



Founders

NEWSLETTER OF FELLOWSHIP OF FIRST FLEETERS

'To live on in the hearts and minds of Descendants is never to die!'

PATRON: Her Excellency, Professor Marie Bashir, AC, Governor of New South Wales

President's report

At the April Executive Meeting, members Neville Usher and Lois Cook were endorsed as co-convenors of the Membership Committee. With the able help of Pam Quick and Elaine Bennett, we look forward to their efforts in this important facet of our Fellowship.

In the last issue of *Founders* I mentioned the long association that our former convenor of this committee, Joy Pankhurst, had with us, but I must also pay tribute to Joyce Rixon, who after many years with Membership, has now retired. Our appreciation to both members for their dedication.

Some time ago, former President James Donohoe forwarded a copy of the Transcripts of the Rev Henry Fultons BDMs on Norfolk Island. These important documents are now in a folder and are in the Library. Jim has given me to understand that this is the only surviving copy other than the original. Thank you, Jim.

Member Rosemary Adams has forwarded a copy of her Family History of her First Fleeters, Martha Eaton/Beddingfield and Edward Jones. A well documented history containing the trial details of Edward in 1784. No details of Martha's trial can be found. Congratulations, Rosemary, for this important statement of our nation's history.

A reminder for our Soup and Damper Day at FF House on the 28 July next at noon. Guest speaker will be John Shortland who has

recently donated his book on the history of the Shortland Family in Australia and New Zealand. Lieut. John Shortland of the Royal Navy was unique in that he arrived with his two naval sons on the First Fleet. RSVP to FF House 9360 3788. Donation \$5.00.

I represented the Fellowship at the annual Captain Cook Arrival Anniversary on 29 April at Kurnell in the presence of Her Excellency, the Governor – an impressive service made more interesting by the active participation by descendants of the original inhabitants of this land.

(continued on page 2)

WANTED URGENTLY TREASURER or ASSISTANT TREASURER

We urgently need a volunteer to take on the role of Treasurer or Assistant Treasurer. Our current Honorary Treasurer, Roy Morris, is now 80 years old, has increasing family responsibilities and health problems and will not be able to carry on for much longer. So we urgently need a volunteer to take over the role or, at the very least, to assist in the work.

The duties do not require a lot of time as most of the day-to-day work is done by other volunteers and our annual accounts are maintained on computer by a firm of accountants. Roy, of course, would be very happy to help and train a volunteer as necessary.

The Fellowship is an incorporated organisation, so a general knowledge of the Corporations Law as applicable to small organisations such as ours would be helpful. Formal accounting qualifications would be an advantage.

We are sure that, among our members, there are many with the abilities we need and who could spare the little bit of time required to do this important volunteer role. If you can help, please contact our President, Peter Christian, on 9868 3063 or our Honorary Treasurer, Roy Morris, on 9949 6108 urgently.

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News of Members

MEMBERSHIP REPORT

FOR PERIOD 28 MARCH 2004 TO 26 MAY 2004

We extend a warm welcome to new members joined during this period; five adults, two juniors and one spouse associate.

ANDREW FISHBURN + SARAH WILLIAMS: Pauline Elsa Walker.

JOHN HERBERT, DEBBIE ELLAM, FREDERICK MEREDITH, MATTHEW EVERINGHAM, JOHN ROSE: Hazel Ilona Riedy.

HENRY KABLE + SUSANNAH HOLMES: Pafusi Tuoma Cox (jun.).

JANE LANGLEY/PHILIP SCRIVEN/HENRIETTA: Benjamin Thomas Quick (jun.).

JANE POOLE: Mr Edward Jeffrey Small.

BARTHOLOMEW REARDON: Raymond John Ogilvie (sp. Christen Ann Ogilvie).

WILLIAM THOMPSON MARIA HAMILTON: Margaret Verne Watts.

