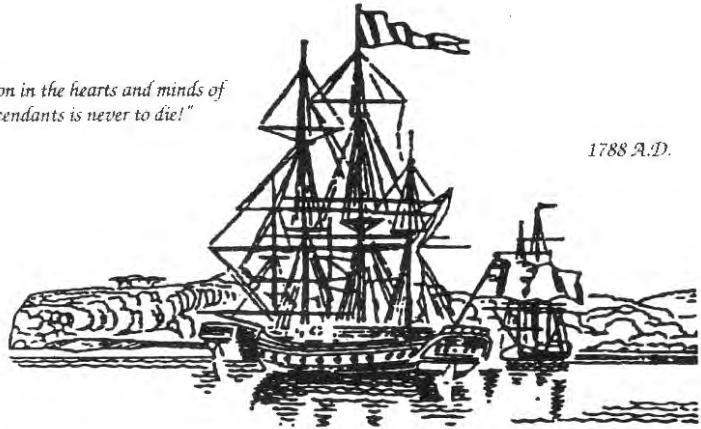


Fellowship of First Fleeters

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

1788 A.D.



NEWSLETTER

JOURNAL OF THE FELLOWSHIP OF FIRST FLEETERS INC. NSW 1988

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PATRON: His Excellency Rear Admiral Peter Sinclair, AC, Governor of New South Wales

OFFICE ADDRESS: First Fleet House, 105 Cathedral Street Woolloomooloo NSW 2011 **PHONE:** (02) 360 3788, 360 3988

JULY/AUGUST 1994 VOLUME 25 NO. 4

PRESIDENT'S REPORT

Another reminder that subscriptions are now due, so, if you wish to receive future copies of the Newsletter, send off your cheque now to First Fleet House. I have been asked on a number of occasions whether a Senior's Card attracts a discount, unfortunately we are not able to do this at the moment.

I would like to express appreciation on your behalf to our Vice-Patron, Commodore Paul Kable, for his second generous donation to the Fellowship's Buy-a-Brick Fund.

It is to be hoped that the donation of the print of the ship in which La Perouse arrived in Botany Bay will be presented to the French Museum at La Perouse on a date to be announced in February next year.

A number of members have shown interest in the Windsor Bicentennial Celebrations on Saturday, 1 October next. Whilst we have not been able, as yet, to ascertain exact details we will be contacting those interested with final details in September.

I had a letter from member Jim Mayson, 8 Karema Crescent, Runaway Bay, Queensland 4216 (F.F. Edward Whitton), who intends to attend the Windsor Parade on 1 October and would like to meet other Whitton descendants there. Jim writes that Edward Whitton was granted 30 acres in 1794 on the Hawkesbury at the junction with the bridge at Windsor.

It was a pleasure to greet interstate and overseas members recently. These

include Ray Kemp (F.F. Richard Morgan) from South Australia and Elizabeth McWhean from the U.K. Elizabeth is a descendant of William Eggleton, Mary Dickenson, Robert Forrester and Phillip Divine and is also the sister of Lismore Chapter member John Scarvells.

I was saddened to hear of the passing of a number of spouse associates and a member. These included Viv Bone the wife of John Bone (#1035). John is a Past President of the Newcastle Chapter. Also Arthur Dawson husband of Thursday office helper Norma Dawson.

On 26 June last Lt.-Colonel Robert Hodges (#3895) (F.F. William Eggleton, Mary Dickenson and Phillip Divine) passed to eternal rest in Canberra. Jane Hodges-Aebheard, his daughter, residing in Geneva, Switzerland, is a particularly keen member of the Fellowship.

To the families of the above, our deepest sympathy.

In Fellowship, PETER

DAY TRIP TO PALM BEACH AND PATONGA

Wednesday
2 November 1994

No. 190 bus
leaves at 9.30 am

Bus Stand D
Carrington Street
(behind Wynyard Station)

11.00 am Ferry to Patonga

Members and friends
most welcome.

We'll meet at 9.15 am
at the bus stop

For Sale

THE SHIPS OF THE FIRST FLEET POSTERS

56cm by 90cm, gloss print \$5.00 (\$9.00 Posted in Cylinder)

FIRST FLEET SALES

105 Cathedral Street Woolloomooloo NSW 2011 (02) 360 3788

DAYTIME FELLOWSHIP

July 7 was the day of our Soup and Damper meeting of the Daytime Fellowship. About 25 people were present to partake of soup, damper, and goodies (especially Joyce Cowell's usual donation of rich chocolate cheesecake). Thank you to the Thursday Ladies for donations of lunch and afternoon tea.

