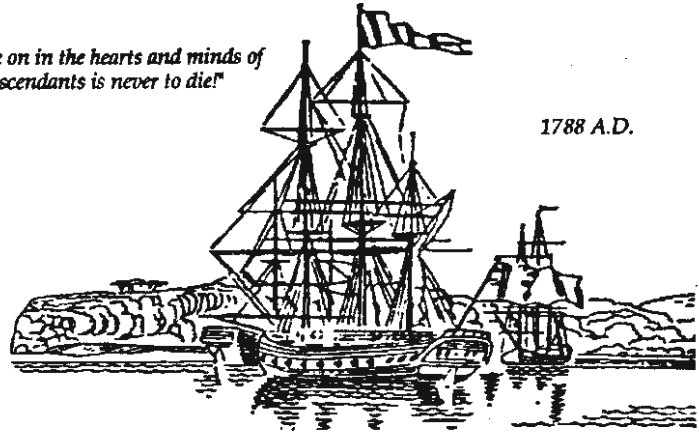


Fellowship of First Fleeters Newsletter

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



JOURNAL OF THE FELLOWSHIP OF FIRST FLEETERS INC. NSW 1988
PRICE: 50c Registered by Australia Post Publication No. NBH 1271

PATRON:
OFFICE ADDRESS:
TELEPHONE:

His Excellency Rear Admiral Peter Sinclair, AO, Governor of New South Wales.
First Fleet House 105 Cathedral Street, Woolloomooloo, N.S.W. 2011
(02) 360-3788, 360-3988

September/October 1990 Volume 21 NO.5

PRESIDENT'S REPORT

Our Government has despatched three RAN ships to the Middle East. Regardless of the views each of us may have on the decision to send them, I would like to think that our thoughts and prayers are with the ships' crews and their families, and that they safely return home shortly.

Since the last Newsletter, our Patron and fellow member of the Fellowship, His Excellency, the Governor of New South Wales, Rear Admiral Sir David Martin, passed away. In company with fellow Committee member, Mrs. Joyce Cowell, I attended his State Funeral. Vice President, Peter Christian, who was unable to attend was represented by his son. Committee member, Jim MacLean also attended.

Sir David was particularly, very popular among those members who were at the Fellowship functions which he attended. Sir David was a proud and active member. He descended through his mother from Colonel George Johnston and Esther Abrahams.

I have separately sent a message on behalf of all members to Lady Martin and the family expressing our sincerest sympathy.

On a brighter note, I should mention that Sir David was privately somewhat of a character. We all know how bravely he attended his official farewell only a few days before he died. Naida Jackson and a few other staunch members attended the farewell ceremony. While there, the group was interviewed by a Sydney Morning Herald reporter. (Their photo is in the background of the next days front page photograph showing Sir David in his open car and our ladies in the background). The reporter mentioned an incident in which one of the ladies had to ring Government House and she was surprised to find Sir David answering the telephone himself and she couldn't believe it. Well the real story went more like this. Sir David had encouraged his nephews to join the Fellowship and had personally assured them that he would arrange this for them. So he rang First Fleet House, "This is the Governor here", he said to one of the ladies

in the office. "You are joking" she said. "Yes, yes this is David Martin". "You might be David Martin but you are not the Governor" she said. "Oh yes I really am" he replied. "The Governor would not make his own telephone calls", she added. "When they are really important he would", Sir David answered. There was a long silence. It ended with "Oh dear me". The ladies concerned are still trying to live it down but, truly, rather than being embarrassed they recall how delighted they were to have spoken with him.

There is a proposal for a statue of Sir David to be erected. A concept of him with an expression of his interest in Australia's youth has been suggested. The Committee has decided to support this proposal.

Over the number of years I have been keeping a list of First Fleet Families and the children from them. I have compared my list with others and I believe that my work is somewhat different in respect of a number of families. I intend to publish the work under the title of "The First Fleet

ANNUAL GENERAL MEETING

**Will be held at 2pm on Sunday 11th November, 1990 at: The Melrose Hall
Great Western Hwy, Emu Plains, NSW**

Adjacent to the Emu Plains Primary School and approximately 300 yards from the Emu Plains Railway Station
Afternoon Tea will be served.

Families" in the near future. For information I counted all the children I had found. They total 1,200. I do not believe that this is exhaustive either but I do not think we will find many more. The local born represents 10% of the children recorded as being born in New South Wales to 1820.

Professor Brian Fletcher, Bicentenary Professor of the Chair of Australian History at Sydney University, launched Joyce Cowell and Rod Best's work, published by the Fellowship on Saturday, 25th August, 1990. Almost half the books had been sold by the time of the launching. If anyone, who had prepaid for the book has

not received it, please let us know. All those books have been sent.

Yours In Fellowship
James Hugh Donohoe

EXECUTIVE COMMITTEE 1989/90

PRESIDENT:

James Donohoe

Rod Best
June Bingham

VICE PRESIDENTS:

Peter Christian

Ula Clarke

Alice Clarke

Naida Jackson

(To be elected)

Rhonda Kroehnert (Newsletter Editor)

SECRETARY:

Jim MacLean

TREASURER:

Roy Morris

Ron Maguire

ARCHIVIST:

Joyce Cowell

Rose Millwood

Hugh Morgan

Suzanne Stanton (Jnr. Newsletter Editor)

Wilma Townsend

BITS AND PIECES

AN INTERESTING COINCIDENCE

When my daughter Jeannette Dianne Johnson married Norman Robert Rayner on 1-5-1970, they did not know that their First Fleet ancestors had spent a portion of their lives together as Marines.

