

What Was The Voyage Really Like?

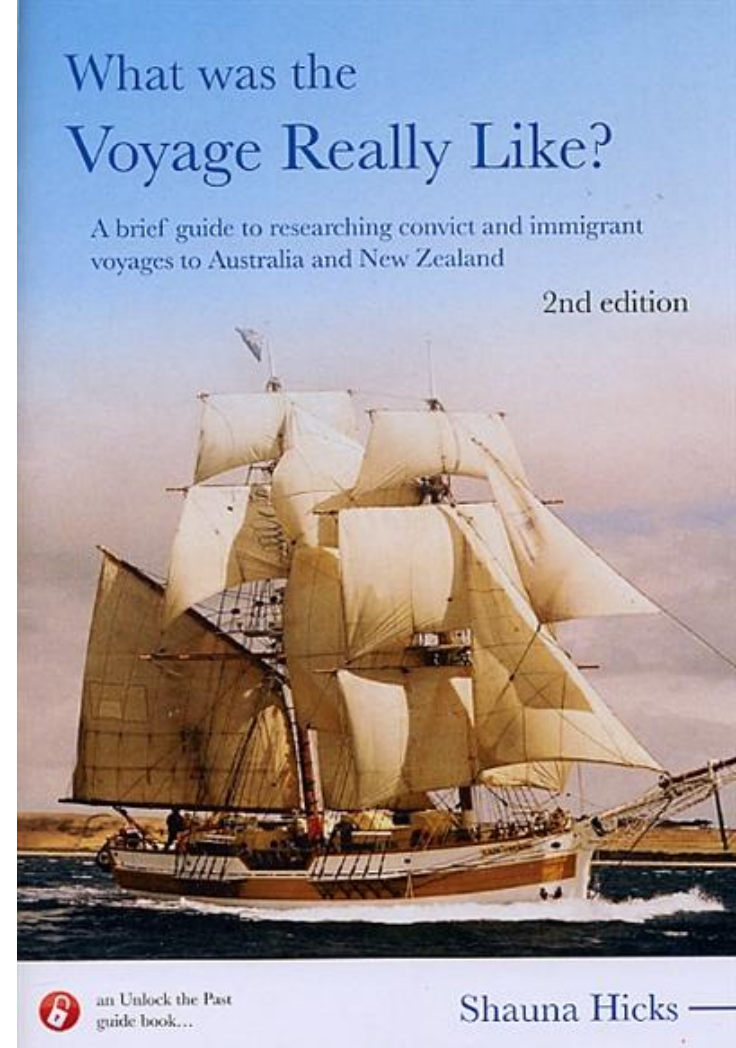
Shauna Hicks

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www.shaunahicks.com.au/shhe-genie-rambles

<http://diaryofanaustraliangenealogist.blogspot.com>



Introduction (Convict or Immigrant)

- ▶ Establish what ship an ancestor arrived on
- ▶ Obtain any relevant documents eg passenger lists, health officer's reports, shipboard diaries
- ▶ Locate a photograph or illustration
- ▶ Look for newspaper reports



When Did They Arrive?

- ▶ Try state archives – indexes online
- ▶ Cora Num's *Shipping and Migration Research on the Internet*
- ▶ 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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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

RE	Trevaskis	James Henry	25	Miner	1621/3		Penzance, Cornwall
		Ann (Semmens)	27				
		James Henry	7				
		Nicholas	5				
		Ann	2				

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*
- ▶ National Library or State Libraries
- ▶ *Lloyd's Register of Shipping* – will give basic details of size, type etc



All	Books	Pictures, photos, objects	Journals, articles and data sets	Digitised newspapers and more	Music, sound and video	Maps	Diaries, letters, archives	Archived websites (1996 – now)	People and organisations	Lists
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sunda (ship)

Search

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Refine your results:

Format

[Photograph \(109\)](#)
[Poster, chart, other \(28\)](#)
[Object \(3\)](#)
[Art work \(2\)](#)

Availability

[Online \(140\)](#)
[Access conditions \(110\)](#)
[Freely available \(30\)](#)

Decade

Pictures, photos, objects

Showing: 1 - 20 of 142

Sort by: Relevance Sort

View 2 similar images

Sunda (ship)

Unidentified

[Photograph : 2 images]

Keywords: ships; Sunda (Ship)

View online

At State Library of QLD



Photograph - Canons on Naval Ship, Sunda Strait, Indonesia, World War II, 1941-1942

Mr David Goodwin - Royal Australian Navy (RAN) (Photographer)

[Photograph]

Keywords: Wars & Conflicts; Military History; Service

... " AND 6' / READY FOR MORE / JAPS. SUNDA STRAITS' ...