PRESIDENT'S REPORT

(continued from page 1)

I recently spoke to the Probus Club of Menai, Beecroft Uniting Church Fellowship and The Hills District Historical Society. In May, I delivered the Annual James Jervis Memorial Lecture to the Parramatta and District Historical Society. We were able to sell some of our publications on this day and thanks are due to Executive members George Griffiths and Elaine Bennett for help in this regard. The society presented me with two fine volumes of Pioneer Registers which I have passed on to the Fellowship Library.

The Sydney/Portsmouth Sister Committee held a function at the Sydney Town Hall to commemorate the

anniversary of the sailing of the First Fleet on 13 May last. I was accompanied by William and Pamela Hempel and we had the pleasure of hearing Paul Brunton from the State Library speaking on the diaries of Midshipman Newton Fowell of the First Fleet. All the more interesting as we have a copy of those diaries in our Library.

The new financial year is almost upon us and this issue contains the subscription forms for the coming 12 months so could you please give this your urgent attention – the smooth running of the Fellowship depends on each and everyone of its members.

In Fellowship
PETER

FLEETINGS

UPDATE ON DATABASE ENTRIES AT FIRST FLEET HOUSE

All information on past and present members and their First Fleet ancestors has been added to our database and this information is now subject to audit. This will enable us to compile listings of members for all First Fleetters. In addition, Ian Palmer has developed a spreadsheet whereby all documentation which has been received, such as birth, death and marriage certificates, can now be recorded.

The Fellowship has purchased a computer package whereby Family Trees can be produced and recording has commenced. This is a long process. With all these projects, assistance is needed to 'fast track' the programmes. If you can help please contact Elaine Bennett on 9360 3788 (FFF office) or 9369 5929 (home). Don't be alarmed by the use of a computer as training will be provided.

NEW FFF LIBRARY ACQUISITIONS

Castle Hill and Its Government Farm 1801-1811, a Hills District Publication and both *Parramatta Pioneer Register – Foundation to Federation* and *Parramatta Pioneer Register – Settlement to 1920* compiled by Family History Group of Parramatta and Hills District Historical Society.

On 13 May 2004 Paul Brunton, Senior Curator of the Mitchell Library, delivered a talk sponsored by the Sydney-Portsmouth Sister City Committee titled *The First Fleet Letters of Midshipman Newton Fowell* based on his letters which were purchased by the Mitchell Library in 1987. Paul Brunton has worked with the Mitchell Library's Australiana Collections since 1973 and was Curator of Manuscripts from 1986 to 2001. He has written a number of books related to William Bligh, Joseph Banks and Matthew Flinders and curated several national travelling exhibitions. He is pictured here (centre) with Richard Tanner, Chairman of the Committee, and Fellowship President Peter Christian.

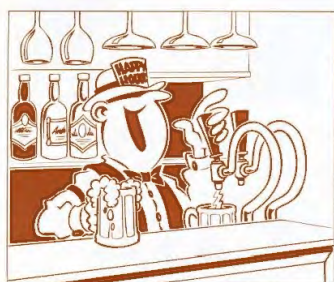


Closing date for
copy and pictures
July/August issue
July 30 2004

OFFICE HOURS

10.00am to 3.00pm
Monday to Friday

what's *on*



SQUIRE'S FEAST

SATURDAY 21 AUGUST 2004

FROM 12.00noon

Join us for a fun lunch and get-together at the James Squire Brewhouse and Restaurant at the King Street Wharf area of Darling Harbour, just down from Wynyard Station.

Good food, great fellowship!

First Fleeter James Squire was sentenced to transportation for seven years for the theft of 'four Cocks five Hens and divers other Goods and Chattals the property of John Stacey'. He arrived in the colony on board the *Charlotte*.

In 1795 Squire received a 30 acre grant in the Eastern Farms (Kissing Point) and by 1799 he was licensed proprietor of the Malting Shovel tavern there.

Squire had been experimenting with hop growing, and on

14 March 1806 he attended Government House with two vines of hops, for which he was made a gift of a cow.

He died in 1822 and his memorial noted that he had been the first colonist to cultivate the hop plant and had built the first brewery in NSW.