FF Thomas Williams - Marine - "Friendship" and FF Ann Lynch - "Charlotte" were the direct ancestors of Jeannette.

FF Thomas Chipp - Marine - "Friendship" and FF Jane Langley - "Lady Penrhyn" were the direct ancestors of Norman.

There are many coincidences concerning the two Thomas'. Apart from the First Fleet journey in 1788,

both went to Norfolk Island, both were given land grants on the island and both returned to Sydney and later had grants in N.S.W.

These facts are quite a coincidence after nearly 200 years in N.S.W.

from: Mrs Kath Johnson #4954.

HMS SIRIUS PLAQUE

On 11 May 1987, an Australian Heritage Flag was presented to HMS Sirius at Portsmouth.

Later, the First Fleet Re-enactment Company certified that 84 paper replicas of the flag, were transported by Soren Larsen of the Re-enactment Fleet, to Sydney.

These will be included, with interesting HMS Sirius photos, on a similar number of plaques, after the Portsmouth ceremony, 13 May, 1991.

The Arthur Phillip Booklet, by Thea Stanley Hughes, covers the HMS Sirius story. Contact Movement Publications, (02) 736 2271, Sydney.

Proceeds from the above, support the administration of the HMS Sirius Homecoming Tour, 1991. Ancestors can be commemorated on plaques.

Best Wishes to PETER WILLIAM HINDMARSH, (FF. Thomas Chipp) aboard H.M.A.S. Adelaide, in the Gulf.

Congratulations to Mr Peter Norvill (FF Andrew Fishburn) of Murrurundi NSW who was recently honoured in the Queen's Birthday Honours List

with the award of The Medal of the Order of Australia in the General Division (OAM) some readers may not be aware that Peter made the first solo flight around the world by an Australian born pilot in a fixed wing aircraft, starting from Sydney on 7th May, 1988 and returning to Australia at Brisbane on 9th June, 1988, sixty years to the day from when Kingsford Smith touched down after making the first Trans-Pacific flight.

A YOUNG ACHIEVER

Shane Francis #3417 (FF William Tunks) of Oxenford Queensland has been playing soccer since he was 5.5 years old. Last year Shane earned himself a place in the Guinness Book of Records as the world's youngest goal-kicking champion.

He broke the 47 year old record when he scored 17 goals in 40 minutes competing in the under nines premiership with his Gold Coast team the Coomera Colts.

He also set an Australian record, a Queensland record, and was named Queensland Junior Soccer Player of the Year, the Best and Fairest player in the Gold Coast's junior soccer league, and received the McDonalds Junior Sportsman for January, 1990.

Channel 9 and the Sun Newspaper have nominated him for the "Young Achievers Award".

Both Shane and his brother Corie, also an ardent soccer player, have applied for Craig Johnson's "School of Excellence" Soccer Clinic.

Best wishes to both of them.

ENCLOSED RAFFLE TICKETS.

50c each or 5 for \$2

PRIZE: Book

"The Sirius Letters"

The letters of Newton Fowell, Midshipman on H.M.S. Sirius. Well Illustrated, limited edition. Raffle drawn at the Annual General Meeting, 11th November, 1990.

Please return butts with money by 2nd November, 1990.

Please make sure that name and address and/or phone number is on every ticket.

BUY A BRICK DONATIONS

We wish to record the generous donations of the following to our Buy a Brick Fund.

The William Roberts/Kezia Brown Family Association. Inc., The Bloodworth Assoc., A.Astley, N.Dawson, W. Harken, E.Kelly, Hunter Valley Chapter, Tunks Descendants Assoc., H.Collingwood, B.Sutton, R & J Pollard, M.Bolton, M.Boyd, E.Heyer, E.McPherson, T.Best, H.Smidt, B.Patfield, D.Banfield, R.White, W.Townsend, A.Ebb, J.Donohoe, V & E Robards, J.Meredith, M.Palmer, T.Eagles, B.Beresford, S.Minter, H.Brownie, E.Watts, L.Stirling, G.Hussey, C.Boyd, A.Hillman, E.Matthews, G & M Tunks, F.Scott, Mr & Mrs R. Norris, B.Kernot, W.Risby, H.Brown, M.Munro, E & D Cleary, M.Larden, W.Carter, J.Martin, D.Endicott, M.Broughton, R.Beaupourt, J.Monk, D.Brown, N.Lucas, E.Jurd, W.Hughes, T.Tapper, C.Torbett, B.Brennan, M.Pask, P.Elder-shaw, F & M Lucas, J.Guy, L.Woods, R.Kroehnert, J.Williamson, E.Gardiner, Friends of First Government House Site, Tunks Descendants Association, L & M Moore & family, E & B Floyd, R.Edwards, B.Townsend, G.Vernon, M.Livingston, P.Bannigan, U.Clarke, G.Nicholson, R.Piddick, B.Brown, A.Clarke, R.Millwood, N & R Mason, L & P Franklin, B.Taber, S & V Knight, J.Astley, B.Jones, K.Sibraa, W.Richards, V.McPherson, S.Bal-lard, R.Carter, P.Bosman, V.Walters, C.McLean, B.Love, C.Cheffins, N.Crabbe, J.Thomas, A.Mahoney, L.Good-will, S.Bartlett, A & B Slatyer, P.Dewberry, R.Hannon, B.Jones, E.Popow, S.deWet, E.Bale, G.Giron, P.Hanson, M.Llewellyn, D.Heldon, J.Hope, J.Tunks, I.Riethmuller, I.Green, S.Terrill, K & A Huxley, T.Siddons.