Mr John McClymont was our guest speaker. He showed slides and spoke on the early exploration and founding of Parramatta. His enthusiasm for his subject was evident, and we all learnt a lot and enjoyed his talk.

The members approved of the purchase of an Australian genealogy program for our computer.

Sadly, Mrs Bernice Smart has resigned from the Daytime Fellowship. We will miss her input, and we thank her for all the hard work she has put into the running of the Daytime Fellowship.

By the time this Newsletter is delivered, those members and friends attending the Cooma-Snowy trip will have received a letter detailing the travel arrangements.

Possibly of interest to our intrepid travellers is a letter received from Stewart Ross (#3021) of Corryong, Victoria, who having read of the Cooma Trip in the Newsletter writes: 'First Fleeter Edward Miles's descendants played a large role in the settlement of this whole area, from Cooma to Kiandra and Talbingo and right up to Brindabella and the Franklin Range at Canberra (and also later Tumut).

'Edward Miles had three daughters, two married and went to the Monaro (Cooma). One married William Bridle and the other married a man called Freebody, whose descendants are still in the Adaminaby-Cooma area today.

'The Bridles and Freebodys went to the Monaro around 1840, the Bridles to Island Lake on Bridle's Creek and the Freebodys to Wambook, on Wambook Creek (next door to the Llama farm today). Through many marriages the Bridles became related to the Wilkinsons, the Lampes and the Franklins.

'Miles Franklin, the famous writer, was the great-granddaughter of Edward Miles (First Fleet) and the granddaughter of Oltmann Lampe and Sarah Bridle (daughter of William Bridle who was also the next door neighbour as the Lampes also lived at Wambook. It is believed that Miles Franklin's

mother was born at Wambook in 1850.).

'Miles Franklin was born at her Grandma Bridle's place at Talbingo, because the Franklins lived at very remote Brindabella - near today's ACT.

'I hope the First Fleeter history with this area gives some further interest to your passengers. As a direct descendant of Edward Miles, you can see I am very proud of my First Fleet ancestry.'

Following are the events for the rest of 1994:

Monday, 12 September

The start of our Cooma-Snowy Holiday. Our coach leaves Eddy Avenue, outside Central Station, at 10.00am and arrives back at Central at 3.30pm on 17 September.

Wednesday, 2 November

Day Trip to Palm Beach and Patonga. No. 190 bus leaves at 9.30am, bus stand D, Carrington Street (behind Wynyard Station). 11.00am ferry to Patonga. Members and friends most welcome. We'll meet at 9.15am at the bus stop. (see Display page 1)

Wednesday, 7 December

The date of our Christmas Luncheon, this year being held at last year's venue, The Waratah Inn. This year we will be having a guest speaker, Mr Edgar Penzig. More of this in the next Newsletter.

**Phyl Selby,
Social Organiser**

MEMBERSHIP REPORT FOR PERIOD 26 MAY TO 27 JULY 1994

We extend a warm welcome to new members joined during this period, 11 adults, three juniors and one spouse associate.

THOMAS CHIPP-JANE LANGLEY: Mr John Ernest Perry.

WILLIAM DOUGLAS-MARY GROVES: Mrs Nayleen Melba McGay.

WILLIAM HAMBLY: Mr Terence Herbert Childs.

JOHN HARRIS: Mr James Edgar Ritchie (sp. Mrs Joyce Winifred Ritchie).

JOHN HERBERT-DEBORAH ELLAM: Mr Cyril Eric Smith; Mr James Mark Smith; Mrs Lindy Anne Gordon.

WILLIAM HUBBARD: Mr John Graham Pegg; Mr Richard Mark Pegg.

CAROLINA LAYCOCK: Miss Rebecca Elizabeth Mary Green (jun.).

JOHN PALMER: Mr Rhys Alexander Pemberton Palmer (jun.).

ANTHONY ROPE-ELIZABETH PULLEY: Miss Roslyn Ioy Johnson.

ELLEN WAINWRIGHT: Miss Imogen Paige Francis (jun.).

THOMAS WILLIAMS: Mr Leonard Gregory Williams.