FFF member, James Donohoe, a descendant of James Squire, will talk more about his ancestor's life in the colony.

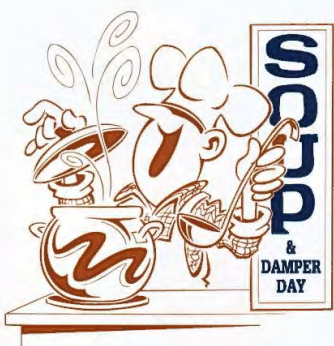
Three-course lunch \$40.00 includes tea/coffee, drinks own expense.

Bookings: Send cheque to James Squire Lunch

Fellowship of First Fleeters

105 Cathedral St, Woolloomooloo, 2011

Bookings close 7 August



SOUP AND DAMPER DAY

WEDNESDAY 28 JULY 12.00 noon

Guest speaker John Shortland who has recently donated his book on the history of the Shortland Family in Australia and New Zealand.

Lieut. John Shortland of the Royal Navy was unique in that he arrived with his two naval sons on the First Fleet.

Donation: \$5.00

Book early on 9360 3788

A FIRST FLEET WALK IN HISTORY

SUNDAY 19 SEPTEMBER 1.00pm

A walk has been organised to First Fleet Historical Sites in the city. Assemble at our starting point, First Fleet Park, Corner Alfred and George Streets, Circular Quay.

During the walk our President will point out many places of interest including the Bonds of Friendship Memorial, *Sirius* Anchor at Macquarie Place and Arthur Phillip's Statue.

The walk will terminate at FF House for a wine and cheese afternoon tea.

Members: \$10.00 Non-members: \$15.00

Gloucester-Barrington Tops ADVENTURE

On Sunday 2 May the State Rail system was thrown into chaos, due to an electronic failure. The situation did not deter the FFF members who were making their way to Eddy Avenue, to board the Barrington Tops Coach. Bonney Savill and her entourage arrived by taxi; the South Coast members by the airport bus; while others waited patiently for stand-by transport. Coach Captain Mal soon had us all on board, wending our way north, stopping for morning tea and lunch along the way.

In Stroud's St Johns Anglican Church is a tiny piece of carved stone from the Parish Church of St Lawrence in Stroud



England; it is 600 to 700 years old. The Church was built in 1833 for the convicts assigned to work for the Australian Agricultural Company. A headstone in the graveyard bearing the name Mary Nash was noticed! Joyce Rixon (FF William Nash) could not relate it to the First Fleet family.

As we arrived at Gloucester Country Lodge Motel, the manager Mark Emery greeted us with a warm welcome. Incidentally, Mark is a descendant of Matthew Everingham. A range of unusual hills called The Buckets from the aboriginal word Buccans meaning Big Rocks proved to be a pleasing view from the rear doors of our motel rooms.

The following were the highlights of our holiday.

A tour of the old Mountain Maid Gold Mine at Copeland proved to be quite an adventure. After being issued with hard hats and torches we followed the guide into the basalt mine. The horseshoe bats were plentiful and the occasional glow worm lit up in the dark. Our bodies now bent almost at right angles; one could hear the intermittent bangs of hard hats of those who forgot to stay bent. Finally we reached the end to see gold embedded in the rock. Then it was an anxious exit

back through the tunnel into the daylight, where we enjoyed a hot drink and damper.



The owners of Camp Cobark, Allan and Diane Shultz, greeted us with a delicious BBQ lunch on our arrival. Allan, a third generation Australian, is known to many as the image of The Man from Snowy River although some of us saw him as Australia's answer to John Wayne. He is a stockman born and bred in the Barrington region. Allan spoke to us about the local history and his childhood days. Two of his German Coolie dogs rounded up the cattle, while keeping an eye on their master who was demonstrating his horsemanship.