AROUND THE TREES

**JOHN HERBERT/DEBORAH
ELLAM.**

The Herbert Family Association Inc. would like to advise all descendants that a second reunion will be held in Parramatta Park on Saturday, 25th May, 1991. 9.00am to 4.00pm

For further information regarding this reunion please contact:

The Secretary, Robert Herbert.
P.O. Box 990, Bowral. NSW 2576

A STORY OF INTEREST

**KINGSFORD SMITH:
Sir Charles Edward**

Charles Kingsford Smith (1897 - 1935), known as "Smithy" was an Australian pilot who pioneered long distance Aviation.

His flights established intercontinental air routes linking Australia with Europe and the USA. His achievements are commemorated by his portrait on one side of the Australian \$20 banknote.

Kingsford Smith made his first record breaking flight in 1927. With Charles Ulm he flew around Australia in 10 days, 5.5 hours in an old Bristol

aircraft. With the help of another pilot, Keith Anderson, Kingsford Smith & Ulm bought a three engined Fokker, which they named "Southern Cross"! In 1928 Kingsford Smith and Ulm made the first flight across the Pacific Ocean in this aircraft. In the same year they crossed Australia in the record time of 10 hours, and they also made the first flight across the Tasman Sea.

In 1929, Kingsford Smith and Ulm set a new record for the Australia to England flight and in 1930 made the first London - New York crossing of the Atlantic. Kingsford Smith also made a number of solo flights, breaking the Australia - England record in 1930, and again in 1933. These flights were made in a small single-engined aircraft.

Kingsford Smith was born in Brisbane. He joined the AIF at the outbreak of World War 1. In 1916 he transferred to the Royal Flying Corps and flew in France. He was awarded the Military Cross for bravery during aerial "dog fights". After the War he flew in America and later became a pilot for the "West Australian Airways".

In 1928 Kingsford Smith and Ulm founded the first airline company with regular services in East Australia. The company closed in 1931, not long after it's aircraft the "Southern Cloud" was lost in the Southern Alps of New South Wales. In 1935 Kingsford Smith & Tom Pethybridge disappeared in the "Lady Southern Cross" over the Bay of Bengal. They were attempting a new record for the England-Australia flight.

ROSE SULLIVAN:

1907-1990

(Past member of City of Liverpool District Historical Society)

The following speech was given by Rose Sullivan not long before she passed away in August last. She married her second husband Con Sullivan in 1937 and they have lived in Liverpool N.S.W. for 30 years. Con passed away in 1989.

Her first husband, pioneer flyer Tommy Pethybridge was the co-pilot and mechanic of Charles Kingsford Smith and was with "Smithy" aboard the "Lady Southern Cross" when it disappeared near Burma in October, 1935.

The wreckage was never found.

Rose became Australia's first Air Hostess in her early 20s, being air hostess on the original "Southern Cross" (now preserved at Eagle Farm Airport, near Brisbane), prior to its history-making Tasman crossing on Sept 10-11, 1928.

A recent exhibition at the Liverpool Bicentennial Museum showed a display of items donated by Rose to the City of Liverpool and District Historical Society. These included Kingsford Smith's flying jacket (leather c.1930) given to Rose by Sir Charles Kingsford Smith, a piece of plywood from the "Miss Southern Cross" salvaged from the wreck which crashed while being flown by Charles Ulm, a cushion from the "Southern Cross" given to Rose by "Smithy" which was part of the original cabin furnishing of the aircraft, a Presentation Belt presented to "Smithy" by the Maori people and Rose's autograph book obtained to record the occasion of the last Sydney to Melbourne trip by Australian National Airways Ltd (ANA), after the loss of the "Southern Cloud", (which crashed on 21st March, 1931 in the Snowy Mountains, its wreckage not found until the 1950's). The signatures include the greats of pioneer Australian aviation - Charles

Ulm, Kingsford Smith, Eric Chaseling, Pat Lynch-Blosse & Tommy Pethybridge.

Acknowledgments to:
City of Liverpool and District
Historical Society
Liverpool Bicentenary Museum.

The speech reads as follows:

"Memories of Smithy & 50 years Ago"
by the late Mrs Rose Sullivan
(formerly Mrs Tommy Pethybridge).

"Smithy" as Kingsford Smith was affectionately known was a man who combined love of adventure, with raw courage, and a wonderful zest for living.

He lived and he died for flying at the age of 38 years.

His career, spanned 20 years of flying. In that time he had fought in the 1914/16 war, been a stunt man in films, established records for flight in short and long distances, made new records and gave his life to flying literally.



Smithy was born in Brisbane. His parents were Mr. & Mrs Smith. There were 7 children, 5 boys and 2 girls. All the children were given their mothers christian name of Kingsford, plus a first christian name. He was Charles.

Only when they moved to Canada and lived in a street with several Smiths nearby, did the family use the name Kingsford Smith to differentiate.

The family returned to Australia in 1909 and lived at McMahons Point, NSW. "Smithy" attended Sydney Technical College and studied electrical engineering. He later became an apprentice at Colonial Sugar Co, at a wage of One Pound per week.

"Smithy" was 18 years of age when World War 1 broke out. Despite parental objections he enlisted, and so began his first steps toward flight.