BIRTHS

A warm welcome to the following New First Fleeters:

REBECCA ELIZABETH MARY GREEN (F.F. Carolina Laycock). A daughter for Marion and Ross (#2977).

JACK ISAAC REEDY (F.F.), 28 September 1993. A son for Alison and Brett, brother to Hannah (#6140), grandson of Elizabeth (#966) and Peter, and great-grandson of Ellen (#1537) and Allen.

EMILY LOUISE ARNDELL SCHMACK (F.F. Thomas Arndell), 27 April 1994. First born to Suzanne (#2422) and Peter Schmack.

OBITUARIES

Deepest sympathy is offered to the families of the following:

VIV BONE, passed away 1 June 1994, at Newcastle. Beloved wife of John Bone (#2289).

ARTHUR EDWARD DAWSON, passed away April 1994. Loved husband of Norma (#727).

LEAH JUNE FRENCH (59.36), of Queensland, passed away 25 March 1994. Dear mother of Shelley Osmond.

ROBERT HORACE HODGES, Lt.-Col. (Ret'd) (#3895), passed away in Canberra, 26 June 1994, aged 79. Loved father of Jane (#3897) and Chris (#3896).

THELMA AMY MOBBS (nee Bruce), at Springwood, 31 January 1994. Widow of Frank Lyle Mobbs and mother of Amie Louise Barker (#2503). Aged 98.

MARION SCOTT (#2472), of Bellerive, Tasmania, passed away 22 November 1993.

SMALL FAMILY ASSOCIATION

On Saturday, 9 October 1994, the Small Family Association will be celebrating its twenty-fourth annual reunion. It will be the 206th anniversary of the marriage of John Small to Mary Parker on 12 October 1788.

The day will commence with a dedication service at the Necropolis Drive, Rookwood Cemetery, commencing at 9.30am, for the restoration of Rebecca Oakes's grave. Rebecca Oakes was John and Mary Small's first born. She died in 1883. Rebecca Oakes's burial site consists of three graves, all next to each other, with Rebecca buried on her own.

Mrs Merle Peters from the Bankstown Historical Society will be Guest Speaker and Kathleen Oakes, a descendant of Rebecca Oakes, will read the eulogy.

At 11.30am the Annual Meeting will be held in the Memorial Hall at St Anne's, Ryde. The Annual Meeting will be followed by a luncheon at 12.30pm.

Historic St Anne's Church, Ryde

The Dedication Service will be held in historical St Anne's Church at 2.30pm. Paul Eastment has been engaged to render two solos during the Dedication Service.

The Small Family Association is very proud of its



The unveiling of the Fellowship's Plaque at St Anne's Church, Ryde

achievements during the past 12 months to keep the memories of its famous First Fleeter ancestors alive. The Association as always is expecting a large number in attendance.

If any descendant of John and Mary Small wants any further information, please ring the secretary, Douglas Oakes, on (B) 844 0520 or (H) 428 2806.

BOOK REVIEW

'Searching for Mary Ann: Researching Women Ancestors in Australia,'
by Lenore Frost



The aim of this book is to suggest a methodical approach to researching one's female ancestors and to examine readily available information about women.

Lenore Frost has indeed put together a comprehensive guide to aid in the research of a female ancestor. The researcher is pointed in the right direction through the 88 pages of this publication.

There are sections for convict women, native born women, emigrants, occupations, education and literacy, land ownership and even women in distress. For illegitimate children the reader is referred to 'NSW Bastardy Petitions 1808-1814'!!

We thank Lenore for this useful addition to our Library.

Copies available only from:
Lenore Frost 8 Cliff Street, Essendon, Vic 3040

\$16.00 (including postage)

PGC

ATTENTION CANBERRA MEMBERS ANNUAL DINNER

7.00pm SATURDAY, 3 SEPTEMBER
COCKINGTON GREEN RESTAURANT, CANBERRA

\$32.00 PER HEAD

CONTACT
PATRICIA ROSEWARNE
(06) 231 8261

NASH FAMILY REUNION 1994

PARRAMATTA PARK
(Rear of Old Government House)
SATURDAY, 15 OCTOBER, 11.00am
Contact: Lydia Hope (02) 831 2279
or
Alan Simpson (047) 311 609

.....

