

What Was The Voyage Really Like?

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Introduction (Convict or Immigrant)

- ◆ Establish what ship an ancestor arrived on – search state archive indexes online
- ◆ Obtain the passenger list
- ◆ Obtain any other relevant lists eg health officer's reports, newspaper accounts etc
- ◆ Locate a photograph or illustration
- ◆ Locate any shipboard diaries, surgeon's journals or logs
- ◆ Look for secondary sources, further clues



When Did They Arrive?

- ◆ Where to look depends on which colony or state they arrived in – try state archives – indexes online
- ◆ Cora Num's *How to Find Shipping and Immigration Records in Australia*
- ◆ Nick Vine Hall's *Tracing Your Family History in Australia*
- ◆ The Ship's List – online transcripts & indexes





TheShipsList



FIND YOUR ANCESTORS Search Billions of Records

Any

FIRST NAME LAST NAME LOCALITY

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[Ship to Australia](#)
[Shipping Australia](#)

Transcribed and submitted to TheShipsList by [Robert Janmaat](#), Adelaide, from a variety of sources, cited below.

Return to [SA Passenger Lists.1847-1886](#) see also [SA German Lists](#)

barque **Rockliffe**, 688 tons, Captain Joseph Drew, from London 26th August, Plymouth 17th September, 1864 arrived at Port Adelaide, South Australia 20th December 1864

The *South Australian Register*, Wednesday 21 December 1864 p. 2

Monday 19th December:— **Rockliffe**, barque, 688 tons, J. Drew, master, from London August 2nd via Plymouth September 17. Captain, agent.

Passengers—Dr. Kitchen (Surgeon-Superintendent), in the cabin ; and 295 Government emigrants in the steerage:—

... — 8th ship from England to S.A. with government passengers for 1864 ; —2— births and —1— death on the passage ; Charles Kitching, surgeon-superintendent.

The Passenger List indicates the class of Emigrants, so in the list below, I have combined those lists, but have made notations alongside the family name, thus, *General Emigrants* = **GE** ; *Assisted Passage* = **AP** ; *Remittance Emigrants* = **RE** ; *Colonial Nominees* = **CN** ; *Passage Paid* = **PP**. — Robert

www.theshipslist.com

Shauna Hicks
History Enterprises

Yarra Plenty Aug 2012

Think Laterally For Best Results

- ◆ Be aware of spelling variations if a passenger list is elusive
- ◆ Try other states as people moved around
- ◆ Search either side, or even a few days, of an arrival date in the newspaper
- ◆ Look in other capital cities for photographs – ships visited more than one port/colony



What Did the Ship Look Like?

- ◆ *Trove (PictureAustralia)*
<http://trove.nla.gov.au>
- ◆ National Library or relevant State Library
- ◆ Vaughan Evan's *Maritime Illustration Index*
– 3 volumes – indexes illustrated newspapers
- ◆ *Lloyd's Register of Shipping* – will give basic details of size, type etc





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- 727 lists this month

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 - Poster, chart, other (1)
- ▼ Availability
 - Online (6)
 - Freely available (6)
- Decade

Pictures, photos, objects

Showing: 1 - 6 of 6 Sort by: Relevance



Chyebassa (merchant ship)
 [Poster, chart, other : 2010]
 Keywords: ships ; Chyebassa (ship)

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 At State Library of NSW



[The ship Chyebassa at the wharf]
 Issell, Thomas Heinrich, Harry, 1907-1970, photographer
 [Photograph : 3 images : 1942-1969]
 Keywords: Ships Victoria Port Melbourne.; Chyebassa (Ship)

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Books

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The Torres Straits route from Queensland to England by the British-India Steam Navigation Company's royal mail steamer "Chyebassa" by E. J. Banfield
 Banfield, E. J. (Edmund James), 1852-1923
 [Book : 1885]

[View online](#)
 At 2 libraries

Immigrants through the Port of Maryborough (Queensland) / compiled by Eileen B. Johnson
 Johnson, Eileen B



Welcome to the Australian National Maritime Museum

Australians are closely linked to the sea through commerce, defence, exploration, adventure, sport and play. Our oceans and waterways have influenced our development...and who we are.

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museums

Coastal shipping

Convict ships

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passenger liners

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lightships

Passenger ships to
Australia: A
comparison of vessels
and journey time...

Pictures of ships in the
Australian trade

River trade



Finding an image

Images of early sailing vessels are rare. You may find a contemporary sketch or painting of a vessel from this period if the ship is very well known.

Pictures of steamships are slightly easier to find as steamships appeared regularly on the Australian coast as photography developed. Searching for images of 20th-century vessels may yield results, as photography had become a popular hobby.

Illustrated newspapers such as the *Illustrated London News*, *Illustrated Sydney News* and *Australasian Sketcher* featured good quality drawings of sailing ships and early steamships. Download the following indexes to make locating a suitable illustration much easier. The indexes are also on the museum library reference shelves (REF 387.50994 ILL). Visit the [Illustrated London News Picture Library](#) website for online access to images.

[Maritime Illustration Index 1. Illustrated Sydney News 1853-1889](#) (PDF, 260kb)

[Maritime Illustration Index 2. Illustrated London News 1842-1891](#) (PDF, 190kb)

[Maritime Illustration Index 3. Australasian Sketcher 1873-1889](#) (PDF, 151kb)

Books

We've indexed some of the best illustrated books in the library to help you locate images of ships. Download our [Index to ship pictures](#) (PDF 2.1 MB) or use the hardcopy (on the reference shelves) when you visit the library.

To obtain a photocopy of an image from the index you can either locate the book at a library near you or contact our [Public Enquiries Librarian](#) (phone 02 9298 3731 or fax 02 9298 3730).

Online sources

- Special exhibitions
- Permanent exhibitions
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Research guides



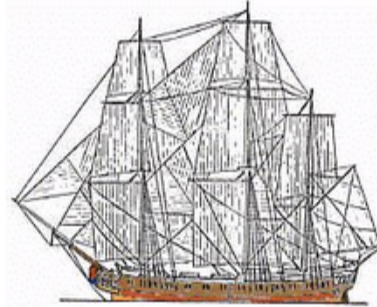
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Name	Type Or rig	Tons	Date Build	Place build	ISN Reference				Comment
					Year	Vol	No	Page	
									Soudan
KATE GRANT	sch				1873	9	9	8	Murder of James Ross by Pacific islanders
KEARSAGE	USS				1869	5	65	252	Deck view
KEILAWARRA	ss	784	1878	UK	1887	24	1	4	Sinking after collision with <i>Helen Nicoll</i>
KEMBLA	ps	325	1860	UK	1864	1	2	1	Towing derelict vessel, <i>Prince Consort</i>
KENNEDY	tss		1865	AU	1865	1	9	8	Launch, ASN works Pymont, Sydney
KING OSCAR	bk				1872	8	96	29	Attacked by whale off Cape Howe
LEICHARDT	ps	368	1865	AU	1864	1	6	9	Launch, ASN Patent Slip Pymont, Sydney
LIGURIA	ss	4666	1874	UK	1884	21	10	17	
LISMORE	sch			AU	1866	3	27	24	Crew rescued from wreck at Newcastle NSW
LOCH ARD	s	1693	1873	UK	1874	10	13	16	Dismasted
					1878	13	33	13	Wrecked; deck view
					1878	13	33	17	Wreck scene
LOCH LEVEN	s	1439	1869	UK	1871	8	94	188	Wreck. King's Island
LONDON	ss				1866	2	23	9	Foundering, Bay of Biscay deck view
LUNA	ps	252	1864	UK	1867	4	39	209	Collision with <i>BLACK SWAN</i>
LUSITANIA	ss	3877	1871	UK	1877	13	23	12	