He served as a motor bike outrider

and his daring and bravery didn't go unnoticed.

When the Royal Air Force were seeking young men for training as pilots, he was chosen, much to his delight. He was shot down twice and had 3 toes amputated. He received the Military Cross.

"Smithy" loved flying from the very start. He wrote to his parents to them so. "I have already been up several times and it is a fantastic experience. I have discovered one thing about flying and that is my future, for whatever it is worth is bound up in it! "flying" is "thrilling".

And so he began his dream to make new paths across the skies. Always seeking and making new records and also establishing many firsts.

He was awarded several honours and distinctions later. In addition to his knighthood now "Sir Charles" Kingsford Smith.

In 1931 the Post Office produced a series of Kingsford Smith Stamps.

He was made an honorary Commodore of the Royal Australian Air Force.

When decimal currency came about his portrait was placed on the \$20 bill and another series of stamps, to commemorate 50 years of flying also contained his portrait with Ulm and 2 other flyers.

In the "Sydney Morning Herald" P.G. Taylor wrote "Some day, perhaps one hundred years from now, the true significance of the "Southern Cross" will be realised. When children read of her in their history books, as perhaps the most famous Aircraft of the age of Air exploration."

In 1930 "Smithy" married Mary Powell whom he had met aboard ship on his return from England.

Her parents had a large hotel in Melbourne and were wealthy. "Smithy" had to battle to make her take any notice of him. However they married and had one son Charles in 1933.

Three years after "Smithy's" death Lady Kingsford Smith married Allan Tully. In 1940 they took Charles Junior to the USA to live. He is now

43 years old and recently covered his fathers flight to Australia from USA in a small plane.

I came to know "Smithy" because in Jan, 1928 I married Tommy Pethybridge who joined the R.A.A.F in 1927 and we first lived at Werribee in Victoria and then transferred to Richmond Air Base in NSW. We lived at "Toxana" in Richmond. "Smithy's" old bus "Southern Cross" had arrived in Richmond after the famous crossing from the USA after many near disasters with electrical storms and almost running out of petrol through winds and rain. The crew comprised of "Smithy", Ulm, Warner and Lyons and an engineer "Doc Maidment" (Who came by sea to service the "Wright Whirlwind" engines of the "Old Bus")

Tommy who loved engines and flying used to help "Doc" to clean the engines and generally make a nuisance of himself and "Smithy" noticed this and when "Doc" had returned to the U.S.A., paid the then huge amount of Eighteen Pounds to

SOUTHERN CROSS

VH-UEE

buy Tommy out of the Air Force. And so; we began our part of this exciting time.

My first flight in the "Southern Cross" was to Mascot, to take Mrs Ulm and the girls of Atlantic Oil Co for a joy flight. There were as yet no fittings in the cabin and I sat on a box and as we came along people ran out and waved towels and things at us. It was so exciting!

As with all trips, we were met by crowds and mobbed. Every trip was the same. Crowds of Onlookers.

Later, nine cane chairs were put in the cabin for paying passengers and blue and silver was the colour scheme. The cushions were heavy blue cord. I was given an original cushion which had a tear and "Smithy" gave it to me as a Souvenir.

The Plane was very crude in make. A frame of slots of wood covered with fine linen and then painted with "dope" to make them stiff and firm. The Cockpit was open at the sides and all the rain or bad weather could come in. It was purchased from Sir Hubert Wilkins noted Arctic Explorer.

The windows were micre and when later the airline A.N.A. was established to fly to Tasmania we often lost them through vibration. In Tasmania there are many changes of air through valleys, mountains with lakes on top, fog was bad too, and as we flew over the different parts, the plane would buck about and as we didn't have seat belts in those days, you could find yourself up in the air or down on the floor. Micre windows would fall out and wind would pour in.

I fed the passengers on apples or dry saos to combat airsickness. We wore leather flying helmets and coats. I always sat in the back tail seat, it was supposed to be the safest!!!

You could only fly one hop a day. Sydney to Melbourne and next day Melbourne to Sydney or Tasmania the cost was about, Fifty Pounds and took 2.5 to 4 hours depending on th tailwinds. The instruments were very crude and maps almost non-existent. You had to follow railway lines or look for landmarks to guide you. If the weather or winds were bad you could be blown off course very badly, but "Smithy" seemed to have a sixth sense and knew what to do and somehow we always seemed to arrive at our destination.

The planes were "Southern Cross", "Southern Star", Cloud and Moon and when the "Southern Cloud" was lost in 1931 passengers fell off and then the depression caused the A.N.A. to fold. The "Southern Cloud", remains were found 20 years later in 1951, by a workman on the "Snowy Mountains Scheme". Eight people lost their lives.

The pilots who flew the A.N.A. craft were Jerry Shortland, Pat Lynch Blosse, Jimmy Mallison, and Jimmy Melrose and "Smithy" and Tom Pethybridge, co-pilot and mechanic.

They started a flying school at Mascot and Nancy Bird was one of Tom's star pupils. He started her off on Spark Plug cleaning and she later flew and serviced the Flying Doctors machines

FROM THE MAILBOX

The Editor FFF Newsletter
Dear Madam,

I enclose an article which may be of interest.

"Now let us praise....."

Some members of the Fellowship were surprised and disappointed that during the Bicentennial celebrations

Visit To Norfolk Island March 1991.