HMS Sirius

Australia's First Flagship

.....

by
Alan Barton (#3163)

HMS Sirius features prominently in our Australian history as she served as Governor Phillip's flagship, and the guardship to the First Fleet of 11 ships when our nation commenced in 1788.

She was launched in 1780 under the name Berwick for use in the East India trade. In 1781 the British admiralty purchased her for use as a naval store ship, and she was rated as a "sixth" rate. This meant she was a minor class of warship as the "first-rates" were the best and biggest ships carrying the most guns.

After making two voyages to the West Indies she was laid up but in 1787 she was recommissioned under the command of Captain Phillip and renamed Sirius. Phillip had been appointed the first Governor of New South Wales on 12 October 1786; he was an excellent choice, being a good and proven leader and was one of the few senior naval officers with experience in agriculture.

Having been damaged by fire, Sirius was repaired and her original profile altered. It seems her full height was raised and her top deck made flush or

level fore and aft. Her tonnage was said to be 612 tons or 520 tons. This lower figure may have been the weight of the original Berwick.

HMS Sirius carried four boats and was armed with 10 guns, four six pounders and six carronades. Phillip had 10 more guns placed aboard but these were put in the hold and were landed in Sydney to be placed in a fort erected in 1788 on the east side of Sydney Cove.

Her sail rigging was similar to other ships of her type. The foremast and the mainmast both carried three square sails. On the rear or mizen mast it seems there was only one square sail, this mast having a fore and aft sail like the smaller sails near the ship's bow.

HMS Sirius's hull was well built of teakwood and her bottom was covered in copper. She was painted bright yellow with a broad black band near the waterline. Her extreme length was about 132 feet, height from keel to upper deck 26 feet, loaded draft 17 feet, height of main mast above the deck 122 feet and her best sailing speed about seven knots.

The First Fleet sailed from Spithead, England, on its remarkable voyage to commence a new southern nation on 13 May 1787. This voyage lasted over eight months and much credit must be given to Phillip that out of more than 1,300 people carried, only 40 died.

On its way to Australia, the Fleet visited Santa Cruz, Rio de Janeiro and Cape Town for fresh supplies, water etc. The Fleet arrived at Botany Bay on 20 January 1788 which was the original site for the new colony. However, due to lack of good water and Sydney Harbour being

a far better site, the Fleet moved to Port Jackson on 26 January.

HMS Sirius remained in Port Jackson until 2 October 1788 when she sailed for Cape Town for more provisions. In this remarkable voyage she sailed right around the world being the first to do so in the famous sailing ship belt of westerly winds known as "the roaring forties." On this voyage Sirius sailed south of New Zealand and eastwards, past Cape Horn to Cape Town arriving approximately 2 January 1789. On her return trip she left Cape Town on 20 February 1789, sailing eastwards again until she reached Port Jackson on 8 May 1789.

Of interest on this voyage, when she was south of Tasmania on 22 April in a storm, her figurehead was washed away and she was badly damaged forward. But for Captain Hunter setting more sails, she would have been blown ashore and wrecked.

Sirius again remained in Port Jackson until 7 March 1790 when she left on her last voyage which was to Norfolk Island to land marines, convicts and stores.

HMS Sirius's hull was well built of teakwood and her bottom was covered in copper. She was painted bright yellow with a broad black band near the waterline.

The island was reached on 13 March, unloading at Cascade Bay took place on 13 and 14 March after which the passengers walked across the island to the settlement at Sydney Bay. Heavy weather then kept the Sirius at sea for four days, but when it improved on the 18th, Captain Hunter lay off Sydney Bay on the south side of Norfolk to land the provisions.

As the boats were loading from her, Sirius drifted too far into the bay to get out again and was wrecked on a reef near the settlement. By a hawser with a traveller on it, all were saved through the surf, along with much of the stores and provisions but Sirius was a total wreck.

The mainly square-rigged sailing ships of that period couldn't sail as close into the wind or manoeuvre like a modern yacht with fore and aft sails which have a similar aerodynamic effect to an aeroplane wing.

While ships of that period could "tack" with their bows across and into the wind, they often used to "wear" by falling off the wind and turning round with their stern towards the wind, until the wind blew on their other side, when sailing in a direction towards the wind.

Without engines or modern tugboats, changes in wind or current could endanger them when close to land. Captain Hunter and his officers were honourably acquitted of all blame for the ship's loss at a later court martial in England.