View online

At Museum Victoria Imag



MERAK, SUNDA STRAITS. 1942-02. PORT SIDE VIEW OF THE CORVETTE HMAS MARYBOROUGH (J195) WHEN ENGAGED ON ANTI INVASION PATROL IN THE SUNDA STRAIT AS SENIOR SHIP OF THE 21ST MINE SWEEPING FLOTILLA. THE ..

[Photograph]



THE SHIP SUNDA.

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


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NEW RESOURCES



Manual of museum planning : sustainable space, facilities, and operations / edited by Barry Lord, Gail Dexter Lord, and Lindsay Martin.



Lanham, Md. : AltaMira Press, c2012.

Beyond price : value in culture, economics, and the arts / edited by Michael Hutter, David Throsby.

POPULAR COLLECTIONS

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1760-1769

1770-1779

1780-1789

1790-1799

1800-1809

1810-1819

1820-1829

1830-1839

1840-1849

1850-1859

1 2 3 ➔

← 1 2 3 4 5 6 7 8 9 10 11 ➔ 🔍

Decade

Title

☐ 1850-1859

Letter, 1851 [1852] May 3, [to the author's mother, brothers and sister] [manuscript] / by Lucy A. Hart.

☐ 1850-1859

[Diary of a voyage from Plymouth to Portland on board the Constant, 1854-1855] [manuscript] / [by William Andrews]

☐ 1850-1859

[Diary of a voyage on board the Fair Tasmanian from Eden to Hobart : extracts / Mary Mowle]

☐ 1850-1859

Voyage to Australia 1855 [manuscript] : the diary of Christopher Parrah Gale [on the Golden Era] / [compiled by Ron & Ngaire Gale].

☐ 1850-1859

[Journal of a voyage from Liverpool to Sydney in the "Great Britain" steam ship, Captain B. R. Mathews in the autumn of 1853] [manuscript] / by Robert Saddington.

☐ 1850-1859

A voyage in the ship Julia [manuscript] : [from London to Melbourne in 1855] / by Robert W. Corney.

☐ 1850-1859

[Letters of George Morton] [manuscript] : [to his mother and sisters, 1852, during a voyage from Plymouth to Melbourne on the ship Blackwall, and after his arrival in Victoria] / by George Morton.

☐ 1850-1859

[A passage in the ship "Camperdown" from London to Calcutta in the year 1852] [manuscript] / [by Edward Browne or Jonothan Grimes]



☐ 1850-1859

Narrative of the wreck of the Julia Ann : two month's residence of the survivors on a barren coral reef ... / by Captain B.F. Pond in the South Pacific Ocean ; an introduction by Lorenzo Moses

☐ 1850-1859

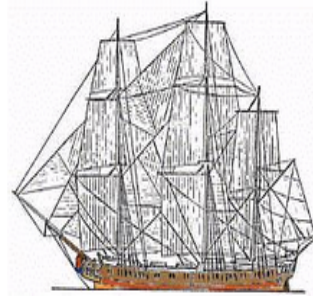
[By steerage to the Antipodes in 1856] [manuscript] : [an account of a voyage from London to New Zealand in the barque Sir Edward Paget] / by Robert Thompson.

← 1 2 3 4 5 6 7 8 9 10 11 ➔ 🔍

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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-Cl](#) - [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@xplor.net including as many details as possible. *Be patient as I cannot get to the library as often as I would like.*

LINKS

[100 Years of Emigrant Ships from Norway](#)

[Archives & Collections Society](#)

[Bob Sanders' Mariners Site](#)

<http://users.xplor.net/~shipping/Lloyds.htm>

SULTANA - 1850

Master: Captain Longford

Rigging: Ship; sheathed in yellow metal and partly in felt in 1849

Tonnage: 349 tons using old measurements and 374 tons using new measurements

Construction: 1837 in Whitby; some repairs in 1848

Owners: Smith & Co.

Port of registry: Liverpool

Port of survey: London

Voyage: sailed for Port Adelaide

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>

NAVIGATION LINKS

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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/samuelpilmsoll.html>

Why Did They Immigrate?

- ▶ Not always possible to establish – bit easier with convicts' 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



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/>

<http://archive.scotsman.com>

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>

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

What Happened on the Voyage?