www.anmm.gov.au

REGISTER OF SHIPS



Here, you will find the registration details of a vessel such as the rigging, the tonnage, dimensions, propulsion, owners and her Master. These have been transcribed from the Lloyd's Register of British and Foreign Shipping from 1764 up to 2003, by Gilbert Provost with assistance from Pauline Joicey.

(New vessels are added continuously. Check often)

[Aa-AI](#) - [Am-An](#) - [Ao-Az](#) - [Ba-Bh](#) - [Bi-Bq](#) - [Br-Bz](#)
[Caa-Cap](#) - [Car-Cey](#) - [Cha-Cli](#) - [Coe-Cyn](#)
[D](#) - [Ea-EI](#) - [Em-Ex](#) - [F](#) - [G](#) - [Ha-Hel](#) - [Hen-Hy](#) - [I](#) - [J](#) - [K](#)
[La-Le](#) - [Li-Ly](#) - [Maa-May](#) - [Me-My](#) - [N](#) - [O](#) - [Pa-Pl](#) - [Po-Py](#) - [Q](#)
[Ra-Ri](#) - [Ro-Ry](#) - [Sa-Se](#) - [Sh-Sm](#) - [So-Sy](#) - [T-U](#) - [V](#) - [W](#) - [X-Y-Z](#)

Send requests to look up more vessels to g.provost@xplornet.ca including as many details as possible.

LINKS

[100 Years of Emigrant Ships from Norway](#)
[Archives & Collections Society](#)

<http://users.xplornet.com/~shipping/Lloyds.htm>

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SULTANA - 1854

Master: Captain Mainland

Rigging: Barque; sheathed in yellow metal in 1851

Tonnage: 496 tons using old measurements and 588 tons using new measurements

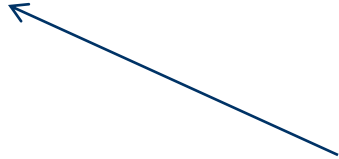
Construction: 1849 in Sunderland

Owners: Mitcheson

Port of registry: London

Port of survey: London

Voyage: sailed for Adelaide



SULTANA - 1865

Master: Captain Williams

Rigging: Ship; sheathed in felt and yellow metal in 1864; partly fastened with iron bolts

Tonnage: 1,308 tons using old measurements and 1,316 tons using new measurements

Dimensions: 185.4 feet long, 34.1 foot beam and holds 22.9 feet deep

Construction: 1853 in Saint John, NB; repairs to damages in 1861; some repairs in 1864

Owners: Baines & Co.

Port of registry: Liverpool

Port of survey: Liverpool

Voyage: sailed for Australia



TIP: Make sure you
have the right ship
– check date of
construction!

<http://users.xplornet.com/~shipping/ShipsS2.htm>

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[Port Phillip District and Victorian settlers - various indexes. 1841 to 1857](#)

Ships' Logs, Journals, Pictures and Passenger Ship Links

Australia and New Zealand

This page created 26 November 1998

Updated 26 Oct 2006

On this page

[Log of Logs](#)

[Australian Joint Copying Project](#)

[The Long Farewell](#)

[Where to Look for Ships' Pictures](#)

[Links to sites for Online Ships' Passenger Lists](#)

[Lloyd's Register of Shipping](#)

[Convict Ship Links](#)

[Other Interesting Sites](#)

[Convict Tattoos](#)

[Ships' Crew and Captains](#)

<http://members.optusnet.com.au/lenorefrost/shipslog.html>

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Yarra Plenty Aug 2012

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Samuel Plimsoll (1873 -1903)

Built in 1873 by W.Hood & Co, Aberdeen for the [Aberdeen Line](#), she was a three masted full rigged ship of 1,520 gross tons. Length 73,53m x beam 11,88m x depth 7,04m (241.3ft x 39ft x 23.1ft), iron hull and accommodation for 50-1st class passengers carried in the poop. Fitted for the carriage of emigrants in the 'tween decks. Launched in Sep.1873 as a passenger clipper, Samuel Plimsoll was present at the launching. He had said, when presenting his case to Parliament that Thompson's Aberdeen Line was the only concern that which never loaded their ships too deeply. In gratitude at this recognition (which must have improved his trade), George Thompson named the ship after him. She was a fast ship, but was inclined to be dis-masted and to lose gear. However, she proved to be a popular ship. On Dec.19th 1873 she left Plymouth with 180 emigrants and arrived at Port Jackson 1st Feb after only 74 days land to land. In 1875 when bound for Melbourne with 360 emigrants, she was in collision with, and sank the ENRICA in the English Channel, with no damage to herself. She embarked 450 emigrants at Plymouth in 1878 and made an 86 day passage to Melbourne. She then made the best return passage of the year with wool to London in 80 days. Dis-masted in a tropical squall in 1880, she was repaired at sea and still arrived at Sydney in 83 days, to the surprise of the Master of an American clipper which had offered help at sea and arrived at Sydney to find that the SAMUEL PLIMSOLL had beaten him to it by several days. In 1883 she sailed to Sydney in 72 days and in 1888 sailed London - Melbourne which was becoming the terminal port. She caught fire in the Thames in 1899 and was scuttled, but was re-floated in 1900 and sold to [Shaw Savill & Co](#) for their New Zealand trade. In 1902 she sailed from Glasgow for Otago and was severely dis-masted off New Zealand and towed to Gisborne. Not repaired, she was towed to Sydney and in 1903 was sold as a hulk for use at various Australian ports. In this year she was at Fremantle.

Source [Merchant Fleets by Duncan Haws, vol.17, Aberdeen and Aberdeen & Commonwealth Lines]

More information on **Samuel Plimsoll:**

[The Ships List](#)

"The Colonial Clippers", *Basil Lubbock*, 1948

[Walter Hood Shipyard](#)

[Aberdeen & Commonwealth Line](#)

[Ships List \(Aberdeen Line\)](#)



<http://home.pacific.net.au/~hannahhome/ships/samuelpimsoll.html>

Why Did They Immigrate?