Due to a shortage of ships and food in Sydney, the survivors remained on Norfolk Island for 11 months before being rescued, arriving Sydney 26 February 1791 and eventually reaching England in April 1792.

My First Fleet ancestor, Frederick Meredith, was a crew member in HMS Sirius. As Australia seemed one of his two great loves, he arrived back in the Colony in January 1793 in Bellona, among our first free settlers.

As our Australian nation now faces modern stresses and challenges, which we hope and pray we will overcome and in doing so grow in nationhood, perhaps it is strengthening to remember and think about the difficulties and challenges that our founding families had to contend with and overcome.

Our first flagship, HMS Sirius played her noble part in these historic events. One of her anchors can be seen today in Macquarie Place, close to the heart of Sydney and the Sydney Cove where she swung at anchor in the days before Sydney existed.

HASLAR HAS BEEN FOUND

Since it was reported in Mollie Gillen's book that William Tunks 'was discharged to Haslar Hospital from HMS Ganges on 20 September 1786,' I have been trying to find some information on the hospital. Nobody here was either able or willing to supply this information. During my recent visit to England and through the help of my friends Donald and Marjorie Weeks, I can now tell you about the place where William Tunks was sent to be restored to health, before embarking on HMS Sirius to journey with the First Fleet.

Today, Haslar Hospital is the Royal Naval Hospital at Gosport (located on the other side of Portsmouth Harbour). It is a huge and active hospital – the buildings and grounds cover 23 hectares and can accommodate 1,116 patients at one time. The hospital has a fine medical library and museum.

In 1745 the Navy Board gave the following instructions for the building. 'Their Lordships would have the hospital to be a strong durable, plain building consisting of three stories: the same to form a large quadrangle with a spacious piazza within, the out fronts to be decent, but not expensive, and the inner parts of the building to consider attentively the disposition, situation and dimensions of the wards for sick men, the convenience of light and air: to avoid narrowness and also crowding the beds too close together.'

When it was opened in 1753, it was reputed to be the largest brick building in the world.

Railway tracks were laid down to the wharves and the sick and dying, or dead, were wheeled in tracked pushcarts from the wharves thence to Haslar Hospital. In this way, William Tunks was conveyed from HMS Ganges to his hospital bed and from the illustrations I saw of the beds, it does not appear to have been a very comfortable resting place.

The arrangements for burying the dead appear to have been haphazard as skeletons have been found a few feet beneath the surface crowded together in communal graves without coffins, most buried wrapped in their hammocks. Records indicate that in the years 1779-1780, 1,716 men died in Haslar Hospital and were buried within the grounds. It is doubtful if there is any spot on earth where so many dead are so closely packed together.

Our William however did not die – he lived to join the First Fleet and arrived in Australia ready and willing to commence a new life in a new land.

At this time I have not found any information regarding the Ganges or what caused William to be hospitalised. I am however now following up new leads discovered while in England and I hope to add to this article when more information comes to light. This of course may necessitate a further trip back to Portsmouth in the not too distant future so that I may ensure that all information is correct and all leads accounted for.

Joyce Cowell



Haslar Hospital (Gosport)

THE CONVICT DATA BASE

BY BEVERLEY EARNSHAW

a member of The Society of Women Writers N.S.W.

