to Wakefield 14 February 1843. NZ Company: New Plymouth settlement papers. ATL qMS-1461.

288 *New Zealand Colonist and Port Nicholson Advertiser* 17 January 1843 page 2.

289 Cutfield to Wicksteed. Immigration Office papers New Plymouth—relating to Essex. Archives NZ R15417370.

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

John Wicksteed reported that,

This vessel came to us in remarkably good condition. The Captain and Surgeon must have done their duty well. Nearly all the children took the scarlet fever, and all recovered. In less than two days we have cleared the ship. The surgeon of the Essex has just been with me, to mention his intentions of returning next year with a wife, and would be glad to have another appointment as Surgeon. I hope he may succeed with his wish. He is the best man I have known in that post, and is especially praise-worthy for his successful endeavours to preserve the morality of the folks on board. I believe there was no drunkenness or disorders on board the Essex."²⁹¹

No drunkenness nor disorderly behaviour—in contrast to the voyages of the *Oriental* and the *Blenheim*, of course.

The emigrants received their rations from the Company store,

Provision Account

Rations served out from 1st January to 31st March 1843.

	<i>Flour</i>	<i>Meat</i>	<i>Tea</i>	<i>Sugar</i>
<i>Emigration. Reproduction.</i>				
<i>Support of Emigrants</i>	<i>743.</i>	<i>529</i>	<i>3</i>	<i>36.</i>
<i>Emig. to p. Area on landing</i>	<i>1538</i>	<i>3272</i>	<i>6 1/2</i>	<i>59</i>

Flour, meat, tea, sugar supplied to arrivals on the *Essex*.
 New Zealand Company's New Plymouth Storekeepers office accounts.
 Archives NZ R3593039.

291 Wicksteed to J Ward 24 January 1843. Colonial Office, NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.

Wicksteed wrote to Wakefield,

The “Essex” arrived in capital order; she and two schooners were safely discharged of passengers and cargo in two days and a half. The Captain of the “Essex”, who arrived on Friday night, made a holiday of the Monday and Tuesday, and was put on board finally on the Tuesday night; off at daybreak on Wednesday. Was not this well done?²⁹²

What does “put on board” mean? had he made too much of a holiday? did he have to be carried?

New Plymouth Spectator

We continue to receive highly favorable accounts from this settlement. Numerous settlers arrived from England in the *Blenheim* and *Essex*, with considerable capital, have given a fresh impetus to the already decided tendency of the proprietors of land to agricultural pursuits. The absence of a harbour, so far from being an injury to the settlement, has been positively advantageous, by forcing the settlers to the cultivation of their fertile land, instead of speculating in town allotments and water-frontages, or the fashionable colonial habit of store-keeping. The roads made by the New Zealand Company, particularly that running the whole length of the settlement to the Waitera, facilitates the occupation of the land and the transport of produce to the town and anchorage.

The entrance to the Waitera river has been carefully buoyed, and beacons erected. We give the sailing directions for it in another column. Whilst large vessels can hold to the moorings in bad weather, smaller craft may find a safe harbour in the Waitera.

292 Wicksteed to Wakefield 29 January 1843. NZ Company: New Plymouth settlement papers. ATL qMS-1461.

The *Essex* emigrant ship, and two small schooners, were safely discharged of passengers and cargo, in two days and a half.

The road to Wanganui, for horsemen and cattle, will be completed during this month. Fine coal and limestone have been discovered at Mokau, forty miles north of the Sugar Loaf Islands. The river will admit vessels of one hundred and fifty tons burthen....²⁹³

The *Essex* left New Plymouth on 25 January and reached Sydney on 3 February 1843, in ballast, with Dr Vance as passenger.²⁹⁴ She was among many vessels advertising for cargo there,



For Freight or Charter,
THE fine fast-sailing barque
ESSEX,
A. T., 330 tons, Henry Oakley,
Commander. Apply to the Cap-
tain, on board; or to
J. B. METCALFE,
Lower George-street.
February 6. 1917

Sydney Morning Herald 7 February 1843 page 1.

Unsuccessful, on 25 February she departed Sydney in ballast, ostensibly for Lombok or Guam, with Dr Vance.²⁹⁵ Instead, however, she sailed south to Melbourne,

The barque *Essex*, Oakley, hence the 25th ultimo, arrived at Port Phillip on the 14th instant; she was advertised there for Nelson Haven and Port Nicholson.²⁹⁶

293 *New Zealand Gazette and Wellington Spectator* 8 February 1843 page 3.

294 *Australasian Chronicle* (Sydney) 4 February 1843 page 3.

295 *Sydney Morning Herald* 27 February 1843 page 2.

296 *Australasian Chronicle* 28 March 1843 page 3.