- ◆ Not always possible to establish – bit easier with convicts because there are trial records
- ◆ Can make educated guesses for immigrants
 - Desire for a better life for themselves and family
 - Newspapers in home country can be useful in providing clues eg Queensland Emigration Agent advertised frequently in Scottish newspapers in 1860s



ASSISTED EMIGRATION TO QUEENSLAND.

ASSISTED PASSAGES are now GRANTED to a LIMITED NUMBER of ELIGIBLE PERSONS at £8 per head (adult.) The Class of Persons alone Eligible are Ploughmen, Road-Makers, Quarrymen, Professed Gardeners, and a Few Miners, Carpenters, Masons, Bricklayers, Blacksmiths, Wheelwrights, Shipwrights, and Female Domestic Servants of good character.

Applications in EDINBURGH may be made to J. HARTHILL, 1 HANOVER STREET, Agent for the Black Ball Line of Ships, from whom full particulars may be obtained.

HENRY JORDAN.

QUEENSLAND EMIGRATION OFFICE,
17 Gracechurch Street, London.

This article is from <http://archive.scotsman.com>

Tuesday 10th February 1863 - Page 1

Original article URL:

<http://archive.scotsman.com/article.cfm?id=TSC/1863/02/10/>

QUEENSLAND GOVERNMENT EMIGRATION OFFICES, LONDON EMIGRATION TO QUEENSLAND, FREE GRANTS OF LAND.

A NEW EMIGRATION ACT, recently passed, entirely removes the restrictions as to age, which formerly required that men should be under 40 and women under 35. All persons paying their own full passages to the Colony will now receive a full £30 Land Order—equal to 30 Acres of Land, to be selected by themselves—for each member of their families counted as adults. Persons of twelve years and upwards are counted as adults; those between twelve months and twelve years are reckoned as children. Two children count as one adult. Children receive £15 Land Orders.

Free and Assisted Passages are now given to eligible persons without restriction as to age.

HENRY JORDAN,
Agent-General for Emigration for Queensland,
Appointed Agent for Edinburgh,
MR. J. P. OLIVER, 37 George Street. 2303

This article is from <http://archive.scotsman.com>

Wednesday 1st February 1865 - Page 1

Original article URL:

<http://archive.scotsman.com/article.cfm?id=TSC/1865/02/01/Ar00100>

What Happened on the Voyage?

- ◆ Websites - Google
- ◆ Official reports - Health Officer's reports, school reports found in Colonial/Chief Secretary's correspondence in state archives
- ◆ Official enquiries into voyages – government publications
 - *Votes and Proceedings (V&P)*
 - *Parliamentary Papers (PP)*
- ◆ Secondary sources eg books



Convict Voyages

- ◆ Excellent secondary sources eg Bateson, Hawking, Brooke & Brandon
- ◆ Charles Bateson – 5 sections between 1787–1868, 220 pages
- ◆ *Active* (part of Third Fleet) long passage of 183 days, bad weather, 21 convicts died, survivors in feeble and emaciated state, complained bitterly of not having their proper allowance of provisions – although partially starved (*Queen* was much worse) no action taken by British authorities



Captain Phillip's response

- ◆ Despite the irregularities, the Third Fleet convicts who arrived in 1791 had been more humanely treated than those in the Second Fleet & the mortality rate was lower but still excessive & precautions against illness inadequate – 576 needed medical treatment
- ◆ Phillip said “Although the convicts landed from these ships were not so sickly as those brought out last year, the greatest part of them are so emaciated, so worn away by long confinement, or want of food, or from both these causes, that it will be long before they will recover their strength, and which many of them never will recover”



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Maritime London - Discover the past, explore the present

Please note that this site is no longer being updated

Explore the history of maritime London from Roman settlements to today's Docklands. Find out about the individuals and events that have contributed to its wealth and importance, and discover the communities who have made this great port city their home.



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 A unique historical landscape
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The Goan community of London
 The London Goan community's origins and maritime links with the docks of East London
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The Great Dock Strike of 1889

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Time Pirates

Stop the evil genius from stealing history! An award winning children's adventure game

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Get 100% to see an animated London skyline

www.portcities.org.uk/london

Yarra Plenty Aug 2012

Shauna Hicks
History Enterprises

Establishment of the prison hulks

Warship gaols

To ease overcrowding in the gaols, the authorities also decided to imprison convicts in the hulks of old warships moored on the Thames.

Many prisoners served their entire sentence on the hulks. Others were housed there until a space could be found on a transport ship to Australia.



The prison hulks were a temporary measure that lasted for 80 years.

80-year solution

In 1798 it was reported that more than 1400 out of a total of almost 1900 people waiting for transportation to Australia were confined on the hulks.

The use of the hulks was seen as a temporary measure, and so was first authorized by Parliament for only two years. But despite the concerns of some members who deplored its inhumanity, the 1776 Act lasted for 80 years. It was regularly renewed and extended in scope 'for the more severe and effectual punishment of atrocious and daring offenders'.



The hulk *Warrior* (1781) anchored off Woolwich.

<http://www.portcities.org.uk/london>

Food on the hulks

The authorities were always keen to keep down the cost of the prisons. They wanted to avoid giving prisoners a better life than the poor had outside the hulks.


The quality of the prisoners' food was therefore kept as low as possible. The monotonous daily meals consisted chiefly of:

- ox-cheek, either boiled or made into soup
- pease
- bread or biscuit.

The biscuits were often mouldy and green on both sides! On two days a week the meat was replaced by oatmeal and cheese. Each prisoner had two pints of beer four days a week, and badly filtered water, drawn from the river, on the others.

Sometimes, the captain of a hulk would allow the convicts to plant vegetables in plots near the Arsenal. This attempt to add something extra to the poor diet of the prisoners depended on the goodwill, or otherwise, of the individual in charge.



 Biscuits on board the hulks were often mouldy.

Life on board

Appalling conditions


Conditions on board the floating gaols were appalling. The standards of hygiene were so poor that disease spread quickly. The sick were given little medical attention and were not separated from the healthy.

Two months after the first convicts had been placed on board the hulks, an epidemic of gaol fever (a form of typhus spread by vermin) spread among them. It persisted on and off for more than three years.


Dysentery, caused by drinking brackish water, was also widespread. At first, patients, whatever their state of health, lay on the bare floor.

Later they were given straw mattresses and their irons were removed.



 Conditions on the prison hulks were terrible.



 Convict hulks moored at the quayside.

www.portcities.org.uk/london

V&P and PP

- ◆ Annual immigration reports to Government
- ◆ List all ships arriving, number of immigrants, whether free or assisted, any inquiries and remarks
- ◆ Can give additional background information which is often also reported in newspaper accounts of the voyage and arrival



QLD arrivals Apr 1865 – Mar 1866 in V&P

- ◆ *Legion of Honour* 486 souls or 424½ adults
 - Badly conducted. A bad selection. Several of the immigrants were apparently men who had lived by their wits in England.
- ◆ *Queen of the South* 524 souls or 456 adults
 - Very badly conducted. A very bad selection. The generality of the single men appeared to be the sweepings of St Giles and Whitechapel.