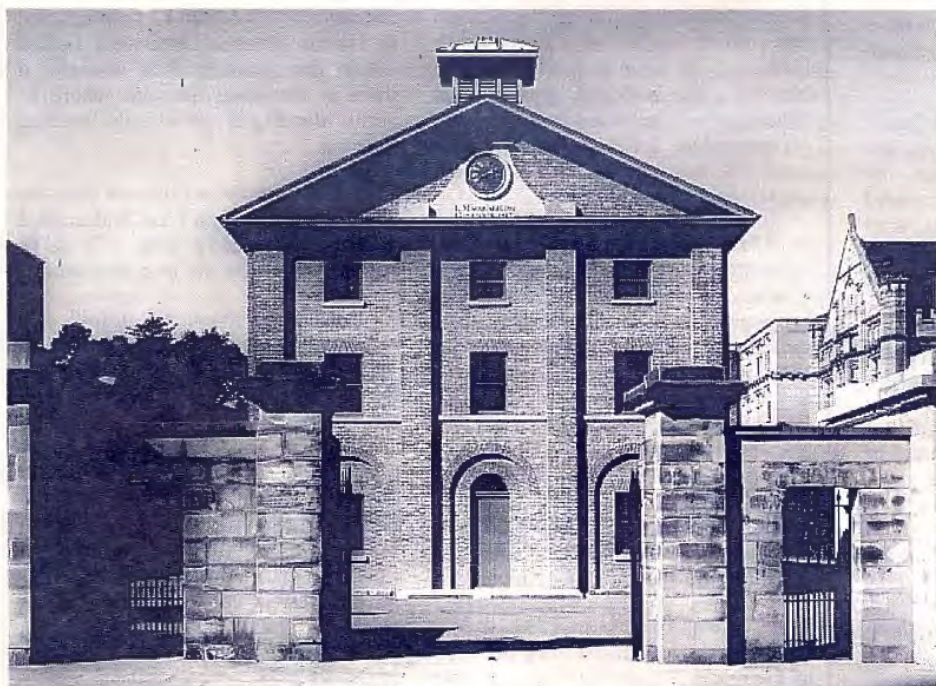
Citizens strolling the streets of Sydney on 2 November 1843 would have seen an excited crowd gathered in Princes Street. The West Indian convict Frank Frazer had escaped from Hyde Park Barracks and taken to a roof. There, he was demolishing the chimney and showering brickbats down on his pursuers. He was recaptured only after throwing a constable from the roof and defending himself at knifepoint. For this escapade, Frank Frazer served four years in irons on Cockatoo Island.

Barracks every morning to go to their workplaces have lost their anonymity. They have become real people, each with his own name, personality and set of experiences.

When the Principal Superintendent of Convicts moved to Hyde Park Barracks from his office in the Government Lumberyard, the building became the hub of the convict system. All convict records were kept there. From this office, all Tickets of Leave and Certificates of Freedom were issued. It was there that private citizens applied

of prisoners sentenced to work in irons yielded the names of hundreds of more convicts with Barracks connections. Details of prisoners who were in the Barracks at the times of the 1822, 1825 and 1837 musters and the 1828 census have been added, as well as information gleaned from indents, assignment lists and other sources.

A vivid picture of convict life in Sydney has now emerged. As well as exposing the human face of the convicts, the Data Base provides a valuable insight into convict management, and crime and



Front/west facade of Hyde Park Barracks today.

The Barracks is now a museum of its own history concerning 175 years and thousands of convicts, immigrant girls, destitute women, judges and litigants...

Open every day
10.00am to 5.00pm

This is one of hundreds of true stories emerging from The Convict Data Base, an exciting new resource which gives the public access to formerly obscure incidents in Australia's history.

The Convict Data Base is a project of the Historic Houses Trust of N.S.W. and is available on computer on Level 3 of Hyde Park Barracks Museum, Macquarie Street, Sydney. The Trust would like to trace every man who either lived in the Barracks or passed through it and record his story on computer.

Hyde Park Barracks opened in 1819 as living quarters for the male convict workforce of Sydney but until now very little had been known about its inmates. As a result of the Data Base, the convicts who streamed out of the

for convict servants and masters reported runaways. Clergy came to lodge applications on behalf of convicts wanting to marry, prisoners were selected for assignment and summary offenders appeared before the Magistrates at the Hyde Park Barracks Bench. Every decision which shaped a convict's future in the Colony was made at the Barracks.

Although the Principal Superintendent Convicts's records have been destroyed, a number of original Barracks records survive and have been transcribed for the Data Base. The Hyde Park Barracks letterbooks record several thousand incidents involving prisoners who either lodged in the Barracks or passed through it. Hyde Park Bench records proved another rich source for information and careful scrutiny of lists

punishment in the early nineteenth century. It can provide statistical information such as the number of convicts transported within certain age groups or having a certain trade. It will reveal information such as the method of allocating prisoners to ironed gangs, or the number who were flogged and the extent of their punishments.

It was the public workforce that lived in the Barracks. Rather than assigning all convicts, the Government retained mechanics such as building workers for its own use and men with mining skills were reserved for work on the tunnel, a contemporary name for Busby's Bore. A typical Barracks prisoner was young, unmarried and skilled. But the Barracks also housed refractory prisoners and those considered unsuitable for private assignment. The latter included child

molesters, drunkards, habitual thieves and perverts. Men with an intellectual impairment or physical disability were also absorbed into the labour force and housed at the Barracks. Although there were Invalid Gangs for the genuinely sick, the Government could still wring a measure of labour out of a blind man or one with a wooden leg. Through the Data Base we meet characters like James Smith, the deaf and dumb convict whose job it was to sweep the Barracks yard, or John Concart, the blind fiddler.