She was loading cattle for Nelson, where she arrived on 30 April, with their owner, a Mr Currie,

The barque *Essex*, ten days from Port Phillip, arrived on Sunday last with 127 head of cattle. Instead of coming into the harbour she ran up to the mouth of the Waimea, to land them at the spot where the *Brilliant* landed her last cargo, which offers peculiar facilities. We have heard these cattle spoken of in the highest terms, being well bred and in good condition. From proper care having been taken with them, only one, we believe, was lost during the voyage.²⁹⁷

**LARGE AND IMPORTANT SALE OF STOCK,
Ex ESSEX.**

MR. J. D. MACFARLANE has received instructions from Messrs. C. Empson and Co. to **SELL** by AUCTION, on TUESDAY next, the 10th instant, at Mr. Tod's Stock-yard, on the hill near Auckland Point, the **CARGO** of **STOCK**, ex *Essex*, consisting of

12 very superior working bullocks

30 splendid 3-year old steers, fit either for breaking-in for work, or for the butcher

80 very superior well-bred 2½-year old heifers, nearly the whole of which are in calf to the celebrated Durham bull, Champion, imported into Port Phillip in 1839. He gained the first prize at the Port Phillip Agricultural Show, in 1842, and is considered by competent judges to be the finest bull in New South Wales.

The above stock are from the celebrated herds of W. Ryec, Esq., whose reputation as a breeder stands as high as any in New South Wales. The above cattle have reached Nelson in excellent condition, and may be viewed on board, on the Waimea Plain where part have been landed, and at the Stock-yard, on the morning of sale. The sale to commence at Twelve o'clock precisely. Lunch will be provided.

Nelson, May 4.

Nelson Examiner and New Zealand Chronicle 6 May 1843 page 241.

297 *Nelson Examiner and New Zealand Chronicle* 6 May 1843 page 242.

In addition to the 127 head of cattle, she brought “1 box slops, 2 kegs soda, 2 kegs Epsom salts, 9 kegs butter, 12 casks brandy, 4 cases gin, 2 tons hay”²⁹⁸ and “Melbourne papers to the 12th of April”.

She would return to Melbourne if required,

FOR PORT PHILLIP direct, should sufficient inducement offer, the Barque **ESSEX**, 329 tons. For freight or passage apply to the Commander on board, or to C. Empson and Co., Auckland Point. This vessel offers a desirable opportunity for passengers proceeding to Sydney or Van Diemen's Land, as packets leave weekly for the above places. N.B Carries an experienced surgeon.

Nelson Examiner and New Zealand Chronicle 13 May 1843 page 245.

But perhaps insufficient inducement was offered, so on 21 May she left Nelson for Valparaiso: passengers Dr Vance, Rev. Saxton, child and nurse and six in steerage.²⁹⁹

She arrived after 54 days on 9 July³⁰⁰ and sailed four months later on 20 November for the Chilean port city of Coquimbo³⁰¹ and back to Valparaiso on 7 January 1844.³⁰² She departed Valparaiso on 19 January carrying copper ore³⁰³ and put in at the Mumbles on 27 May,³⁰⁴ thence to dock at Swansea.

They had been away 16 months; it would be Henry Oakley's only voyage with the *Essex*.

298 *Ibid.*

299 *Nelson Examiner and New Zealand Chronicle* 27 May 1843 page 254.

300 *New Zealand Gazette and Wellington Spectator* 30 September 1843 page 2.

301 *Lloyd's List* 29 February 1844 page 2.

302 *Lloyd's List* 16 May 1844 page 2.

303 *Valparaiso English Mercury* 27 January 1844 No. 7 page 3.

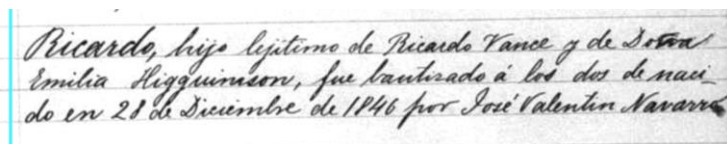
304 *Lloyd's List* 28 May 1844 page 1. The Mumbles is a headland on the west side of Swansea Bay.

Dr Richard Lucas Vance had qualified MRCS (there is no record of his claimed LSA) on 19 July 1839 and had been a surgeon at Upper Gower St, King St Covent Garden and at 1 Francis street, Tottenham Court road; he was also, in 1841, an insolvent debtor³⁰⁵ who had been in the Debtors' Prison for London and Middlesex.³⁰⁶

Perhaps a long stint as ship's doctor on the *Essex* to the far end of the world would provide a welcome refuge from his creditors.

It seems he did not go back to London but that the *Essex*'s four month stay at Valparaiso was enough for love to blossom. He and Emily Higginson Andrews—born in Chile, the daughter of an English couple who were living in Valparaiso when the *Essex* visited—would have at least 8 sons and 4 daughters, the first (Ricardo) in 1844 in Chile when she was 16, the rest in Tarata in southern Peru, the last (Emily) in 1866 when he was 51.

Clearly the 29 year old doctor stayed with the pregnant 16 year old in Chile in 1844 when the barque departed for Swansea.



The record of Ricardo Vance junior's baptism: "Ricardo, legitimate son of Ricardo Vance & of Emilia Higginson, was baptised two years after he was born—on 21 December 1846 by José Valentin Navarro".

Perú, bautismos, 1556–1930, database, FamilySearch (<https://familysearch.org/ark:/61903/1:1:V7WZ-BJW> : 13 February 2020).

From 1841–1848 his name is absent from the list kept by the College of Surgeons, probably because he did not inform the

305 *Era* 12 September 1841 page 12.