Surgeon's Report 1866 in V&P

- ◆ *Legion of Honour* - 90 days
- ◆ General conduct of the passengers has not been good.
- ◆ Evinced a strong spirit of animosity and resistance towards the authorities of the ship.
- ◆ The single men, with few exceptions, have most certainly left their country for their country's good.



Legion of Honour (contd)

- ◆ Provisions and water of the best quality
- ◆ Passengers showed a marked and most unwarranted aversion to the use of preserved meat, large quantities wilfully wasted
- ◆ Medical comforts tolerably good with the exception of the port and sherry which was vile!



Legion of Honour (contd)

- ◆ Deaths (4 adults, 1 child, 2 infants)
- ◆ Births (6 with 3 stillborn)
- ◆ Bronchitis – 10
- ◆ Pneumonia – 21
- ◆ Broncho pneumonia – 5
- ◆ Infantile remittant fever – 20
- ◆ Gonorrhoea – 17
- ◆ Chancres – 9
- ◆ Meningitis - 2
- ◆ Pertussis – 5
- ◆ Plus other illnesses



Clothing Requirements

◆ Females

- ◆ 6 shifts
- ◆ 2 warm , strong flannel petticoats
- ◆ 6 pairs stockings
- ◆ 2 pairs strong shoes
- ◆ 2 strong gowns, 1 which must be warm

◆ Males

- ◆ 6 shirts
- ◆ 6 pairs stockings
- ◆ 2 warm flannel or Guernsey shirts
- ◆ 2 pairs of new shoes
- ◆ 2 complete suits of strong exterior clothing



Ship's Kit

£1 Ships Kit

- ◆ 1 bed and pillow
- ◆ 1 pair blankets & sheets
- ◆ 1 counterpane
- ◆ 1 water bottle, 1 wash basin
- ◆ 1 plate, 1 pint drinking mug, 1 quart
- ◆ 1 knife and fork, 2 spoons
- ◆ 3 lbs marine soap
- ◆ 1 slop pail

10s 6d Ship's Kit

- ◆ 1 bed, 1 pair sheets
- ◆ 1 water bottle
- ◆ 1 wash basin
- ◆ 1 plate
- ◆ 1 pint drinking mug
- ◆ 1 knife and fork, 2 spoons
- ◆ 3 lbs marine soap



Shipboard Diaries, Logs & Letters Home

- ◆ Bring the immigrant's experiences alive and add colour to the family history
- ◆ In archival records – try National Archives & State Archives
- ◆ In manuscript collections - National Library & State Libraries
- ◆ Ian Nicholson's *Log of Logs* – 3 vols
- ◆ *AJCP* – Part 7 Admiralty Records
 - Medical journals – convict ships



The Diary of

G.J. Yelland

August 21

to

November 28

1882

From
North Molton, England
to
Brisbane, Australia

September

1

I was very sick all day. About noon the wind shifted and it sent us on proper about 10 1/2 knots per hour.

2

We got in the Bay of Biscay in the Morning but it was very fair. I was sick all day. W. Con --- was sick for a few days but he was not so bad as me. I often wished I was back at Burch having some potatoes and Bacon.

3 Sunday

We got out of the Bay of Biscay in the evening. There was service in the afternoon. I got a little better today.

4

Nothing particular happened. We had very good wind. We went about 13 1/2 knots per hour.

5

I was cook today. Made a figgie pudding. We passed 2 sailing ships. A child died about midnight.

6

There was a sheep killed on board. Got 5 live sheep left and 6 pigs. The child was put in the deep in the eve. Passed 2 ships. Saw a white bird near the N of Africa.

7

Nothing happened more than usual. Very fair sailing.

9

Sighted Madeira in the morn. Had a concert in the evening singing and reciting.



Sighted Madeira in the morn.

Daily Routine on Convict Ship *New Grove*

- ◆ David Thomson, Surgeon 24 Nov 1834 – 1 Apr 1835 – medical journal
- ◆ Each morning upper deck washed, then each female convict called up in turn bringing her bedding for stowage during day
- ◆ Breakfast between 8 & 9am then between decks cleaned
- ◆ Dinner about 1pm and tea at 4pm
- ◆ Beds taken below at 5pm and just before sunset all prisoners called on deck and as each answered their name she was sent down and secured for the night.



Health on the *New Grove*

- ◆ Number of persons seeking medical assistance generally considerable especially at the start
- ◆ Change of diet, in the habits of life, as regards to exercise, sea sickness, depression and anxiety of mind arising from their situation
- ◆ 5 babies born, 2 stillborn – dead some days before delivery probably partial separation of the placenta occasioned by slipping the foot in going up or down the ladders was the cause



Details

Richard Hews Papers 1857-1867

Author/Creator: [Richard Hews](#)

[Great Britain. Foreign Office](#)

Subjects: [Hews, Richard -- Diaries](#); [Hews, Richard](#); [Sunda \(Ship\)](#); [Ship newspapers](#); [Passports -- Great Britain](#); [Ocean travel -- History -- 19th century -- Sources](#); [passports](#); [manuscripts](#)

Summary/Contents: Papers of Richard Hews including his passport and a diary kept during his voyage to Australia on the "Sunda" in 1865. The diary contains handwritten entries for a shipboard newspaper titled "The Southern Cross."

Date: 1857

Description: 0.02 linear metres.

Language: English

Access restrictions: Unrestricted access.

Additional physical form: Digital copies available for selected items.

Notes: Preferred citation: [Item reference code], Richard Hews Papers, John Oxley Library, State Library of Queensland, Australia.

System of arrangement: Arranged into 2 series

Identifier: OM82-06 .

Conditions of use: Copyright, Library Board of Queensland.

Persistent link: The following URL will provide a persistent link to this record -

<http://hdl.handle.net/10462/eadarc/7192>

[View the finding aid](#)

[Request an item](#)

Store this record

[Check library holdings \(GetIt\)](#)

<http://onesearch.slq.qld.gov.au>

Shauna Hicks
History Enterprises

Series: Manuscripts, 1865, OM82-06

Creator: Hews, Richard
Extent and medium: *Extent:* 1 folder
Scope and content: A notebook diary containing handwritten entries for a shipboard newspaper, "The Southern Cross," distributed to passengers during a voyage from England to Australia on the "Sunda" in 1865.
Existence and location of copies: Digital copies available for selected items.
Finding aids: An item list is available

▲ top

Item: The Southern Cross, 23 Mar 1865 - 23 May 1865, OM82-06/1

Creator: Hews, Richard
Extent and medium: *Extent:* 2 single and 30 double sided pages
Manuscripts
Location: [Request an item](#)

Box 9109

Scope and content: Consists of notes for items to include in the shipboard newspaper "The Southern Cross." The motto of the newspaper was Cruce, Luce, et Duce: The Cross, Our Light, and our Leader. The style is light and humorous with classical allusions to writers such as Ovid and Horace peppered throughout. Hews writes that he left a box on the poop deck for passengers to enter their submissions to his paper, which seems to have consisted mainly of short editorial articles about life on board ship, as well as observations on future prospects in the colony. Also included are comments, jokes, riddles, poems, recipes, menus, letters to the editor, and reports from Captain Flynn.