Many juveniles passed through the Barracks and they were the constant prey of older men. The severity of the convict system was particularly damaging to juvenile offenders. The youngest convict yet found is nine-year-old John Dwyer, who was only 3ft 6in tall when he arrived in 1832. This boy constantly ran away. He received at least four floggings, three of them within a month, he was put in a cell on bread and water and finally sent to the Port Macquarie Penal Settlement where he died in 1836 at the age of 13.

In contrast, the oldest convict is Patrick McManamy, a tenacious old Irishman transported at the age of 75 for manslaughter. He was classified as an invalid permanently incapable of work, yet when Hyde Park Barracks was closing as a convict institution, he was given a Ticket of Leave and sent out to earn his own living. He was then 86. He went to Parramatta where he died in 1861 at the age of 100 years.

Not all the case studies from the Data Base are as distressing. Through them we can laugh at the roistering larrikin Matthew Galvin, who being slightly drunk and running late for evening muster returned to Barracks in a handsome cab. We can marvel at John Maherty, the Barracks Clerk who had an uncanny ability to identify any convict at sight. We can follow James Goulding, the Barracks Messenger, as he delivers an assigned prisoner and obtains a receipt from the man's master, but we can only wonder at the circumstances which brought Joseph Konisky, a Hussar from Pomerania, to Hyde Park Barracks.

The Convict Data Base is an ongoing project. Stage I is now complete and has produced profiles on about 8,000 convicts who had connections with Hyde Park Barracks. Stage II has been started and hopefully will continue as funds become available. Approximately 80,000 convicts were transported to New South Wales, 87% of whom were male. The Data Base currently represents more than 10% of them.

FIRST FLEETER ELIZABETH THOMAS (1766-1835)



Member Peter Board (#6062) has sent a photograph of his First Fleeter ancestor's grave and tombstone (Elizabeth Thomas is buried beneath the leaning headstone). Elizabeth Thomas is buried with her husband James Waterson and their son William Waterson at St Matthew's, Rokeby, Tasmania.

This is the twelfth First Fleeter burial site with a tombstone to have been found in Tasmania. Peter Board found the burial site on a recent family historical search in Tasmania.

The Fellowship has written to the Parish Council of St Matthew's, Rokeby, seeking permission to fix a memorial plaque on this tombstone to Elizabeth (Thomas) Waterson.

Two other First Fleeters with tombstones are buried at St Matthew's, Rokeby. They are Edward Kimberley, 1764-1829, and James Morrisby, 1757-1839.

Elizabeth Thomas came from Chipping, Lancaster, and was sentenced at Preston to seven years transportation on 11 January 1787 for the theft of a printed cotton gown.

She was 20 years of age when sent to Portsmouth to sail on the Prince of Wales with the First Fleet to far off Botany Bay.

At Port Jackson on 19 October 1788, Elizabeth Thomas married William Connelly. William Connelly also came out with the First Fleet, on Alexander.

William and Elizabeth were sent to Norfolk Island 4 March 1790. On 27 October 1793 William Connelly left Norfolk Island for India and was never seen or heard of again.

Elizabeth soon afterwards met Thomas Hill. They had two children, John and Mary. Thomas Hill left Australia in 1796.

Elizabeth then met James Waterson and they had four children, Elizabeth, William and twins James and Thomas.

In 1807, the family transferred to Tasmania and settled on the Clarence Plains. These Plains are in the south-east area of Tasmania.

Elizabeth Waterson died at Hollow Tree and was buried on 28 June 1835, aged 68 years. John Waterson survived to 6 January 1858.

**Douglas Oakes
Plaques Convenor**



MORE OPEN LETTERS

Mr President,

I disagree strongly with the trend to rewrite our history. We cannot regard things that happened in the eighteenth century in the same way as if they happened in the twentieth century.

Ships were spreading from many nations, all seeking new lands. The Great South Land had to be found and occupied. It was largely empty and inhabited by a comparative handful of almost stone age people. If it had not been the British ships, it would have been French, Dutch or Spanish ships that found it for sure, and began settlements. It was not an invasion as such. It was the way the world was opening up and spreading at that time.