306 *London Gazette* for 1841 page 1673.

College of his address. From 1848 to 1867 his address in the College list was Tacna, Peru.³⁰⁷

In 1871 they were living on Jersey, where his own parents had been married and where he practised medicine. His name does not appear in the UK Medical Directory or Medical Register, but The Channel Islands were a Crown Dependency and doctors did not need UK registration to work there.

Vance died at age 66 in 1881 and was buried in Saint Helier.³⁰⁸ Emily Higginson Andrews died at 80 in Worcestershire in 1908.

Wicksteed had written, after Vance's arrival in New Plymouth, *He is the best man I have known in that post, and is especially praise-worthy for his successful endeavours to preserve the morality of the folks on board.*³⁰⁹

Sad to say, we do not know what the folks on the *Essex* were getting up to, nor what Dr Vance's endeavours were.

Chapter 4. Further voyages

There are reports over the next 18 months of vessels named *Essex* with captains Smith, Rice, Hazelgrove, Wright and Raynes.

307 Tacna is a city in the Tarata region of Peru.

308 <https://ancestors.familysearch.org/en/KGMS-JHG/richard-lucas-vance-1815-1881>.

309 Wicksteed to J Ward 24 January 1843. Colonial Office, NZ Company records. Correspondence from Nelson and New Plymouth. ATL Micro-MS-Coll-13-1396.

The *Essex*, Newberry that put in at the Mumbles from Swansea on her way to Bordeaux on 29 August³¹⁰ may be she (in the river at Bordeaux on 10 September the captain is named Roxbury³¹¹). Then she was loading in London for Madras, captain Brewer,³¹² entered outwards for the Cape, Madras and Calcutta on 26 December,³¹³ sailed 19 January 1845 from Gravesend.³¹⁴ On 15 April 1845 she sailed from the Cape, captain Compton³¹⁵ and arrived at Madras on 30 May,³¹⁶ then on to Calcutta.

The *Essex*, Newberry arrived at St Helena from Madagascar on 12 July³¹⁷ and was at Deal on 17 September. Her exotic cargo—

... 546 maunds of raw silk, 10,563 pieces of buffalo horns, 13,643 maunds of sugar, 850 maunds of mustard seed, 226 maunds of oil, 2,470 pieces of choppas and bandannas, 8,220 pieces of corahs, 6,956 gallons of rum, 11,300 pieces of hides, 26 maunds of cigars, 400 pieces of goat-skins, 80 maunds of chillies, 82 maunds of lac dye, 70 maunds of shell lac, and 34 maunds of seed lac.³¹⁸

In November 1845 she was surveyed, classed A1 and entered outwards from London, bound again for Madras and Calcutta: master, H. Morris.³¹⁹ She sailed on 7 March 1846.³²⁰

310 *Shipping and Mercantile Gazette* 31 August 1844 page 3.

311 *Shipping and Mercantile Gazette* 16 September 1844 page 2.

312 *Shipping and Mercantile Gazette* 9 October 1844 page 2.

313 *Shipping and Mercantile Gazette* 27 December 1844 page 2.

314 *Shipping and Mercantile Gazette* 20 January 1845 page 2.

315 *Shipping and Mercantile Gazette* 30 June 1845 page 2.

316 *Shipping and Mercantile Gazette* 22 July 1845 page 2.

317 *Shipping and Mercantile Gazette* 11 September 1845 page 2.

318 *Shipping and Mercantile Gazette* 3 October 1845 page 4. A maund is an Indian unit of weight equivalent to about 37 kg.

319 *Shipping and Mercantile Gazette* 14 November 1845 page 2.

320 *Daily News* (London) 10 March 1846 page 8.

On 22 August she departed Madras for the Cape of Good Hope³²¹ where she arrived on 25 October. She was at Scilly on 15 January 1847, “with part of cargo thrown overboard”,³²² at Gravesend on the 26th, and underwent a special damage survey on 5 and 22 February in Benson & Sons’ dry dock,

At the present time from damages sustained by stress of weather. The remaining portion of Iron throat Bolts to Hold Beam hanging Knees replaced with Bolts of Copper throughout. Bolts of Upper Deck, Hanging Knees renewed. The Nuts of “Fell’s Patent Plate Bolts” to Upper and Lower Deck hove up as far as possible, a new Main Piece of Rudder and the Hangings secured also Caulked from Copper upwards to second Seam of Deck next the Waterway.

Additional Fastenings on Owners Acct, A Stringer on Waterway extending Fore & Aft of American Elm fitted against Spirketting. Bolted thro’ Beam ends and sides of Ship, seven pairs of Iron hanging Knees added to Upper Deck Beams, a pair of long Iron Ekeings to Bows “between Decks,” and thro’ Bolted; the Foremost Beam ends Bolted through the Bows, as the Lower Deck Beams and part of Upper Deck newly stantioned: outside Plank above the Copper scraped bright.

This barque is now in good condition and we are of opinion that she should be allowed to remain as Classed, A1.