Physical characteristics and technical requirements: The diary has four sections sewn on two binding tapes and the last five pages are over-sewn onto the text. This has forced cracking in the gutter of the text in this area. There is some minor foxing throughout the text and endpapers.

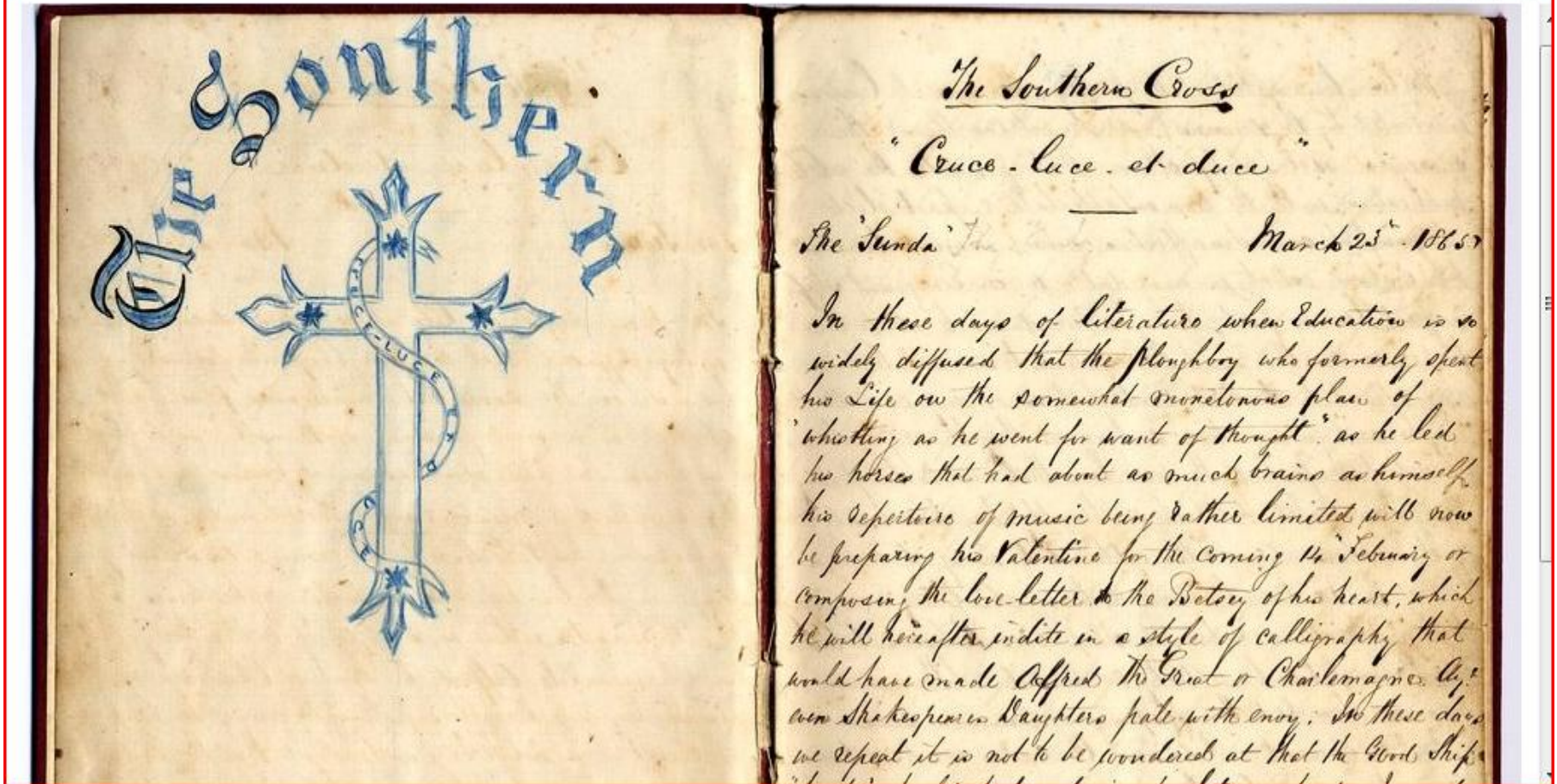
Existence and location of copies: A digital copy is available.

Thumbnail image:



image/jpeg

<http://onsearch.slq.qld.gov.au>



<http://onsearch.slq.qld.gov.au>

Newspaper Accounts

- ◆ Can provide more details on the voyage
- ◆ May give lists of passengers
- ◆ Will give cargo details and perhaps testimonials
- ◆ May even have a photograph or illustration
- ◆ May provide editorial comment on immigrants



Search limited to: [clear all](#)
 Title: The Brisbane Courier...

sunda 1865
 Available online Australian content In my libraries [Advanced Search](#)

Refine your results:

- ▼ Title
 - The Brisbane Courier...** (113) ✖
- ▼ Category
 - Advertising (100)
 - Article (13)
- ▶ Illustrated
- ▶ Decade
- ▶ Word Count

Do you want to search for:

- **sunda with an issue date of 1865**

Digitised newspapers and more

Showing: 1 - 20 of 113 [Refine search](#) Sort by:

Classified Advertising
The Brisbane Courier (Qld. : 1864 - 1933) Saturday 8 October 1864 p 1 Advertising

... substantial ordorj tho whole estab- lishment being ready for tho seuson of 1865. There are about 120 tonB ... Colony, per ship **Sunda**, in 1803. Immigration Office, Brisbane, October 7, 1864. 4194 [Queensland ... 5963 words

Text last corrected on 21 October 2011 by [hartleyforbes](#)

Classified Advertising
The Brisbane Courier (Qld. : 1864 - 1933) Monday 22 May 1865 p 1 Advertising

... ARRIVE, EX **SUNDA**. IT SIFE-OLEANING MACHIN ES. A. W. & B. BROOKES, --2£_ Brisbane. a FRIEND TO THE ... EVENING, May 23, 1865, at half-past 7 o'clock. The Hon. Colonel O'COXNEU, has kindly consented to ... Advertisements. BRIGADE ORDER. Volunteer Office, Brisbane, Mnv 20. 1865. NO. 1 Battery Q.V.A. will PARADE, in ... 6116 words

Text last corrected on 3 July 2009 by [hilda-maclean](#)

- Books**
No results
- Pictures, photos, objects**
No results
- Journals, articles and data sets**
No results
- Music, sound and video**
No results

<http://trove.nla.gov.au/newspaper>

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History Enterprises

Government Inquiries

- ◆ Emigration to Queensland in the 1860s and 1870s – number of enquiries due to high death rate on board some ships
- ◆ Sultana 1866 80 deaths – 78 were children
- ◆ Overcrowded, scarlatina broke out, surgeon not very good



Lists (None yet) [Login to create lists](#)

Tagged (None yet) [Add Tags](#)

Comments (None yet) [Add New Comment](#)

Electronically Translated Text [Fix this Text](#)

Why may this text have mistakes?
How to correct this text?