Organised by the First Fleet Fellowship
A most economical eight day trip to Norfolk Island for Foundation Day,
March 6th, 1991, commemorating the arrival of "Sirius"
with the first settlers from the First Fleet.

Prices: (may vary slightly)

MELBOURNE - NORFOLK IS. - MELBOURNE	\$1580
SYDNEY - NORFOLK IS. - SYDNEY	\$1268
BRISBANE - NORFOLK IS. - BRISBANE	\$1264

Children 3 years to under 12 years - Half Price.

All enquiries to: David Coupe (03) 370-9590

and took part in the Powder Puff Derby for Women.

Money was scarce and they were forced to close down and go barnstorming to get financial again.

They did all the spade work to get the England to Australia run but tenders were called and Government gave it to "Qantas".

They flew the 1st Airmail to N.Z. in awful weather and while there, Ulm decided to apply for a flying licence. Although he had flown more miles than anyone except "Smithy" he did not have a flying licence. The N.Z. crowds went wild whenever they appeared and the Government gave them a Two Thousand Pounds Grant.

On the return journey to Australia the weather was so bad, they took 23.5 hours to get home and only had fuel for 10 minutes flying time left.

The Air Force had installed an expensive search light system for them to land, but an electricity failure at Richmond blacked out the Airdrome and panic stations set in. However, there were 500 cars with sightseers around the fringe of the drome and they were asked to put on their headlights to help them land safely and bring the heroes in. Which they did.

In 1934 Ulm was lost when he set out in "Stella Australis" from California to Australia via Honolulu with a crew of 2. After losing his way, through bad winds he was way off course and was forced to ditch in Mid Ocean, when he ran out of fuel. They were never found.

In 1935 Smithy and Tommy Pethybridge in the "Lady Southern Cross" disappeared near the "Island of Aye" near Burma, on their attempt at England/Australia record. "Smithy" was 38 years old and Tommy was 28 years old.

A wheel and part of the undercarriage was found years later and believed to be part of the "Lady Southern Cross" but it has still to be proved.

"Smithy" once wrote in an autograph book.

"An Aviators life may be full of ups and downs, but the only hard thing about flying is the ground.

C.Kingsford Smith on board "Southern Cross"

Contributed by:
Ald. Ronald J. Hollands, J.P, C.L.O.
Mayor of Liverpool

the official view seemed to be to ignore or minimise the part played by our original founding mothers and fathers. The disappointment was natural, but when one considers what was done at previous celebrations there was little cause to be surprised.

The Jubilee of 1838 was seen by the editor of the Sydney Gazette as a turning point: "It becomes us then to be 'up and doing'...whether New South Wales is still to remain branded,

from the lips of a British Secretary of State, with the opprobrious designation of "the most depraved community on the face of the earth" or to advance in moral worth and national importance...by the infusion of a race of virtuous and industrious immigrants".

The Australian contrasted the "wild and antediluvian appearance" of the country with its "primitive colonists - a few hundred individuals banished

by the laws from their homes, their families and their country" of fifty years previously with "our marts, our towns, our villages and our fields", and in assigning the credit for the present prosperity singled out governors Macquarie and Bourke.

In 1838 transportation of convicts was still British policy and practice though opposition to it, especially in Sydney was increasing and the misdemeanours of Ticket-of-leave men were matters of public comment. The attitude of the Sydney Gazette to "the insolent effrontery of several of the more unregenerate members of the felonry who must persist in intruding their presence" was probably wide spread so that many of the fifty or so First Fleeters who were still in the Colony would have been reluctant to draw attention to their original status.

In 1888, The Centennial year, the celebrations - religious, sporting, musical, social, civic, philanthropic etc were on the grand scale and Sydney was the centre of them. Land reclaimed from a swamp was opened as Centennial Park, a statue of Queen Victoria was unveiled, a foundation stone for a new Parliament House was laid, letters addressed to George Johnston concerning the overthrow of Bligh were presented to the state, but the First Fleet scarcely rated a mention, though our correspondent to the Sydney Morning Herald suggested that the descendants of the free men who took part in the founding of the colony should be invited to participate. As late as to January 1888 the Rev. F.B. Boyce (to be Rector of St.Pauls, Redfern for another 40 years) was pleading that if "nothing can be done to put in the first stone of a monument to Phillip on Thursday next...at least give colonists something definite... that justice will be shown to a great land a good man's memory."

Sydney was the setting for the principal celebrations of the Sesqui-centenary in 1938. In reporting the events of Anniversary Day the Sydney Morning Herald said: "The day was a triumphant success. It was the climax of a crescendo of anticipation but it was also, and more importantly, an occasion which conjured up visions of Australia's yesterdays and tomorrows. It was a day of records - record crowds, record decorations, record rejoicing and a record variety of attractions. It is estimated that more than 1,000,000 people witnessed the events of the morning." The pageantry began at

8.30am with the landing of Phillip at Farm Cove. Among the actors were some Aborigines. When Phillip approached he threw gifts of brightly coloured beads and "the natives looking satisfied and happy stood watching the strangers taking possession of the country". When another boat bearing Captain Hunter came ashore "subsequent dialogue made tactful reference to the convict origins of the settlement".

The novel "Pioneers on Parade" by Miles Franklin and Dymphna Cusack published at this time deals with the unsettling consequences of the discovery of a convict among the pioneer ancestors of a Sydney family during these celebrations.