By 11 February she was entered outwards for Hobart Town.³²³ On 3 April she was on her way, off Falmouth,³²⁴ to arrive at Hobart on 1 August “with a general cargo and Government stores. Passenger—Mr. Beecroft”³²⁵.

321 *Lloyd’s List* 27 October 1846 page 3.

322 *Lloyd’s List* 18 January 1847 page 1. Presumably to lighten her cargo in bad weather.

323 *Morning Advertiser* 12 February 1847 page 4.

324 *Lloyd’s List* 7 April 1847 page 1.

325 *Colonial Times* (Hobart) 3 August 1847 page 2.

On 25 August she sailed for Sydney, “passengers, Mr, Atherton, Mr. Moore, Lieutenant Hatts, Mrs. and Miss Blades, Messrs T. Brown, Fullett, and Baker”.³²⁶

She left Sydney for the East and was at Bombay, from China, on 22 March 1848,³²⁷ then back to London, where Samuel Soanes, the younger, now aged 24,³²⁸ his father dead and buried two years earlier, put her up for auction,

SALES BY AUCTION.

At LLOYD'S CAPTAINS' ROOM, ROYAL EXCHANGE,
On WEDNESDAY, NOVEMBER 15, 1848, at Half-past Two
(Unless previously disposed of by private contract),

 **THE fine A 1 Barque ESSEX, 288 tons**
O.M., and 329 tons N.M., built at Sunderland in 1840;
is copper-fastened, sheathed with yellow metal, and last year was
extra fastened with hanging knees, breast-hooks, &c.; has a full
poop, with capital heights for emigrants, sails particularly fast, and
has just discharged a large cargo from Bombay in excellent order.
Now lying in the St. Katharine Docks.
For inventories, &c., apply to
THOMAS ASHTON, Sworn Broker,
9, George-yard, Lombard-street.

Shipping and Mercantile Gazette 3 November 1848 page 1.

She did not sell at auction on 15 November and was then advertised for private sale³²⁹—weekly until 27 February 1849. According to the *Lloyd's Registers* Soanes never did manage to sell her.

326 *Hobarton Guardian, or, True Friend of Tasmania* 28 August 1847 page 2.

327 *Morning Herald* (London) 1 May 1848 page 6.

328 Samuel Soanes 1824–1904 married Frances Ophelia Romeo b. 1839
and they had 9 children. He died in Antigua and Barbuda
(Ancestry.com).

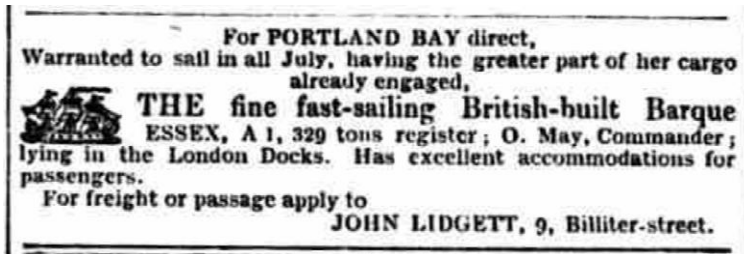
329 *Shipping and Mercantile Gazette* 21 November 1848 page 1.


She was surveyed in Sweetings Dock in early February and classed A1.³³⁰ A barque named *Essex* was reported from Bahia, Brazil in August 1849,

The Croxdale, Douglas, which arrived here from Buenos Ayres, May 19, has been condemned as unseaworthy and will be sold by auction; her cargo will be conveyed to London by the barque *Essex*.³³¹

She was cleared out from London, in ballast, for Corfu on 20 November 1849³³² and arrived there on 6 January 1850,³³³ Alexandria on the 26th,³³⁴ left for London on 11 March,³³⁵ reached Gibraltar on 28 April,³³⁶ was off Deal on 27 May³³⁷ and at Gravesend on the 29th.

She was surveyed on 15 June in Hackwood's Dock, classed A1³³⁸ and entered out from London for Portland Bay on 14 June 1850 when her broker advertised for freight and passengers,



For PORTLAND BAY direct,
Warranted to sail in all July, having the greater part of her cargo
already engaged,
 THE fine fast-sailing British-built Barque
ESSEX, A 1, 329 tons register; O. May, Commander;
lying in the London Docks. Has excellent accommodations for
passengers.
For freight or passage apply to
JOHN LIDGETT, 9, Billiter-street.

Shipping and Mercantile Gazette 25 June 1850 page 1.

330 *Lloyd's Register* Document no. LRF-PUN-LON626-0165-R_0001.

331 *Shipping and Mercantile Gazette* 27 August 1849 page 3.

332 *Liverpool Shipping Telegraph and Daily Commercial Advertiser*
22 November 1849 page 1.

333 *Lloyd's List* 11 February 1850 page 2.

334 *Shipping and Mercantile Gazette* 20 February 1850 page 2.

335 *Shipping and Mercantile Gazette* 1 April 1850 page 2.

336 *Lloyd's List* 9 May 1850 page 2.

337 *Lloyd's List* 28 May 1850 page 1.

338 *Lloyd's Register* Document no. LRF-PUN-LON628-0438b-R_0001.