2 corrections, most recently by BettyB - [Show corrections](#)

THE SHIP LEGION OF HONOR.

TO THE EDITOR OF THE BRISBANE COURIER.

Sir,-The Legion of Honor has, at length, been made the subject of an inquiry, but which is carried on in such a manner as to make us poor Britishers believe that its sole object is to torture the witnesses, and victimise those who make complaints. We have had occasion to call at mercantile and other offices in town, and have met with such really kind and courteous treatment that we came to the conclusion that the whole colony were ready to help the new

opportunity to find fault.

A MECHANIC.

THE SHIP LEGION OF HONOR.

TO THE EDITOR OF THE BRISBANE COURIER.

SIR.—The Legion of Honor has, at length, been made the subject of an inquiry, but which is carried on in such a manner as to make us poor Britishers believe that its sole object is to torture the witnesses, and victimise those who make complaints. We have had occasion to call at mercantile and other offices in town, and have met with such really kind and courteous treatment that we came to the conclusion that the whole colony were ready to help the new-comer—but we were undeceived at the Immigration-office. Whatever welcome the colony will give, *there* you find none. When on board the vessel we thought the commissioner would be ready to listen to any well-grounded complaint about the ship or its management. When the emigration officer came on board the vessel, or rather on to the poop,—for we have not heard that he visited the main-deck, much less the 'tween-decks—we made our complaints, and we were then told to attend the office. We danced attendance at the office, and after waiting patiently, we wanted to know when to go in. In reply we were told to wait—wait we did; but in a few minutes we learned with astonishment that the Board had dissolved with the verdict of "no complaints." We remonstrated, but met with abuse; and, finally, were told we might give evidence at six o'clock on the same evening, or nine o'clock to-morrow morning, to what appears to us to be a *Board* composed of an "old gentleman and his factotum."

To-day, however, we were summoned from the street, the hotel, and the depot,—for the Immigration-office is seized with trepidation and alarm. We were told by the commissioner that he desired to know "all about it,"—goodness knows we need the assurance. We were bullied and scolded, and one was turned out of the

a great coffee-drinker himself, convoked a new assembly of the learned, who declared its use to be not only innocent but healthy; and thus coffee advanced rapidly from the Red Sea and the Nile to Syria, and from Asia Minor to Constantinople, where the first coffee-house was opened in 1354, and soon called forth a number of rival establishments. But here, also, the zealots began to murmur at the mosques being neglected for the attraction of the ungodly coffee divans, and declaimed against it from the Koran, which positively says that coal is not of the number of things created by God for good. Accordingly, the sultan ordered the coffee-houses to be closed, but his successor declaring coffee not to be coal, unless when over roasted, they were allowed to re-open, and ever since the most pious Mussulman drinks his coffee without any scruples of conscience.

The commercial intercourse of the Levant could not fail to make Europe acquainted with this new source of enjoyment. In 1698 Pasqua, a Greek, opened the first coffee-house in London, and twenty years later the first French Cafés were established in Paris and Marseilles.

"Cinchona."—In honor of the Countess de Cinchon, vice-queen of Peru, who was cured of a fever in 1638 by this remedy, is of the natural order Cinchonaceæ. From this genus of plants the celebrated Peruvian bark is obtained, and thence the celebrated quinine.

Coffea, named from Coffee, a province of Narca, in Africa, is of the same natural order "Cinchonaceæ." Coffee is made from the roasted seeds of this plant, and owes its character to a peculiar chemical principle called caffeine. To make a good cup of coffee for the bush—more particularly for the North, which appears so much complained of as producing fever and ague—put down to the fire a pot with four cups of water in it; as soon as this arrives at boiling point, add three table-spoonful of coffee; stir it well in for a minute, and let it boil gently for three or four minutes longer;

Valley of ...
six miles ...
watered and ...
The scrubs of ...
flats of the Val ...
the coast rang ...
scribed by Mr. ...
the growth of ...
The Herbert is ...
the exposure of ...
the south-east ...
the back coun ...
crossed by the ...
Mr. Dalrymple ...
of the manner ...
arduous unde ...
accompanied hi ...
also those who ...
Rockingham B ...
The harbor ...
be the finest o ...
the exception o ...
point of wharf ...
completely lan ...
two in breadt ...
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lie in safety at ...
with their bow ...
land cargo or ...
The town sit ...
city, runs two ...
back two mile ...
abruptly to a ...
feet. The so ...
building sites ...
latter, howeve ...
description in ...
Abundance ...
where along th ...
from small in ...

[View entire page](#)

ZOOM [-] [+]

Light of the Age 1866

- ◆ Health Officer's report – Little attention paid to ventilation and less to cleanliness.
 - Many of the bunks were wet during the greater part of the voyage – from leakage from the galley and single females' water closet (toilet)
 - Water closets for men, 4 on each side, were without doors, and certainly disgusting looking when seen filled by occupants.



Sultana 1866

- ◆ 80 deaths – 2 adults and 78 children under 8 years old
- ◆ Overcrowded
- ◆ Scarlatina broke out
- ◆ Neglect by the Surgeon
- ◆ Captain and crew praised



Cabin Space (width, depth, height)

- ◆ Room No 20 - 10ft by 6ft 7in by 7ft 6in
 - 3 berths, 11 souls = 7 adults
- ◆ Room No 31 - 4ft 9in by 9ft 6in by 7ft 6in
 - 2 berths, 6 souls = 5 adults
- ◆ Room No 34 – 3ft 2in by 9ft 6in by 7ft 6in
 - 4 adults
- ◆ All had some means of ventilation; we think not sufficient for the number of inhabitants



Wandrahm 1865

- ◆ German Immigration
- ◆ 129 gallons of water
 - Should have been 6 pints per person per day, daily issue was 16.5 ounces, less than 1 pint – no wonder they were thirsty
- ◆ Deck space 12 feet
- ◆ Total number of berths 362
- ◆ Sailed with 423 passengers and 19 crew
- ◆ British Immigration
- ◆ 214 gallons of water
- ◆ Deck space 18 feet
- ◆ Total number of berths 239
- ◆ NB The Wandrahm was overloaded by 80 persons but if she had been British she would have been overloaded by 203 persons



Ship's Surgeon - Account

- ◆ The behaviour of the people on board the ship I must call excellent, considering the great sufferings they had to endure. We never had the slightest disturbance of any kind; and after they had once or twice, in the most pacific manner, protested against the badness of the water and the cooking, they stayed quietly downstairs to see their children dying from starvation (46 deaths)



Surgeon's Final Word

- ◆ And last, but not least, I will mention that no attention whatsoever was paid to the religious feelings of the people. No divine service was ever held on board; the dead were thrown overboard like so many dogs at night time.