Over the years our convict ancestors have been seen as everything from innocent, even heroic victims of circumstance to unregenerate and vicious criminals and doubtless there were some of each among them. What is true, however, is that by any modern selection procedure, few (if any) of them and their free guardians would even be considered in choosing the founders of a new nation. That they succeeded is due no doubt to the leadership of Phillip and a few of his subordinates but also to the courage and endurance of many of the ordinary First Fleeters from whom such virtues could not have been expected. That so many of these unlikely (and unwilling) settlers succeeded is something that all of us can be proud to celebrate.

From: D.B. Webster #1936
Hackett A.C.T.

19/7/90

It's great to read what goes on in the Sydney district, and I only wish I could be part of it all - but distance prohibits. However to be able to read the speeches made at the Australia Day Dinner was much appreciated.

I always look forward to receiving the Newsletter.

Best Wishes
Sincerely,
Betty Duns #1051
(FF Philip Devine)
Port Lincoln, S.A.

3/8/90

I would love to attend some of the wonderful social days organised in Sydney but sadly, I'm too far away. However I do enjoy your newsletters including the interesting snippets of by-gone days, so please keep up the good work.

Yours sincerely
Mrs Betty Mobbs
Mt. Eliza. Vic.

FROM THE CHAPTERS

Hunter Valley Chapter

1990 -1991 Committee

PRESIDENT:
Mr John Bone
VICE PRESIDENT:
Mr Ray Meredith
HON TREASURER:
Miss Lynne Hutchins
HON SECRETARY:
Mrs Vivienne Bone
7 Victoria St. Adamstown, NSW 2289
Phone: (049)- 574646

A MOMENT OF VERSE

OUR ANCESTORS

*If you could see your ancestors, all standing in a row,
Would you be proud of them or not, or don't you really know?
Some strange discoveries are made in climbing trees,
And some of them, you know, do not particularly please.*

*If you could see your ancestors, all standing in a row,
There might be some of them, perhaps, you wouldn't care to
know,
But there's another question, which requires a different view,
If you could meet your ancestors, would they be proud of you?*

Author unknown.

CONDOLENCES

Deepest Sympathy is offered to the families of the following:

VICTOR WILLIAM WALTERS #2401
Died 6th September, 1990

ELSIE GRIFFITHS #3265
Died 30th December, 1989

ENID M. WARREN
(FF. William Tyrrell/James Williams)
Died 15th August, 1990

MONTAGUE CHARLES WILLIAMS
Foundation Member #101
(FF William Nash/Maria Haynes)
Died 27th August, 1990

MISS MARCIA F. ANDERSON #3417

DORIS ALVERA FOTHERGULL
#2965
Died 5th November, 1989

BRUCE HUGH MCGILL #4678
Died 5th October, 1989

LANCELOT E. DEVINE #1483
(FF Philip Devine)
Died 24th September, 1989
Perth W.A.

Previously from Darling Point,
Sydney
Sadly missed by his family

An obituary to Sir David Martin will
be published in the next Newsletter.

"To live in the hearts and minds of
Descendants is never to die"

MEMBERSHIP REPORT

We extend a warm welcome to new members joined during this period 16 adult, 12 junior members and 4 spouse associates.

FF Andrew Fishburn:

Mrs Fiona Elizabeth Lindsay
Naughton.

FF Ann Forbes:
Mr David Keith Hughes.

FF John Gowen:
Mr Gregory Ian McLean (Jnr); Miss
Katherine Claire McLean (Jnr).

FF Thomas Harmsworth - Alice
Harmsworth + Ann Harmsworth:
Miss Barbara Jean O'Connell.

FF Nathaniel Lucas - Olivia
Gascoigne:

Mrs Carmel Therese Moore (sp Mr
Thomas Gerald Moore); Mr John
Thomas Matthews; Mr Dale James
Benson (Jnr); Miss Melanie Margaret
Chinery (Jnr).

FF Frederick Meredith:
Mr William Francis Hutch.

FF William Standley:
Dr Graeme Alwynne Kilpatrick, Dr
Trevor John Kilpatrick; Miss Julia
Catherine Elizabeth Kilpatrick (Jnr);
Miss Victoria Alexandra Kilpatrick
(Jnr); Mrs Norma Lois Robertson.

FF William Tunks:
Mr Herbert William Cowell; Mrs
Leonie Dawn Nicholson; Miss
Rowane Jessica Nicholson (Jnr); Miss
Kira Sharne Nicholson (Jnr); Mr Rhys
Warwick Nicholson (Jnr); Miss
Centeine Emerald Louise Crawford
(Jnr)

FF Joseph Tuzo:
Mr David Charles Cowell (sp Mrs Ann
Cowell).

FF Robert Williams:
Mr Colin Keith Farquharson Stewart
(sp Mrs Pauline Necia Stewart); Mr
Keith William Smith (sp Mrs
Catherine Mary Smith); Miss Karen
Anne Smith (Jnr); Miss Diana Mary
Smith; Miss Elvina Mary Farquharson
Stewart.

FF Joseph Wright:
Miss Rebecca May Forster (Jnr).

ASSOCIATE RELATIVES:

Mrs Beverley Ann Naughton mother
of David Naughton.

NEW FIRST FLEET ANCESTORS:

Robert Williams convict,
"Scarborough".

BOOKS

BOOKS FOR SALE

"A RICH INHERITANCE VOL. 2" THE FAMILY TREES

Edited by: Narissa Phelps Morrissey
for the committee of the William
Roberts & Kezia Brown Family
Association Inc.