She was cleared outwards on 1 August, sailed on the 2nd³³⁹ (Captain O. May) and arrived at Portland Bay on 4 December.³⁴⁰ She brought a mixed cargo to Australia, “40 hogsheads beer, 120 dozen cases wine, 20 hogsheads spirits...” painter’s colours, oil, salt, earthenware, champagne, gin, sherry brandy, beer, whiskey, brandy, timber, rope, oakum, tar, grindstones, lucifers, gunpowder, iron hoops....³⁴¹

The *Essex* arrived back, off Salcombe on 15 July 1851,³⁴² Gravesend on the 21st, St Katherine’s Dock the next day.³⁴³ She was entered out on 7 August for Ceylon and Hongkong, cleared out on 29 August³⁴⁴ and sailed on 1 September, arriving at Colombo on 10 January 1852.³⁴⁵

She sailed thence for Hongkong on 22 January and arrived on 7 April,³⁴⁶ sailing for San Francisco on 12 May³⁴⁷ arriving on 20 July.³⁴⁸ She left San Francisco for Valparaiso on 8 August³⁴⁹ to arrive on 22 October³⁵⁰ and leave on 7 November 1852³⁵¹ for Coquimbo (2 December) and Swansea.

She was back and she was surveyed at Fletcher dry dock on 30 September and 3 October 1853, the surveyor noting,

339 *Shipping and Mercantile Gazette* 3 August 1850 page 2.

340 *Sydney Morning Herald* 18 December 1850 page 2.

341 *Melbourne Daily News* 10 December 1850 page 2.

342 *Public Ledger and Daily Advertiser* 21 July 1851 page 3.

343 *Shipping and Mercantile Gazette* 22 July 1851 page 1.

344 *Liverpool Shipping Telegraph and Daily Commercial Advertiser* 2 September 1851 page 1.

345 *Shipping and Mercantile Gazette* 17 February 1852 page 2.

346 *Lloyd’s List* 14 June 1852 page 3.

347 *Lloyd’s List* 17 July 1852 page 3.

348 *Shipping and Mercantile Gazette* 13 September 1852 page 2.

349 *Shipping and Mercantile Gazette* 21 September 1852 page 2.

350 *Lloyd’s List* 21 December 1852 page 2.

351 *Lloyd’s List* 10 January 1853 page 2.

*At the present time scraped bright from the lower part of the Wales to plankshear for the purpose of being put in the Asterisk Character.*³⁵²

The Sheerstrakes part of Topsides upper Deck Clamps and several of the upper Deck beams and timbers where seen are badly decayed.

The Owner Requested this survey for the purpose of Ascertaining the Repairs required to entitle her to the Above Character....


*The Owner on pointing out the condition of this Vessel declines entering with any of the above repairs for the present and has taken her out of the Dry Dock and laid her up for Sale. She is not in a condition at present to recommend her for any Character.*³⁵³

She was thirteen years old and Samuel Soanes did advertise her again for private sale—without mentioning decaying timber.

352 In the *Lloyd's Register* a vessel that had passed the period assigned to her for the character A and had then been found on survey to be “of superior description, being fit for the conveyance of dry and perishable goods to and from all parts of the world,” was distinguished by inserting her character in red with an asterisk.

353 *Lloyd's Register* document no. LRF-PUN-LON633-0486-R_0001. No asterisk then.

Chapter 5: Death on the Scroby Sand



THE good Barque ESSEX, 329 tons register ; built at Sunderland, in 1840, originally classed nine years A 1, and continued for three more in 1849, when she had large repairs. Has a poop, with elegant passenger accommodations, and between decks laid fore and aft ; sails fast, and shifts without ballast ; is fitted with patent windlass and patent pumps ; has an abundant inventory of stores, which, with her masts and rigging, will be found in good condition, the latter having been refitted within the last three months.

For inventories and further particulars apply to
SMITH, SUNDIUS, and Co., 76, Cornhill.

Shipping and Mercantile Gazette 28 October 1853 page 1.

The advertisements appeared twice a week until 20 January 1854 but apparently she didn't sell, for *Lloyd's Register* for 1854 records her captain as Smither and owner still Soanes.

On 20 February the *Shipping and Mercantile Gazette* reported from Great Yarmouth that on 18 February the wind had been "N.W., blowing hard, with snow, very coarse" all night and,

This morning a large barque, in coming up the roads from the northward, about 9 a.m., caught the Scroby Sands, and almost immediately turned over and disappeared; all on board perished.... The barque reported yesterday to have been lost on Scroby Sand is the Essex, of London; crew all perished.³⁵⁴

Presumably Smither—new and perhaps inexperienced—was master. He had come out of the Yarmouth Roads from the north and the *Bury and Norwich Post* explained that he had followed a smaller vessel into shallow water,

FATAL SHIPWRECK.— On Saturday last, at daybreak, our coast was visited with a very severe gale from the W.N.W., accompanied by a snowstorm; the roadstead

354 *Shipping and Mercantile Gazette* 20 February 1854 page 2.