- ▶ Official reports
 - Health Officer's reports,
 - School reports
- ▶ Official enquiries into voyages
 - *Votes and Proceedings (V&P)*
 - *Parliamentary Papers (PP)*
- ▶ Publications
- ▶ Newspapers



Convict Voyages

- ▶ 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

- ▶ Third Fleet convicts in 1791 more humanely treated than those in the Second Fleet – 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”
- ▶ Samuel Pyers 79 years old when he died



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Port communities
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Maritime London - Discover the past, explore the present

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.



London and the pirates

Separate fact from fiction and find out what pirates were really like [Read more...](#)

Prison hulks on the River Thames

Find out more about the notorious floating prisons that housed London's convicts
[Read more...](#)



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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, 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 1 865 – Mar 1 866 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.
- ▶ Evincing 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 (syphilis)
- ▶ Meningitis – 2
- ▶ Pertussis – 5 (whooping cough)
- ▶ Plus other illnesses

ever yet published in a daily journal. Whilst he attempts to convict others of incapacity, he confesses that there was a lack of discipline, which he, though "Surgeon-Superintendent," could not prevent. He finds that, although he selects a matron after his own heart, after disrating the one appointed by the authorities at home, the whole care of the single girls devolves upon him—that in spite of his marching up and down the decks, lantern in hand, at eleven o'clock at night, irregularities prevailed, and that notwithstanding his philanthropy in tending to the wants of the passengers "at the expense of his rest, his meat, and drink," aye and even "his private purse," there are still to be found persons to bring charges against him. We pity this zealous philanthropist, and we are sure from what we have heard, though the reports are in direct contradiction to his statements, that he must have had a very trying voyage. It is true that only one side of the tale has been told. We should be glad to hear the other from Mr. Watson. Dare he

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 cajoled, and one was turned out of the depot into the streets, and many hints were thrown out about our land orders. Can this demi-god take them away?

Again, are these questions proper in a court which sits with closed doors:—Was A. B. a passenger on board?

Was not A. B. a prominent meddling, mischief-making man?

Does not A. B. bear animosity to the surgeon-superintendent?

We ask if this crooked continental system of obtaining information is the usual course pursued in Queensland courts. For instance, supposing these questions had been put to his personal enemy! We certainly had expected better things after spending four months on a ship the name of which has been often transformed into the "Region of Horrors."

We are, yours respectfully,

IMMIGRANTS

Per the Legion of Honor.



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

- ▶ In archival records – try National Archives & State Archives
- ▶ In manuscript collections – National Library & State Libraries
- ▶ Ian Nicholson's *Log of Logs* – 3 vols – online
https://zenodo.org/record/6901#.VUXKI_mqqkr
- ▶ *AJCP* – Part 7 Admiralty Records
 - Medical journals – convict ships (Ancestry)



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.

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

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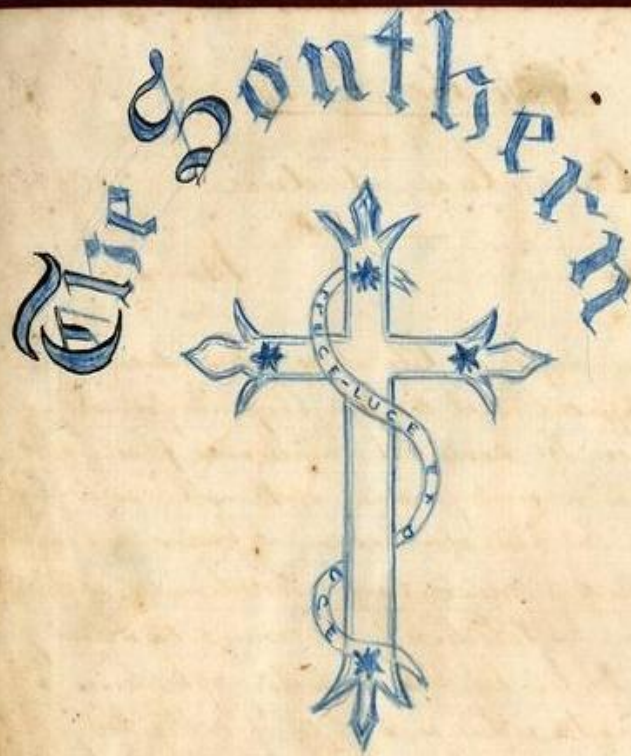
Item: The Southern Cross, 23 Mar 1865 - 23 May 1865, OM82-06/1

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>



The Southern Cross

"Cruce - luce - et duce"