Our convict ancestors and soldiers, none of whom had much choice in the matter, are to be pitied and admired, not castigated by people now pushing a barrow to destroy the English. I have plenty of Irish blood, but I don't blame anyone now for what was the norm in the eighteenth century. Our nation needs to look forwards, not backwards.

I am very proud of my First and Second Fleet ancestors, convicts and free settlers both, who did a magnificent job under dreadful circumstances. They made the best of things as they were. Governor Phillip tried hard to help the natives, but the gulf between the two cultures was so wide, and as of all people, both sides had rotten apples. It behoves both peoples now, plus our many peoples from other lands, to work together, to learn as much as possible, and to be kind to each other, to make our nation go forward as one people.

Even today, we are underpopulated in Australia and there are many envious eyes looking our way from the heavily overpopulated nations elsewhere in the world.

We need to use the cultures and skills of all our many races in Australia today, be Australians all, and make sure we are able to keep Australia for Australians, whatever our colour or creed or length of stay. Please Mrs Purnell and other knockers look forward with help, not backwards with censure.

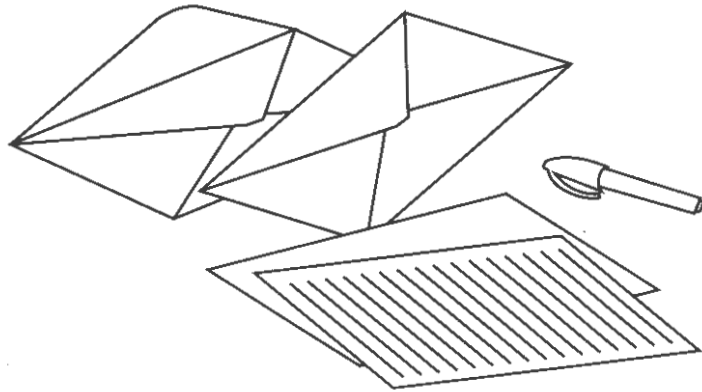
Elizabeth Heyer (#3951)

Dear Mrs Kaye Purnell,

As a fellow associate (spouse) I feel you have very little understanding of your honour of holding the same title.

When you state in your Open Letter to our President that you may be the only one who feels this way.

Madam! you are truly an island, perhaps a little more study, and a little more reading re First Fleet history and not your own family tree, would be a good idea.



Also it would improve your outlook, and make you understand the pride in being a First Fleet associate spouse. I feel for what you have written, you make it sound rather grotty, still, to have a convict in the family tree.

Now we have an added burden, a guilt complex. For a person to write such a letter, you sound like a good republican to me.

The Queensland Government tried the very same line some months back, it failed, we won.

On rewriting our history for schools, now we have one version for Whites, one version for Aboriginals and Thursday Islanders.

What a mess Mrs Purnell.

Have you ever really thought! Australia is the only country in the world to be founded in such a way, by 770 felons in chains plus Captain Arthur Phillip's marines, etc, it takes some beating!

Also I would add, please make an apology to our very respected President.

Dawn Riddiford (spouse),
Brian Riddiford (#4671).

Dear Editor,

Mrs Purnell seems to have been unfortunate in her acquaintance with family historians if their attitudes have provoked the rather patronising and sanctimonious tone of her Open Letter to Peter Christian. I can assure her that she is not alone in being able to admire the achievements of early ancestors while acknowledging that all the immigrants who have arrived over the last 206 years have shared in despoiling the lifestyle of the original inhabitants.

I would not deny that family historians are afflicted with the frailties that are common to the rest of society nor would I dispute that the horror felt by some members of Sydney 'Society' as depicted in Franklin and Cusack's 1939 novel *Pioneers on Parade* when chains are heard clanking in family cupboards, would have been a common reaction at that time; but time and attitudes change, and I would have thought that the FFF would be the least likely historical society to harbour such prejudices.

In my experience, family historians are dedicated to discovering as much as possible of the circumstances that led to their ancestors' migration, that they are prepared to view weakness and wrongdoing with compassion, and strength and achievement with admiration. I am just as interested in my ancestors whether they came as guard or guarded, or as refugees from poverty, revolution or family; and I think that attitude is common to most serious family researchers.

Douglas B. Webster (#1936)