being covered with an enormous fleet of merchant vessels and colliers. About ten o'clock a large barque (supposed to be a "stranger") was seen attempting to follow a schooner over the Pightle,³⁵⁵ but, drawing too much water, she got upon the Scroby Sands. Our gallant beachmen immediately launched the large lifeboat to rescue the poor fellows on board (13 in number) who took to the rigging. The sea, running tremendously high, made clean breaches over the unfortunate barque, sweeping several of the poor men from their only chance of safety; and before the lifeboat could near her the vessel heeled completely over, and every living soul on board was engulfed in the waves. A great many vessels were driven from their anchors, and sustained severe damage. At Winterton the brig *Friendship*, of Whitby, Captain Jibwood, lies stranded, and is expected to go to pieces. Happily the wind eased towards dark, and on Sunday morning the wind and weather were sufficiently fair to enable many vessels to proceed to their destination.³⁵⁶

The barque was in ballast, with painted ports, and supposed to be about 350 tons burden. It is believed, from spars and pieces of timber that were found floating near the spot, that she was the *Essex* of London.³⁵⁷

About halfpast nine on Saturday morning, a barque named the *Essex*, London, got upon the Scroby sands during a heavy fall of snow, the poor fellows were seen from the beach to have taken refuge in the rigging, and great efforts were made to launch the life-boat, but owing to the heavy swell it was impossible to do so for some

355 A pightle is a small, often irregularly shaped, piece of land. Here it may be a local term for the central lagoon of the Scroby Sand.

356 *Bury and Norwich Post* 22 February 1854 page 3.

357 *Stamford Mercury* 24 February 1854 page 2.

considerable time, and before they could get to her, the masts were seen to go, the vessel heeled over, and the crew of 12 or 14 men met with a watery grave.³⁵⁸

Lloyd's List recorded her demise with unemotional brevity, "The *ESSEX* (barque) of London, was totally lost on the Scroby Sand yesterday morning with her crew."³⁵⁹

Because there was loss of life the event was also recorded in the *Board of Trade Casualty Returns* for 1854: 14 lives were lost, "After striking, she was thrown on her beam ends, and soon disappeared. The crew were all lost, the lifeboat not being able to reach her in time".

The *Lloyd's Loss & Casualty Book* (1854 page 353) was inscribed with a brief note, "*The Essex, of London, was lost on the Scroby Sand 18th inst., crew drowned.*"³⁶⁰



The Scroby Sand is a sandbank off the Norfolk coast. It runs north and south near the shore, from Caister towards Great Yarmouth. It has seen many shipwrecks and is now Scroby Sand Wind Farm.³⁶¹

358 *Norfolk Chronicle* 25 February 1854 page 3.

359 *Lloyd's List* 20 February 1854 page 5.

360 The Guildhall, London.

361 *Wikipedia* image.

Samuel Soanes married Frances Ophelia Romeo and they had nine children. His grandfather John Soanes had been an abolitionist and Samuel Soanes died on 4 February 1904 in the West Indies, on beautiful Antigua and Barbuda,³⁶² long after the abolition of slavery.

Appendix

A. Vessels named *Essex*

Many vessels have been named *Essex* but few are likely to be confused with the 1840 barque, of which no image appears to have survived.

The USS *Essex* was at Valparaiso in the war of 1816. The American whaler *Essex* was rammed and sunk by a sperm whale in 1820. The Canadian barque *Essex*, 407 tons was advertised for sale new in London in 1850. A wooden barque *Essex*, 1042 tons was launched in 1862.



The wooden barque *Essex*, 1042 tons, 1862, moored at Gravesend.

362 <https://www.ancestry.com/genealogy/records/samuel-soanes-24-69bqx1>.

There is another *Essex*, whose details are at <http://www.historic-shipping.co.uk/monwigram/essex%2039.html>: launched 1839, 651 tons, an East Indiaman wrongly documented as having made the 1842–1843 voyage to New Zealand.

B. Captains named Henry Oakley

The commander of the *Essex* to New Plymouth was Henry Oakley. His last voyage in the barque ended in 1844. He has proved hard to follow as a mariner's life seems to have been popular among the many men so named.

A Captain Henry Oakley was master of the ship *Leichhardt*, advertised from Liverpool for Calcutta in 1854.³⁶³ The last record of that association is 1856.

A Captain Henry Oakley was appointed Underwriters' Surveyor for the port of Liverpool in 1862,³⁶⁴ he gave evidence in that capacity at an enquiry in 1867.³⁶⁵

A Captain Henry Oakley of Falkland road Egremont (Cumbria) died in his 75th year on 21 June 1890.³⁶⁶

Another Captain Henry Oakley went down with his vessel when his barge was blown across the Thames and sank at Purfleet in 1895.³⁶⁷

I cannot tell which (if any) of these had been master of the *Essex* to New Plymouth but the first three seem likely.

363 *Liverpool Standard and General Commercial Advertiser*
11 July 1854 page 4.

364 *Liverpool Albion* 17 March 1862 page 8.

365 *British Parliamentary Papers*, Vol. 63.

366 *Birkenhead News* 25 June 1890 page 4.

367 *Southend Standard and Essex Weekly Advertiser* 28 March 1895 page 3.