Select Websites

- ◆ Lenore Frost
<http://members.optusnet.com.au/lenorefrost/shipslog.html>
- ◆ Cora Num www.coraweb.com.au
- ◆ Perth DPS (Dead Persons Society)
<http://convictcentral.com>
- ◆ Encyclopaedia of Australian Shipwrecks
<http://oceans1.customer.netSPACE.net.au/easw.html>
- ◆ National Archives UK
www.nationalarchives.gov.uk



Immigration into Australia: Migration Schemes and Passenger Lists

Web Sites for Genealogists - An Australian gateway site for tracing your family history by Cora Num

Need Help with Shipping Research? See *How to Find Shipping and Immigration Records in Australia*, 2003 and my latest book (2010) *How Did They Get Here? Arrivals after 1924*. [Click here for details](#).

Elizabeth Rushen's site details the [First Female Emigration Scheme](#) between Great Britain and the Australian colonies. The fourteen ships that brought 2,700 female emigrants to Sydney, Hobart and Launceston (1833-1837) are listed plus an alphabetical list of the women.

State Library of Tasmania, Our Digital Island, web archive contains the [Indentured Servants of the Van Diemens Land Company](#) site that was archived in 2000. This site includes the details and shipping lists for twelve ships that brought indentured servants and their families to Van Diemen's Land 1825-1837. *New*

[Donegal Relief Fund Passenger Lists](#) includes the following ships to Sydney: *Queen of England, Sapphire, Lady Elma Bruce, Caribou, Nile, Abyssinian, Montrose and Sandringham*.

Scottish Archive Network's digital archive offers online access to the [Highlands and Islands Emigration Society Passenger Lists \(1852-1857\)](#). The Society, set up by private subscription, promoted and assisted the emigration of destitute Highlanders to Australia. The lists are organised by ship and by family and record name, age, residence and sometimes notes on health and situation.

[Highland and Island Emigration Society](#) by William Clarke includes a list of ships that carried the emigrants from Scotland to Australian ports plus names and other details for these emigrants.

The book [Immigrants Recruited by the Launceston Immigration Aid Society 1855-1862](#) by Kevin Green is available online. Includes a bibliography and index of the 850 immigrants recruited. Descendants of the immigrants can add their details so contact can be made with other researchers.

This site has 1,900+ quality links arranged in 51+ categories

- [Aboriginal and Torres Strait Islanders](#)
- [Archives](#)
- [Asylum and Hospital Records](#) *New*
- [Beginners](#)

Birth Death and Marriage Records

- [Australian BDM Sites](#)
- [Australian Registry Addresses and Certificates](#)
- [Available BDM Indexes for Australia](#)
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- [Census Records and Electoral Rolls - Australia](#)
- [Child Migration and Child Welfare](#)
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- [Family History and Historical Societies](#)
- Hospital Records - See Asylum and Hospital Records

Immigration into Australia

- [General Information Sites](#)
- [How to Find Shipping and Immigration Records in Australia: A Beginners Sheet](#)
- [Migration Schemes and Passenger Lists](#)
- [Online Indexes and Passenger Lists to Australia](#)
- [Overseas Indexes and Passenger Lists](#)
- [Ships' Crew, Information, Movements, Pictures, Journals/Diaries and Shipwrecks](#)

www.coraweb.com.au

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Convicts to Australia

A Guide to Researching Your Convict Ancestors

Another [Perth DPS Project](#) www.convictcentral.com

Search These Lists Online:

- * [All the Convict Ships](#)
- * [WA Convicts](#)
- * [WA Pensioner Guards](#)
- * [NSW Convict Women](#)
- * [Convict Tales](#)

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 [Gangs](#) |
 [Censuses & Musters](#) |
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 [Glossary](#) |
 [Claytons Convicts](#) |
 [Quiz](#) |
 [Project](#)

Index

*
*The definitive site
 for Convict
 Research on the
 World Wide Web"*

*
 Use Search Box
 above to search
 the entire Site

Most family historians in Australia regard a convict in their ancestry as enormously desirable. "Convicts to Australia" is intended to guide, inform and entertain those just starting the hunt as well as the more experienced researcher. The site is a 'work in progress' and data is being added regularly. We hope your convict research is made easier by our efforts and above all we hope you have FUN. Although **feedback and suggestions** are welcome, unfortunately we are unable to answer individual questions and research requests.



What's New

W.A. - Vimeira 1865

(We're systematically expanding the WA Convict pages with trial details & physical descriptions.)



Research Guide

An overview of Australian settlement and convict transportation. Helpful hints for convict researchers on a wide range of themes.



Timeline

A year-by-year account of the settlement of Australia and convict transportation at a glance. Gives perspective to a confusing period.



Convict Ships

Chronological Lists of all the Convict Transports sent from England. Includes Alphabetical Lists of the First, Second and Third Fleet convicts.



Bound for W.A.

English, Irish, Scottish and military convicts transported to Western Australia between 1850 and 1868 ... physical descriptions and trial details.



N.S.W. Women

Convict Women arriving in New South Wales from England, Ireland and Scotland 1788-1828. (Search by ship or use our special search engine.)

www.convictcentral.com

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[REGION MAP](#)
[STATE LOCATION:](#)
[NORTH TERRITORY](#)
[N. S.W.](#)

[NEWCASTLE](#)
[PORT JACKSON](#)

[QUEENSLAND](#)

[CORAL SEA](#)
[TORRES STRAIT](#)

[SOUTH AUSTRALIA](#)

[KANGAROO IS.](#)

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[PORT PHILLIP](#)

[WEST AUSTRALIA](#)

[ABROLHOS IS.](#)
[NORTH WA](#)
[ROTTNEST IS.](#)

[ISLANDS:](#)

[CHRISTMAS ISLAND](#)

[COCOS \(KEELING\) ISLANDS](#)

[LORD HOWE IS.](#)

[MACQUARIE IS.](#)

[MIDDLETON & ELIZABETH REEFS](#)

[MURRAY RIVER](#)

[NORFOLK ISLAND](#)

[OTHER:](#)

[AUSTRALIA RUN](#)

[GENERAL](#)

[INTERNATIONAL](#)

[NEW ZEALAND](#)

ENCYCLOPEDIA of AUSTRALIAN SHIPWRECKS



Ships and shipwrecks in this Encyclopedia are listed in alphabetical order within location (see left). The aim is to provide a brief description of the vessel followed by a reference to further published works.