Wingham, the oldest town on the Manning River, was built around an English-style village green. Wingham Brush is one of the few subtropical floodplain rainforests on the eastern seaboard. It is a major maternity site for the grey headed flying fox. Giant strangler figs lined the way as we walked along the boardwalk. Unfortunately no flying foxes were spotted.

A lovely sunny morning was spent at Malcolm and Kate McNaughtons property Mendips. Malcolm took us into his orchid shed and presented an informative talk about orchid growing. A morning tea of country baked scones and slices served in a beautiful garden setting, all prepared by Kate, certainly made us feel pampered. A variety of chutney, jams and lemon spread produced by Malcolm and Kate was available for purchase. Yes! we managed to buy all the stock.



At Gloucester where Karen and her husband moved to from Newcastle to begin a new venture creating Hillview Herb Garden, Karen hosted a tour of the farm. It was here that we gained useful tips on how to cook with various herbs and their medicinal benefits for ailments. An extra healthy lunch was served with some seated on the open veranda while others preferred the gazebo. It was now time to bid Karen farewell after purchasing everything from herbal honey to herbal remedies for arthritis and inflamed bunions.

Arriving just before dusk at Trudgalong Farm, Lindy, the owner/manager, greeted us and began our tour around her diversified working farm. A dam full of silver perch, Boer goats, miniature ponies and a jersey cow were of great interest, especially those born and bred in the city suburbs. Lindy also caters to schools and encourages farm education studies. A hearty BBQ cooked by coach driver Mal satisfied our appetites and Lindy's homemade caramel tarts topped with cream were too good to resist. The local ambulance officer and a farmer from the neighbouring property performed country and western music until the cold night air sent us back to the warm motel.

A full day in the World Heritage Listed Barrington Tops proved to be a memorable day of unforgettable views, forests and the sounds of birds in the wilderness. One could only describe the view from Moonan Outlook as unique and equal to none other. We stood amongst the tall trees in the Firs, watched the lyrebirds at play and listened to the beautiful

sounding forest noises – a wonderful day to appreciate nature at its best.

Ken and Brenda MacDonald, residents of Gloucester and First Fleet members, visited our group at dinner one evening. Ken is a descendant of Henry Kable/Susannah Holmes as with member Lorraine Anderson who was on tour with us. They discovered that they both came through Kable's son John as well.

Gabby Colquhoun paid a visit to the motel one evening and entertained us with her bush poetry. A local lady with quite a talent for reciting poetry.

Phyllis and Bonney are in their eleventh year of arranging annual holiday tours for the Fellowship. On behalf of all those who have enjoyed these trips, much appreciation for their tireless efforts. We finished the tour by coming home via the historic towns of Dungog and Morpeth.

JEAN MORTIMER

picnic day rouse hill estate

Members and friends came from as far afield as Canberra, Lithgow, Orange, the Central Coast and South Coast to join with Sydney folk for a great day at Rouse Hill Estate near Windsor on

Sunday, 23 May. The weather was fine and warm and we first gathered at the picnic ground high on a hill with lovely views over the (very dry) countryside and across to Rouse Hill House. A BBQ lunch was cooked by chefs extraordinaire Barry Quick and Brian Bennett, followed

by an assortment of delectable cakes and slices provided by Elaine Bennett, Lois Cook and Pam Quick.

Following lunch we moved to Rouse Hill House Visitor Centre for a welcome and to view a short film narrated by Garry Macdonald on the history of the Rouse-Terry family.

It was a sad tale of the rise and fall of this family. James Rouse arrived in the colony in 1801 as a free settler, and through large land holdings over the mountains became one of the wealthiest men in the colony. Rouse Hill became a holding

station for stock in transit between Rouse family properties. However six generations of luxurious living and spending by his descendants led to the

subdivision of the property to avoid bankruptcy. Today the remaining 12 hectares is no longer in the family and is managed by the Historic Houses Trust. The Trust has chosen to maintain the house in the condition in which they took it over, so it is a rather sorry example of a grand house. It is exactly the same as when the last Rouse family member lived there, full of lovely furniture, photographs and ornaments and is a most interesting place to visit. We were divided into small groups, each with a guide, and were shown through the house as well as various outbuildings, very grand stables built when the Rouses bred horses, barns, a slaughter house and milking yards, etc.