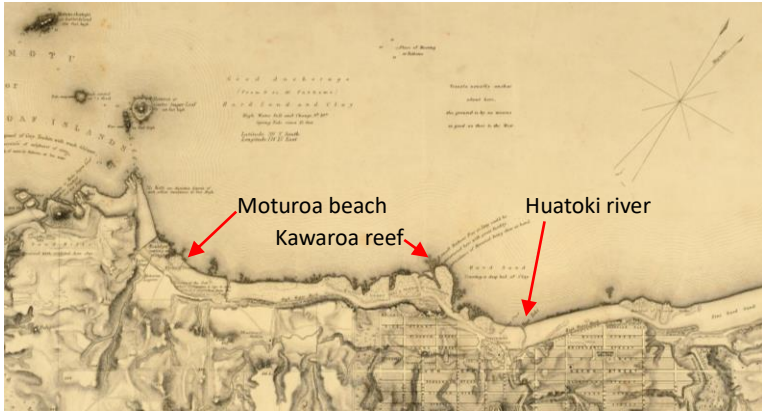
Epilogue

Timeline

- 1816 *William Bryan* launched; maiden voyage to Jamaica.
- 1830 *Oriental* launched.
- 1833 *William Bryan* transported woman convicts to Hobart.
- 1833 *Amelia Thompson* launched.
- 1834 *Blenheim* launched; *William Bryan* to Sydney; *Blenheim* to Sydney with convicts.
- 1835 *Oriental* to Hobart.
- 1836 *William Bryan* to Sydney; *Amelia Thompson* to Launceston.
- 1837 *Blenheim* to Hobart with convicts.
- 1838 *William Bryan* to Sydney; *Amelia Thompson* to Sydney.
- 1839 *Amelia Thompson* to Sydney; *Oriental* to Wellington; *Blenheim* to Sydney with convicts.
- 1840 January Plymouth Company of New Zealand formed; 19 February *Oriental* arrived at Port Nicholson; July *Essex* launched; 9 September *Blenheim* left the Clyde for Port Nicholson and arrived 27 December; November *Essex* to Launceston; **20 November *William Bryan* left Plymouth for New Plymouth.**
- 1841 25 March *Amelia Thompson* left Plymouth for New Plymouth; 30 March *William Bryan* arrived off New Plymouth and departed 6 May; 24 June *Oriental* left Plymouth for New Plymouth; August *Timandra* launched; 4 September *Amelia Thompson* arrived off New Plymouth and departed 17 October; 3 November *Timandra* left Plymouth for New Plymouth, *Regina* arrived off New Plymouth and was wrecked 9 November;**

- 7 November *Oriental* arrived off New Plymouth and departed 14th; 29 November Captain Liardet partially blinded.
- 1842 28 February *Timandra* arrived off New Plymouth and departed 11 March; 2 July *Blenheim* left Plymouth for New Plymouth and arrived 19 November; 3 September *Essex* left Plymouth for New Plymouth.
- 1843 4 January *Essex* arrived at Port Nicholson, 19 January off New Plymouth, departed 25th, then Melbourne to Nelson; 23 May *Amelia Thompson* foundered in the Bay of Bengal aged 10 years.
- 1846 *Blenheim* “missing”: about 19 September lost in a hurricane in the North Atlantic, aged 12 years.
- 1847 *Essex* to Hobart, Sydney.
- 1850 *Oriental* to Melbourne, Sydney, Port Nicholson; *Essex* to Portland Bay.
- 1853 *Oriental* to Melbourne.
- 1854 18 February *Essex* wrecked on the Scroby Sand, Norfolk, aged 14 years.
- 1855 *Timandra* at the Crimea.
- 1856 *Oriental* to Hobart.
- 1857 *Oriental* to Hobart.
- 1859 10 January *William Bryan* stranded on the Mosquito Coast, Honduras, aged 43 years; *Oriental* to Hobart.
- 1864 1 September *Timandra* wrecked off Tarifa, in the Strait of Gibraltar, aged 23 years.
- 1867 6 October *Oriental* rammed in the Celtic Sea, salvaged and broken up, aged 37 years.

Landing places



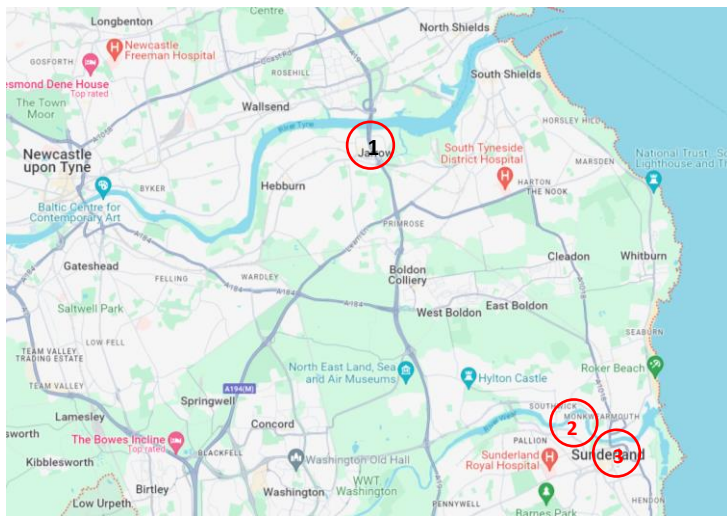
The New Plymouth roadstead: detail from Carrington's map showing the Taranaki shoreline. The *William Bryan* and the *Amelia Thompson* landed passengers and cargo at Moturoa beach, the *Oriental* near the mouth of the Hua Toki River. The *Regina* was wrecked on the Kawaroa reef.