The 'Sunda' *The Sunda* March 23rd 1865

In these days of literature when Education is so widely diffused that the ploughboy who formerly spent his Life on the somewhat monotonous plain of 'whistling as he went for want of thought' as he led his horses that had about as much brains as himself his repertoire of music being rather limited will now be preparing his Valentine for the coming 14th February or composing the love-letter to the Betsy of his heart, which he will hereafter indite in a style of calligraphy that would have made Alfred the Great or Charlemagne, or even Shakespeare's Daughters pale with envy. In these days we repeat it is not to be wondered at that the Good Ship

<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



All Books Pictures, photos, objects Journals, articles and data sets Digitised newspapers and more Music, sound and video Maps Diaries, letters, archives (1996 – now) People and organisations Lists

Search limited to:

[clear all](#)

State: Queensland ✖

sunda 1865

Search

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

Refine your results:

▼ State

Queensland (245) ✖

▼ Title

The Brisbane Courier ... (125)
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The Queenslander (Bris... (11)
Rockhampton Bulletin a... (9)
The Telegraph (Brisban... (7)
The North Australian ... (2)
Townsville Daily Bulle... (2)
Warwick Examiner and T... (2)
Darling Downs Gazette ... (1)

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▼ Category

Advertising (195)
Article (44)
Detailed Lists, Results, Guides (6)

Do you want to search for:

- sunda with an issue date of between 01 January 1865 and 31 December 1865

Digitised newspapers and more

Showing: 1 - 20 of 245 [Refine search](#)Sort by: Relevance ▼ [Sort](#)

THE IMMIGRANTS PER SUNDA. To the Editor of the Queensland Times.

Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908) Thursday 1 June 1865 p 3 Article


... THE IMMIGRANTS PER *SUNDA*. To the Editor of the Queensland Times. Sir,-I crave space to correct an ... error made in your last issue respecting the immigrants per *Sunda*. I have to state that the wardsman and ... 113 words

 Text last corrected on 2 February 2014 by anonymous

The Courier. PUBLISHED DAILY. SATURDAY, JUNE 17, 1865.

The Brisbane Courier (Qld. : 1864 - 1933) Saturday 17 June 1865 p 6 Article

... PUBLISHED DAILY. SATURDAY, JUNE 17, 1865. The past month will be marked in the remembrance of a ... catastrophe occurs. During the current month two vessels have arrived with immigrants, the *Sunda* at Brisbane ... 2489 words

 Text last corrected on 19 September 2014 by vcuskelly

FIFTY YEARS AGO. [From the "Courier" files from June 19 to June 24, 1865.] SEARCH FOR LEICHHARDT.

The Brisbane Courier (Qld. : 1864 - 1933) Saturday 19 June 1915 p 12 Article

Books

No results

Pictures, photos, objects

No results

Journals, articles and data sets

No results

Music, sound and video

No results

Maps

During the current month two vessels have arrived with immigrants, the Sunda at Brisbane, and the Maryborough at Port Denison. The latter vessel—the Maryborough—bringing a seasonable supply of labor to a rapidly rising district. The Sunda also brought a number of persons well suited to the requirements of the colony, and who have for the most part already obtained employment. The arrival of the above vessels has in some degree diminished the general feeling of uneasiness produced by the recent diminution in the supply of labor, and by furnishing grounds of hope that it will speedily resume its former proportions. We have so re-

The Brisbane Courier (Qld. : 1864 - 1933) (about) ◀ Saturday 17 June 1865 ▶ ◀ Page 6

FIFTY YEARS AGO.

[From the "Courier" Files from May 29 to June 6, 1865.]

THE SUNDA.

Sunda, Black Ball ship, 1381 tons, Captain Flynn, arrived in Brisbane roads from London, via Queenstown, on May 28, Passengers :—Saloon (from London): Miss J. E. Ward, Mr. and Mrs. Bedingfield, Messrs. Butler and A. Lempriere (from Queenstown), Mr. and Mrs. T. W. Donaldson, Miss Donaldson, Mr and Mrs. J. Byrne and family (3), Rev. P. Dunne, Rev. — O'Brien, Messrs. T. E. Blakeney and J. Masterton; 67 in the second cabin and 527 in the steerage. The Sunda left Gravesend on Thursday, February 9, crossed the line on March 23 (30 days from Queenstown), rounded Tasmania May 18, and sighted Moreton Bay lighthouse on Tuesday afternoon, May 23, making the passage from pilot to pilot in 89 days.

The Brisbane Courier (Qld. : 1864 - 1933) (about) ◀ Saturday 29 May 1915 ▶ ◀ Page 12



ALABAMA CHASES FAMOUS SHIPS

By A. G. DAVIES

THE sailing ship, Sunda and Queen of the Colonies, which between them brought some 3500 new settlers to Queensland between 1863 and 1867, had exciting experiences when chased by the Confederate cruiser Alabama, which wrought so much havoc among American shipping in the time of the Civil War.