We came back to the Visitor Centre for a welcome cup of tea and more chat, and then off home in all directions after a great day of fellowship.





A talk given by Laurie Hadley at the 2004 Fellowship Conference

I had planned to give a talk based strictly on the history and construction of the First Fleet ships – after all, this is where my main interest lies. However, when I was reading for this paper, it occurred to me that much of this information is already out there. In fact, you've probably read most of it yourselves already. So, instead, I have decided to pick out a few pieces about the history and voyages of some of the ships that you may not be so familiar with.

For instance, it is commonly believed that the flagship, *Sirius*, was an East Indian ship. Not so. She began life as HMS *Berwick* – an East Country ship, which simply meant that she was employed as a storeship, sailing to the Baltic to pick up timber to be used as masts and spars in His Majesty's dockyards.

Her voyage to NSW was relatively peaceful, unlike her voyage to the Cape of Good Hope in September 1788, when she was almost lost in a storm, during which, the waves broke halfway up to her fore yard. *Sirius* survived that storm, only to be wrecked on the 19th of March 1790, when she ran onto

she couldn't be repaired in the colony. Consequently, on the 25th of November 1791 the little ship 'weighed anchor and stood out of Sydney Cove'.

In an ironic twist of fate, the little ship – whose service in the establishment of the colony had cost the Navy Board no less than £8,682 – was sold for approximately £500, and sent to carry coals on the Thames. A fitting end, perhaps, for a ship who had begun her naval service carrying stores between the numerous Thames dockyards.

The biggest of the First Fleet transports was the *Alexander*, the smallest *Friendship*. The two ships left Port Jackson in convoy, sailing for Batavia. But only the *Alexander* was destined to arrive at that destination. Scurvy so reduced their crews, that with only 10 healthy men between them, it became necessary to scuttle the *Friendship* in the Straits of Macassar, and transfer her crew to the larger *Alexander*. After a bit of honest 'horse-trading' between the masters of the two ships regarding the sharing of payment for the freight of the *Alexander*

SHIPS of the First Fleet

the reef in Sydney Bay at Norfolk Island. It would seem that the gods had conspired in the fate of the *Sirius*, for on the 19th and 20th, the normal run of tides had reversed, with the high tide running towards the west throughout the day, and low tide running towards the east for two hours only. The crew of the *Sirius* had therefore 'stood nearer in' than they would have had they realised that the tides had been reversed. Indeed, so confident were they at that time, according to seaman Jacob Nagle, that 'all the seamen that could muster hooks and lines was ketching groopers, not thinking of any danger'.

The original cost of purchasing, fitting and victualling the *Sirius* for the two years she was expected to stay in the colony had amounted to no less than £22,981. In December 1791 relics off the ship, in the form of 20 hundredweight of junk (old cable which had been cut up to use for caulking), assorted blocks and a fish for the lower mast, were sold to Bunker, the master of the William and Ann (a south-sea whaler), for £7.17.6 – a shortfall of £22,973.2.6.

As for the *Supply* – she was chosen for the voyage by default, when the Grantham Packet, which was the ship originally chosen to be tender to the Fleet, was found to be rotten. The *Supply's* role in the First Fleet, was similar to that of a well-trained sheep dog; conveying messages from ship to ship, and nipping at the heels of the stragglers in order to bring them into line with the rest of the Fleet. This duty she performed with great skill. It is doubtful that the colony could have survived without the services of the little ship, but her service in New South Wales was soon to end; for on being surveyed in 1791, her timbers were found to be so rotten that

on their return to Britain, holes were bored into the hull of the *Friendship* 'between wind and water' (in other words, on the waterline) and she was left to sink. Their voyage up until this stage had been adventurous, to say the least, for on the 1st of November, the two ships had been pursued by pirates. There is an element of farce surrounding this incident, for when the *Alexander* hoisted her English colours, two of the four pursuers defiantly hoisted Dutch and Portuguese colours, only to turn and run when Lieutenant John Shortland fired a shot directly over them, at which stage, the *Alexander's* pursuers 'immediately desisted from the pursuit, and made hastily for the shore'.