Passenger numbers to New Plymouth

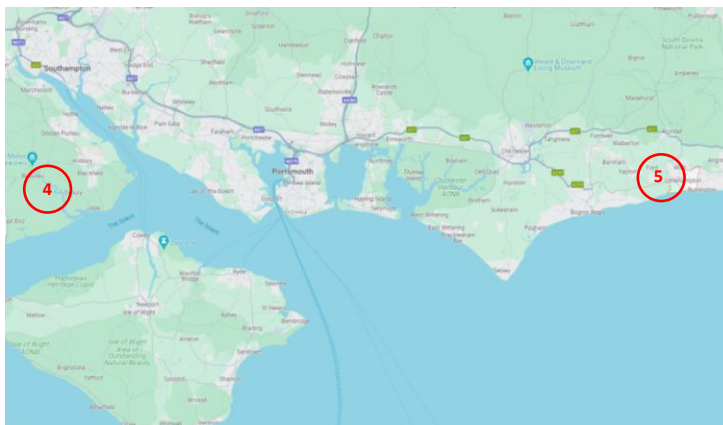
William Bryan 134, *Amelia Thompson* 187, *Oriental* 130,
Timandra 202, *Blenheim* 138, *Essex* 115: 906 in all.

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

River built vessels



1. Jarrow-on-Tyne, where the *Blenheim* was built;
2. Deptford yard on the Wear where the *Amelia Thompson* was built;
3. Stodhart & Routledge's yard on the Wear where the *Essex* was built.



4. Buckler's Hard on the Beaulieu, where the *William Bryan* was built.
5. Littlehampton on the Arun, where the *Timandra* was built.

Ian St George is a retired doctor, naturalist and amateur historian.

His great great grandfather George Hanbury Farridy St George was among the cabin passengers to New Plymouth on the *Amelia Thompson* in 1841.

Other books written, collated or edited

William Colenso

Give your thoughts life: Colenso's letters to editors

William Colenso: his life and journeys 2nd ed.
As near conversation as possible: Colenso's private letters

Colenso's collections

Doctor Colenso I presume? Colenso's medical practice

What I believe to be genuine and authentic: Colenso's publications

With the children of the wild: journeys in Northland

Mr Colenso's Wairarapa: journeys in the Wairarapa

Gazing with a trained eye (co-editor): proceedings of Colenso conference

Koreneho: joyful news out of the new found world (co-editor)

Editor, monthly journal *eColenso* 2010–2016, 80 issues and supplements



Other pioneers

Richard Laishley in New Zealand.

David Paton Balfour

Edward Alexander Haggan ME

Henry Stokes Tiffen

Maori Jim: James Stephen Grindell

Sammie: Samuel Carnell MHR

The Sketcher: Frederick Richards Rayner

William Frederick Howlett BA

William Isaac Spencer MRCS FLS

A most delightful pursuit: William Lewis Townson

NZ born silent movie actors

Four Stars

Elaine Hamill

Eve Balfour

Lily Branscombe

Maisie Carte

Marjorie Day

Mollie Raynor
Nada Conrade
Nina Byron
Shayle Gardner
Vera James
Tui Lorraine Bow
Tui Lorraine in La La Land

New Zealand native orchids

Wild orchids in the far south of NZ
The NZ orchids: natural history and cultivation (co-editor)
Nature guide to the native orchids of NZ
3 editions of *Field guides* (co-editor)
3 editions of *Colour field guides* (co-editor)
3 editions of *Pocket guides* (co-editor)
Bruce Irwin: drawings of New Zealand orchids (co-editor)
Editor *NZ Native Orchid Journal* 1988–2023: 150 issues
Editor *NZ Native Orchid Group Historical Series*: 22 issues.

Medical

Doctors writing
A special general practice
A history of the GP Vocational Training Programme (co-editor)
Assessing doctors' performance
Editor *NZ Family Physician*
Editor, 11 issues of *Cole's medical practice in New Zealand*.
Four chapters in books, 90 papers in refereed medical journals, ten commissioned papers, many editorials and articles in nonrefereed medical press.

Family

Fifty years a Taranaki doctor: George Hanbury Farridy St George
First chemist in the Wairarapa: Leonard Shaw St George
My father's uncle Frank: Frank Clarence St George
Grandfathersongs: for Violet Hilton, Eli Hooper, Elise Hinomoto
Our 16 of your 32 great grandparents
Cliff Porter: captain of the 1924 Invincibles: 100 years on

Miscellaneous

Articles in *NZ Listener*, *Katherine Mansfield Society Newsletter*, *Otago Daily Times*, *Turnbull Library Record*, *NZ Gardener*, *The Orchadian*, *the Wellington Botanical Society Bulletin*, *Forest & Bird*, *Victorian Naturalist*, *NZ Journal of Botany*, *AirNZ Magazine*.