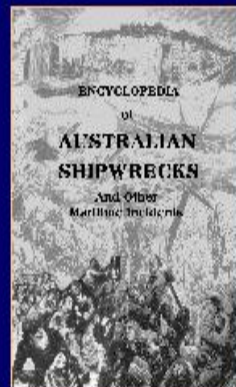
Please note: The site contains about 8,000 entries. This however is about half of what had been collected and collated for the book *Encyclopedia of Australian Shipwrecks*.

The BOOK,
available September 2006.

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thursday, november 5, 2009

●●● The Mairi Bhan/Windjammer (Bonaire Day 6)

On Thursday we dove the Mairi Bhan, which is also known as the Windjammer. I'm not much of a wreck/history person, but [here is a picture](#) that Rob posted of the Mairi Bhan on its maiden voyage. The entry to the site is located past the gate of the Bopec terminal, so you have to do the dive with a guide, and they require your passport and such to

make sure you aren't a terrorist, I guess. Benji got a call in the morning saying we would have to dive later than originally scheduled, because a boat was at the terminal. However, it was pretty clear from the view down the coast that there was no boat at the terminal. So we just headed over there anyway (Marco was on a schedule since he had to work in the afternoon). When we got there, the story changed to say that there was another team in the water, and we couldn't get in the water until they were out. But we were allowed to enter and setup our gear (there was a convenient little covered platform with a concrete table that was the perfect height for our tanks!) while we waited for the other team to come out. So once the other team came walking out, we entered the water. Benji schlepped our bottles to us and once we had everything, we headed out. There was a bit of a surface swim out, and then once Marco found his lineup, we descended. He had warned us that there was occasionally heavy current that could make it difficult to get to the wreck, but we had no problems.



WINDJAMMER



Windjammer



Windjammer is the wreck of the Mairi Bhan, a 239-foot bark, built in Scotland in 1874 and sunk off Bonaire in 1912. She was out of Trinidad with a load of tar; her next port of call is unknown. Discovered in 1968, she lies beyond the range of sport diving. These photos were taken by Don with available light at 225 feet. The diver in the inset gives a sense of scale.

"I'm L.A.-certified," he said proudly. "So let's do it!"

I was impressed. Los Angeles County certification was the ultimate from what I'd seen. The roughest-toughest came from that club. Somehow he had heard about the Jammer and wanted me to take him

down. I looked at him, thinking of others I had taken and was about to decline. But I changed my mind when I saw the pressure gauge attached to the first stage of his single hose regulator.

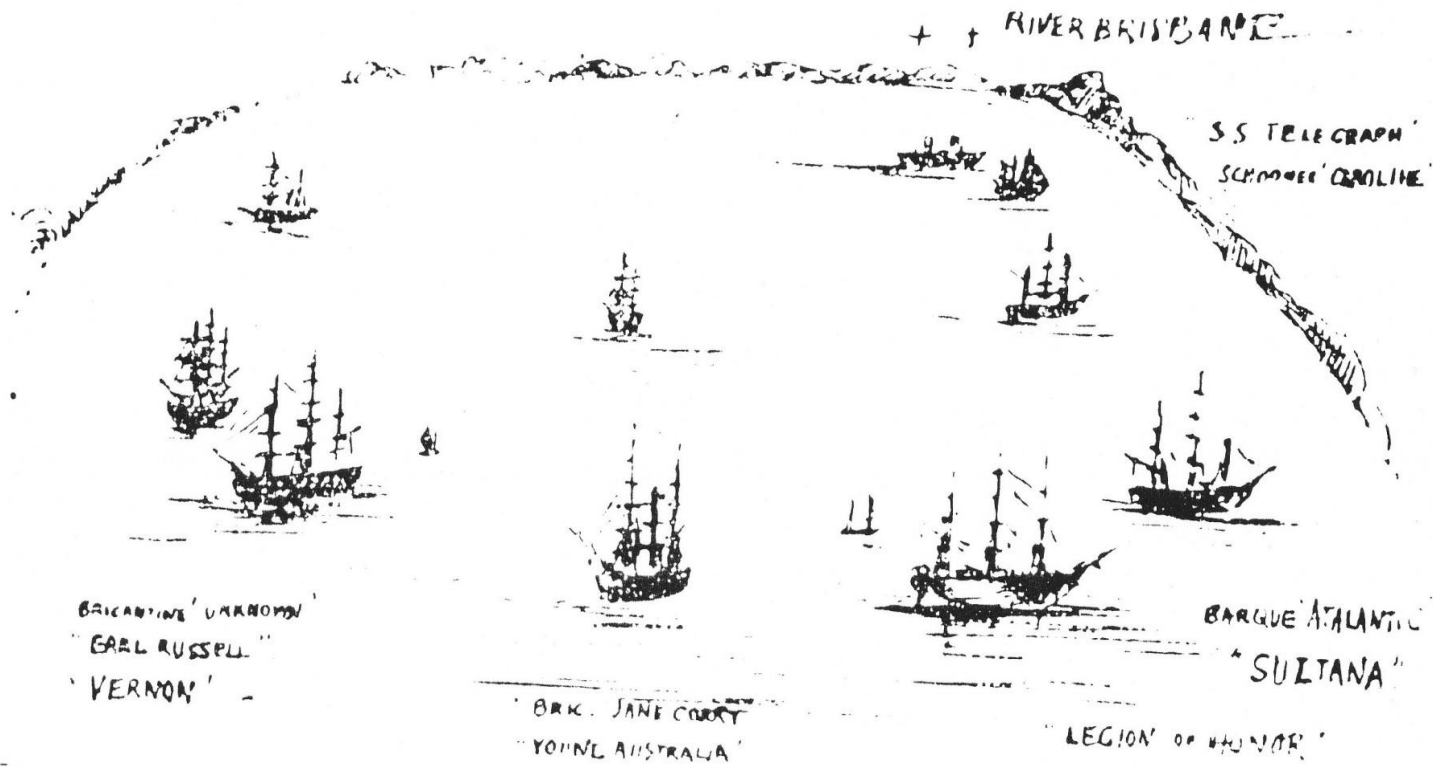
<http://coldwaterkitty.blogspot.com/2009/11/mairi-bhanwindjammer-bonaire-day-6.html>

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[http://booksurfer.com/Bonaire/The Adventures Of Captain Don/windjammer.shtml](http://booksurfer.com/Bonaire/The_Adventures_Of_Captain_Don/windjammer.shtml)

Yarra Photo Aug 2012



40. A passenger's sketch of Moreton Bay anchorage in 1864.

Conclusion

- ◆ There is almost an endless list of resources for establishing what your ancestor's voyage was like.
- ◆ Use all of the sources suggested during this paper (or in more detail in my book available from Gould Genealogy) and you will come very close to understanding what your ancestors experienced and in so doing you will come to know them better
- ◆ Good luck!