A London-registered ship, the *Alexander's* registration was transferred to Hull on 31 March 1792, the ship finally disappearing from the records in 1808. As to the *Friendship*, her final record appeared in a sad little footnote from the agent for the transports, William Richards Junior, on the 20th of April 1790, when he wrote that 'Sundry Casks &c &c Sunk in her' by the order of Lieutenant Shortland, had not as yet been paid for.

It would be difficult to find three ships which were more unlike the usual run of ships employed by the British East India Company than the *Scarborough*, *Charlotte* and *Lady Penrhyn*; for none of them were coppered; none were particularly large; and certainly, none of their crews were as regimented as the crews of East Indianmen of the day. Nevertheless, in that Company's employ they were, for they were 'extra' ships – ships which were chartered by the Company for a single voyage – in this case to China, where they were to take on a consignment of tea before returning to England.

As with the *Alexander* and *Friendship*, the return voyages of these ships were of far greater interest than their voyages out to New South Wales. The masters of the *Charlotte* and *Scarborough*, Thomas Gilbert and John Marshall, were very old friends. Theirs is believed to have been the first direct voyage from Australia to China. And it was during this voyage, that they left their marks permanently on the map, discovering the Gilbert and Marshall Islands. Gilbert and Marshall were particularly interesting in that they most likely had worked in the slave trade.

There are several clues that point to this. As Gilbert pointed out in his journal, he had painted the *Charlotte* red, because according to him, 'some of the voyages I had perused pointing out that colour as the most pleasing to the natives of these climates'; but he was also – during the voyage to China – to name a group of islands Calvert's Islands, 'the extremities of which' he named Point Camden and Point King. The significance of this is of course, that the transportation of convicts in the Second Fleet, was contracted out to the slaving company, Camden, Calvert & King; and that Gilbert had begun that voyage as master of the *Neptune*, before handing over the command of that ship to the infamous Donald Traill.

Gilbert was a fascinating man – a frustrated explorer, who was intent on using the voyage to China to 'make discoveries', thus risking incurring the wrath of the British East India company, which prohibited masters of their ships from sailing out of the paths that had originally been mapped out for them.

One assumes that this was meant to reduce competition for the company. So, instead of sailing straight on to China, Gilbert led Marshall on a voyage of discovery, that was to take him much further north of where he should have been. Eventually, however, the two ships reached China, where they took on a load of crockery before returning to England.

It is sad to reflect on the eventual fates of both these ships following their return to England. The *Scarborough*, for example, returned to Port Jackson with the Second Fleet, and was finally broken up in 1798. The *Charlotte*, on the other hand, suffered an even sadder fate. Returning to England, she was sold to a firm of Walbrook merchants, Bond & Co., and put on the London-Jamaica run, before being sold yet again, to the Quebec merchant, John Jones Jnr. In 1818, she was re-registered in Quebec, and was lost off Newfoundland in November of that year.

The *Lady Penrhyn* didn't return to England with the *Charlotte* and *Scarborough* – she had been assigned the duty of picking up furs from North America. While there is no mention of her having achieved this aim, she certainly didn't follow in the footsteps of the other 'extra' ships, for although she did eventually meet up with them in China, she reached that destination via Tahiti. The *Lady Penrhyn* arrived back in England on the 12th of August 1789, after a voyage lasting two years and three months, and covering no less than 44,840 miles. Like her former consorts, she was destined to suffer a sad fate. Following her return to England, she was sold to the London firm, Wedderburn's, and – like the *Charlotte* – put on the London-Jamaica run. After several changes of ownership,

she was finally captured in the West Indies in 1811. Her fate after this is unknown.