Life on the immigrant ships, many of which carried 500 or 600 people, was full of interest even under fair weather conditions; and there was always the possibility of thrills when the storms came along, to say nothing of the less likely hazards of fire at sea, or collisions with other ships, or with icebergs in the Southern Ocean. The activities of the Alabama in the early sixties introduced another element of danger to those who went down to the sea in ships.

One of the best known of the Black Ball liners was the big ship Sunda, which came under the British flag and into the Australian immigrant trade as a direct outcome of the American Civil War. She was quite a notable ship in her day, because she was built at New York in 1849 for the express purpose of defeating any clipper ship that the Britishers were



THE SHIP SUNDA.

the Wizard, and under that name she did good service for 10 or 11 years

The Sunda's life under the British flag was not a long one. After her first voyage to Moreton Bay she went, in ballast, to Melbourne, and made two trips from Port Phillip to Port Chalmers, New Zealand, taking some thousands of sheep. In 1865, she again brought out immigrants to Brisbane, afterwards sailing in ballast for Callao, and taking nitrate from the West Coast of South America to the English Channel, for orders. Her end came as she was leaving Liverpool on October 29, 1866, with coal for Aden, and, while still in tow, struck the Mersey bar, and heeled over in a heavy sea. Six lives were lost when the vessel sank.



Government Inquiries

- ▶ 1860s & 70s – high death rate on some ships
- ▶ Sultana 1866
- ▶ Overcrowded
- ▶ Scarlatina (scarlet fever) broke out



Sultana 1866

- ▶ 80 deaths – 2 adults, 78 children under 8 years
- ▶ Room No 20 – 10ft by 6ft 7in by 7ft 6in
 - 3 berths, 11 souls = 7 adults
- ▶ Room No 34 – 3ft 2in by 9ft 6in by 7ft 6in
 - 4 adults
- ▶ Surgeon not very capable, Captain and crew praised



Light of the Age 1866

- ▶ Health Officer's report – little attention paid to ventilation, 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.



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 Wandrahm was overloaded by 80 persons but if 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.





Helping you trace your family history in Australia and elsewhere

<http://coraweb.com.au/categories/shipping-and-migration>

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- Child migration (14)
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- Ship crew (22)
- Ship details (19)
- Ship movements (arrival and departure) (7)
- Ship pictures and images (20)
- Shipping diaries and journals (6)
- Shipwrecks (6)

Port Phillip District, Victoria, Australia ►

This site by Alexander Romanov-Hughes includes censuses, directories, electoral rolls plus immigration records which include arrivals for coastal passengers 1839-1948 and unassisted overseas ... [more](#)

P&O Heritage ►

This site is designed to preserve and celebrate the maritime history and collections of P&O, one of the best known shipping companies in the world. The site allow the collections and the rich ... [more](#)

Linc Tasmania - Tasmanian Names Index ►

This site offers a single search across the following:• Arrivals (19th Century). Passengers and ships arriving, mainly in Hobart. Contains surnames A-K, L-Z to be added• Births (1803-1933). ... [more](#)

South Australian History ►



Convicts to Australia

A Guide to Researching Your Convict Ancestors

Another [Perth DPS](#) Project

www.convictcentral.com

Search These Lists Online:
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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



N.S.W. Women

Convict Women arriving in New South

<http://members.iinet.net.au/~perthdps/convicts>

REGION MAP

STATE LOCATION:

NORTH TERRITORY

N. S.W.

NEWCASTLE

PORT JACKSON

QUEENSLAND

CORAL SEA

TORRES STRAIT

SOUTH AUSTRALIA

KANGAROO IS.

TASMANIA

FURNEAUX GRP

KENT GROUP

KING ISLAND

VICTORIA

GABO ISLAND

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*.

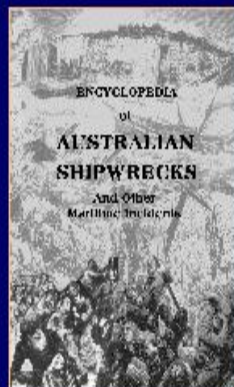
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Shauna Hicks History
Enterprises
UTP Baltic cruise Jul 2015

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.

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.

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

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



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

Conclusion

- ▶ Almost an endless list of resources for establishing what your ancestor's voyage was like
- ▶ Use all of the sources and you will come very close to understanding what your ancestors experienced
- ▶ Good luck!