This book is approximately 600 pages,
hard cover, full colour artist drawn
dust jacket, high quality paper and
reproduction of select photographs
and documents, the volume is of the
highest standard.

Cost:
\$65.00 without postage
\$75.00 with postage.

Available from:
The Secretary
Roberts Family Association
P.O. Box 558
Matraville, NSW 2036
Phone: (02) 344 8437.

SECOND FLEET FAMILIES OF AUSTRALIA

Compiled and Edited by C.J. Smee

Containing genealogical details of
Three-Hundred and Twenty-Seven
Second Fleeters who arrived in the
colony of New South Wales in the
year 1790, plus their children and
grandchildren.

Some 400 pages, 235mm x 165mm,

Advertising

Advertising space will be available in the
Fellowship of First Fleeters newsletter from the next issue.

Those wishing to advertise contact:

First Fleet House (02) 360-3788. (02) 360-3988

or after hours:-

The Editor, Miss Rhonda Kroehnert (02) 602-4657

handsomely bound hard cover, gold blocked on face and spine.

A limited print run of 1,000 copies - don't miss out!!

Cost: \$30.00 plus packing and postage
NSW: \$5.00
SA & VIC: \$7.00
WA, NT & TAS: \$9.00
All orders to:
Second Fleet Families of Australia
P.O. Box 1011,
Dickson, ACT 2602.

**Reference Library Shelf List - April,
1990 continued.**

Fellowship Members are encouraged to use the material in our Library. However, material may not be borrowed or taken from the Office. Photocopying of any reference material is subject to the current Copyright Law. The following is the first of a continued list of material available at First Fleet House.

Shelving 1 (near steps)

Historical Records of N.S.W.

Vol 1. Part 1. Cook; Part 2 Phillip.
Vol 2. Grose & Paterson
Vol 3. Hunter;
Vol 4. Hunter & King;
Vol 5. King;
Vol 6. King & Bligh;
Vol 7. Bligh & Macquarie

**An Historical Journal 1787-1792 -
Captain Hunter.**

**The Voyage of Governor Phillip to
Botany Bay**

**An account of the English Colony in
N.S.W. Vol 1. & Vol 2.**

**A Voyage to N.S.W. - Journal of Lt.
Wm. Bradley, H.M.S. "Sirius" 1786 -
1792**

**A Voyage to N.S.W. - Lt. Wm. Bradley
- Charts - Set of 22**

**Australian Dictionary of Biography
Vol 1. 1788-1850 A - H**

**Australian Dictionary of Biography
Vol 2. 1788-1850 I - Z**

**Colonial Era Cemetery of Norfolk
Island - R Nixon Dalkin**

**Inscriptions in Stone - St. David's
Burial Ground 1804-1872**

**Gravestone Inscriptions of N.S.W.
Vol 1. Sydney Burial Ground**

**Colonial Secretary's Papers 1788 -
1825 - Prospectus.**

General Muster of N.S.W. 1814

**Australia - The First Twelve Years -
Peter Taylor**

**The Founders of Australia - Mollie
Gillen**

**Land Grants - 1788 -1809 N.S.W.;
Norfolk Island; Van Dieman's Land.**

Census of N.S.W. 1828

CORRECTIONS

July/August 1990

Pg 9. Col.2

The Herbert Family Assoc. Inc.

New Address: P.O. Box 990 Bowral
NSW 2576

Pg 9. Col. 3

Nash Family

New Address: 29 Seidel Ave, Picnic
Point, NSW 2213. Phone: (02) 771 3070

Pg 9. Col. 3

Mrs Barbara Drady NOT Brady

Pg10. Social Diary

Col. 2 Saturday, 24th November

NOT Sunday.

Future Fellowship Functions

Fellowship of First Fleeters Australia Day Eve Dinner

Will be held on Friday 25th
January, 1991, from 7.00pm

in the HOLME - SUTHERLAND
ROOM, THE HOLME BUILDING
AT THE UNIVERSITY OF
SYDNEY.

Smorgasbord of hot and cold
collations:

Cost: \$35.00 per head.
Three course Dinner.
Free parking in the Grounds

Keep this date - Invite Family and
Friends.

Cheque and money orders
should be made payable to
Fellowship of First Fleeters

and forwarded to:

Miss Alice Clarke
P.O. Box 328
Lane Cove
NSW 2066

Phone:
(02)428.4530
for enquires.
Send SAE for ticket.

Fellowship of First Fleeters Christmas Luncheon

Wednesday 12th December,
1990, from 12 noon

Haste ye to the Centenary Room,
Bowlers Club of N.S.W.
95 York St, Sydney

Bookings essential: To, Functions
Committee, F.F.F.

All members and Friends are
cordially invited.

\$15.00 per head.
Kindly book early.

Fellowship of First Fleeters Christmas Party

You are cordially invited to a
Christmas Party at the
Bowlers Club of N.S.W.
on Saturday 8th December, 1990
at 7.00pm.

Come and join the committee and
Office Helpers. \$20.00 per head

Please book early to Functions.
Committee to assist catering.

FROM THE EDITOR

On a perfect Sydney spring day, 83 First Fleeters and friends set sail on board the square rigged sailing ship "Solway Lass" on Sunday, 2nd September for a luncheon cruise.

Sydney Harbour was at its sparkling best, and great interest was shown as the crew set sails and climbed the rigging, a gentle breeze filling the sails as we cruised around the harbour.

Delicious food was served almost continuously as we sailed and many requests have been received to have another cruise next year. A great day was had by all.