The role played by the *Prince of Wales* was twofold – she was primarily a storeship, but although she carried only 50 female convicts, she was classified as a convict transport. With only 50 female convicts embarked, she was never in danger of the type of mutinous upheavals that dogged the voyages of the 'all-male' transports, *Alexander* and *Scarborough*. Indeed, the only rebellion on board her came from the most unexpected source – her marine detachment – who petitioned the Navy Board on the 4th of May 1787, for wine and spirits to be provided on their arrival in Botany Bay. The rebellion of the marines was short-lived, the Navy Board refusing to budge on the matter of the liquor allowance in New South Wales, but although her voyage to New South Wales proceeded smoothly after this, it was nevertheless peppered with a series of incidents which disturbed her otherwise peaceful progress. The first of these occurred on the 20th of May, when two would-be mutineers were transferred from the *Scarborough* to the *Prince of Wales*. While this move was probably calculated to reduce the risk of mutiny on board the *Scarborough*, one

cannot but wonder whether the two men – Phillip Farrell and Thomas Griffiths – considered their subsequent incarceration on board an 'all-female' transport particularly difficult to bear.

Certainly, according to Surgeon-General John White, the two men behaved 'very well' following their transfer to the ship.

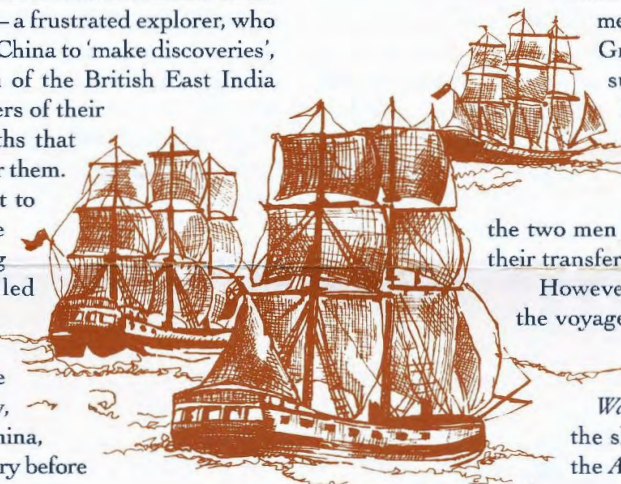
However, as with the other transports, the voyage home was to prove the most demanding part of the whole adventure for the *Prince of*

Wales. It had been intended that the ship would sail in convoy with the *Alexander*, but for a reason best known to her master, John Mason, the

Prince of Wales headed for Rio de Janeiro by way of Cape Horn. This was a big mistake, for the passage around the Horn was to exact a terrible toll on the ships, and on the 9th of October 1788, the Master of the *Prince of Wales*, John Mason, died. The storeship *Borrowdale* – who had accompanied the *Prince of Wales* around the Horn, reached Rio de Janeiro with, 'only 4 hands able to stand on the Deck'. The *Prince of Wales* had lost a great many of her crew, and when she arrived at the Port, the harbour master was obliged to take a crew on board her to bring her to anchor.

It was reported that the *Borrowdale*, which arrived a day later than the *Prince of Wales*, had not suffered as much as that ship, but despite this, her crew was so reduced by illness, that she too, had to be manned by a temporary crew in order to bring her to anchor. Amazingly, by the middle of December 1788, the ships were once again ready for sea. The *Prince of Wales* – now captained by Samuel Moore – arrived at Falmouth on the 22nd of March 1789, and at Deptford on the 30th of April. For some time, she continued to sail out of London, before being re-registered at Fort Martinique on the 5th of July 1797. Her fate after this is unknown. Upon her return to England the *Borrowdale* sailed from the records, her ultimate fate remaining unknown.

(continued on page 8)



SHIPS OF THE FIRST FLEET

(continued from page 7)

Little is known of the two storeships, Fishburn and Golden Grove, although their voyages out to New South Wales were as notable as those of any other of the ships of the Fleet. On the 10th of January 1788, the Fishburn was lucky to survive a near collision with the Lady Penrhyn in a severe squall, escaping with her jib sail 'split all in pieces'. But survive she did, and on the 4th of June she saluted the King's birthday with five guns. Following this, she languished at Sydney Cove, until a place could be found to house the spirits, which by the 9th of July still hadn't been unloaded. Finally, on the 19th of November 1788, the Fishburn sailed from Port Jackson, carrying with her a lower yard which had been cut for her on Norfolk Island, and which was to be delivered to Deptford Yard, where it was supposed Naval personnel would 'be able to determine the Quality of the wood'. She also carried a present for Sir Joseph Banks, in the form of a small quantity of sand, which Phillip thought might contain blacklead.

Arriving at Botany Bay with the second division of the Fleet on the 20th of January 1788, the *Golden Grove* was one of the last ships to leave, departing with the *Fishburn* on the 19th of November 1788. Unlike the *Fishburn*, however, she did not languish at Port Jackson during her time in the colony, for she was employed ferrying people and supplies from the mainland to Norfolk Island. When she sailed for

England, the *Golden Grove* carried with her flax from the island, and like the *Fishburn*, a lower yard to deliver to the Deptford Yard.

Little is known of the eventual fates of the storeships. The London-registered *Golden Grove* was re-registered in Newcastle in 1793. On the 12th of January 1799, her registry was transferred to Liverpool, where she was re-registered in 1804. Her fate following this is unknown, although a single referral to a ship named the *Golden Grove* appeared in Lloyd's Lists in 1823. Whether or not this was the First Fleet ship, however, is yet to be established. As to the *Fishburn*, like the *Borrowdale*, she sailed out of the pages of history, for no further record of her has yet been found. It is quite possible that, like so many eighteenth century sailing ships, she was broken up at the end of her voyage to Botany Bay.

These then, were the ships that carried your ancestors from England's 'green and pleasant land', to a hostile land situated at the ends of the Earth. The fact that they survived the voyage is remarkable – the fact that they did so with little loss of life, is little short of a miracle. It is due to these ungainly little wooden ships, once described as being a cross between a wooden clog and a coffin, that we owe thanks for the privilege of being here today, amongst friends in a free and democratic nation. Thank you.

LAURIE HADLEY

from the chapters

South Coast Chapter

It is pleasing that some Sydney members often join with the South Coast Chapter on their outings.

Tues 22 June A visit to the Dr. Chang Institute. Morning tea on arrival. A professor will speak to us about the Institute then we will be shown through the laboratory. I had to book 10 months ago for the tour. We catch the 311 bus from Central to Darlinghurst. Cost a donation towards heart research. Lunch nearby.

Sat 14 August A visit to Fort Denison, meeting at Cadmans Cottage 11.30am. Bring Lunch. Cost \$22.00 or concession \$18.00.

Mon 11 Oct Arthur Phillip's Memorial Followed by Lunch at Parliament House Sydney. For all the details contact Jean Mortimer (02) 4257 5575 Email: terryjeanmort@yahoo.com.au or at First Fleet House 9360 3788 FRIDAYS ONLY

Northern Rivers Chapter

FOR SALE

A very interesting book – *Never to Die* – compiled by Lionel Phelps containing stories of various First Fleet arrivals.

Cost: \$10.00 plus \$4.00 p&h – Total: \$14.00

Please send cheques made out to Northern Rivers Chapter of Fellowship of First Fleeters to:

Vilmai McDonald
269 Richmond Hill Road
Richmond Hill 2480

North West Chapter

Sat 7 August Meeting Community Centre, Tamworth 1.30 pm

Sat 9 October Meeting Community Centre, Tamworth 1.30 pm (NB Second Saturday)

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OFFICE ADDRESS: First Fleet House, 105 Cathedral Street Woolloomooloo NSW 2011 **PHONE** (02) 9360 3788 **FAX** 9360 3988
Email: fffaus@ol.com.au Website: www.geocities.com/fellowship_of_first_fleeters