RAFFLE TICKETS:

We have included in this issue a small book of raffle tickets. Please assist us in this fund raising event. All butts and money should be returned by 2nd November, 1990. The draw will take place at the Annual General Meeting on 11th November, 1990.

FAMILY ASSOCIATIONS DIRECTORY UPDATE:

A new addition to the Family Associations Directory is:

Samuel Piggott/Pickett Family

Contact: Mrs Jean Scanlan, 13 Andrew St, West Ryde, NSW 2114

JUNIOR NEWSLETTER:

The first F.F.F. Junior Newsletter has been issued to our 460 junior members between the ages of 5 and 15 years. If any junior members out of this age bracket wish to be put on the mailing list please contact Suzanne Stanton or Ron Maguire at First Fleet House as soon as possible.

There are a few spare copies of the Junior Newsletter, if any members wish to obtain one, send a stamped self addressed envelope (approx 23cm x 12cm) to First Fleet House.

BOOK LAUNCH:

The launching of "Where First Fleeters Lie" was well attended by approximately 80 people. A beautiful afternoon tea was later served by the ladies of the committee and their helpers. (Not an easy task).

Many thanks to those ladies.

CASTLE HILL GATHERING:

Our stand at the Castle Hill Gathering of the 15/16th September attracted a great deal of interest from members and the general public.

Joyce and Rod were there to autograph "Where First Fleeters Lie", a variety of stock was sold and thanks to all those who were involved.

Please type in double spacing or print any articles and enclose member numbers with all correspondence.

If items for the Newsletter are posted to the Editor's home address, please follow up with a phone call.

All births, marriages and engagement notices will be held over for publication in the Nov/Dec Newsletter. Obituary notices will be printed in every issue when necessary.

An index of all articles printed in 1990 Newsletter will appear in Nov/Dec edition.

NEWSLETTER CLOSING DATES

Closing Date:-	In office for posting:-	Newsletter Month:-
15th November 1990	13/12/90	Nov/Dec
17th January 1991	14/2/91	Jan/Feb
21ST March 1991	18/4/91	Mar/Apr

SOCIAL DIARY FOR 1990/1991

Sunday, 11th November, 1990
Annual General Meeting
at Emu Plains

Sunday, 18th November, 1990
Junior Members
Colonial Costume Christmas Party
At Australiana Pioneer Village

Saturday, 24th November, 1990
President's Welcome
2.30pm

November, 1990
White Elephant Stall
Organised by the Canberra Chapter

Saturday, 8th December, 1990
F.F.F. Christmas Function

Wednesday, 12th December, 1990
F.F.F. Christmas Luncheon

Friday, 25th January, 1991
Australia Day Eve Dinner

March, 1991
Visit to Norfolk Island

March, 1991
Matthew Everingham

9th - 12th May, 1991
Sixth Annual Congress
on Genealogy and Heraldry.

Saturday, 25th May, 1991,
Herbert Family Reunion

Don't forget to wear your First Fleet
T-Shirts, Windcheaters, Ties etc to
these outings.

CAN YOU HELP?

Can any members assist us in obtaining a couple of male and female mannequin dummies to display our recently donated colonial clothes on at First Fleet House?

Advertising

In the Fellowship of First Fleeters newsletter

Advertising space will be available from the next issue.

**Circulation: Australia wide - 3000 copies
6 issues per year**

A proven circulation over the last 21 years.

**Businesses wishing to advertise, please contact:
First Fleet House (02) 360-3788, (02) 360-3988
or after hours:-
The Editor, Miss Rhonda Kroehnert (02) 602-4657**

Our Readers....

When Lord Sydney announced in August 1786, the decision to establish a colony of thieves at Botany Bay on the east coast of New Holland, some mocked at the idea, and some rejoiced. One man said it was the most absurd prodigal and impracticable vision that ever intoxicated the mind of man. Another hailed Botany Bay as a settlement which would enhance the comforts, add to the rights of polished society and add to the general happiness of mankind. Some of the convicts were light hearted: "Taint leavin' old England we cares about".

Others petitioned the men in high places to hear their sighs and groans. They saw themselves as men and women caught in a trap: they could look forward they felt, sooner or later, to death by hanging in England, or perpetual exile in a barbarous country where the remainder of their lives would be made bitter with forced labour.

As the day of their departure approached and they were assembled on the ships riding in the Downs off Portsmouth Harbour, they went on behaving very much as they and their fathers before them had behaved. They drank, thieved, whored and preyed on each other because that was the only life they knew. Yet on the day of departure, that golden day of 13th May, 1787, just as the whole of nature was celebrating its annual rebirth, that miracle of loveliness of England in May, something began to happen to them too. The faces of some of the convicts, we are told, indicated a high degree of satisfaction as the ships moved down the English Channel. One woman dropped some tears, but soon wiped them. More genial skies and a change of scenery soon banished repining for England. Cheerfulness began to sweep over them - possibly not because they were fickle, or shallow, but because of a glimmer of hope that in their adopted country there might be a happy issue out of the afflictions they had suffered and endured in the land of their birth.

Today our readers are proud Australians with a heritage of descendants who have made Australia what it is today. They come from every walk of life, from many different professions and live in the four corners of this great land of ours, yet they are all people who take pride in this heritage and these are the people who will shape the Australia of the future.

Not many publications can boast such a wide cross section of Australian living....

**The views expressed in this Newsletter are not necessarily the official views of the Fellowship of First Fleeters.
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