



Founders

NEWSLETTER OF FELLOWSHIP OF FIRST FLEETERS

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

PATRON: His Excellency the Honourable Gordon Samuels, AC, Governor of New South Wales

President's report

Time certainly comes around quickly. This Newsletter is a little early due to our A.G.M. notice for the first Sunday in November. Again may I appeal for help either on the Executive, or a few hours a week in the office. Roy Morris, our Treasurer, aided so capably by his assistant Cec Thompson, has been an important and integral part of the financial side of the Fellowship since the late 1980s, and, although we are heavily indebted to them for their endeavours, we must look to the future for a member to come forward and volunteer to help with our financial records.

We are indebted to Ted Inett for his donation of his book 'Ann Inett - a Chronicle of her Life and Times'. Ann was a First Fleeter who bore two sons to Philip Gidley King. Ted, a kinsman of Ann, showed intense interest in the Fellowship and was grateful for the hospitality shown to himself and his wife, Brenda, by Joyce Cowell, Doug Oakes and myself last March on their visit to Sydney.

One of our latest members, Arthur Chipman of Keilor Downs, Vic., member #6781, is the proud descendant of five First Fleeters! Daniel Stanfield, Alice Harmsworth, Jacob Bellett, Edward Kimberly and James Morrisby.

I recently had an interesting question posed by member Agnes Akers. 'Did Governor Phillip have the authority to annul marriages? If so, did this carry on to later governors?' My answer to these questions is (and I have not had time to confer with our Archivist, Coralie Green) that Phillip's authority was clearly defined when his commission was read by the Judge Advocate, Captain David Collins. The establishment of the Colony on this day 7th February 1788 was laid

down by an Act of the British Parliament and Letters Patent constituted the Courts of law. Whilst Phillip had wide powers in the Colony I would have imagined that the Courts of law would be the only body to annul marriages. Let us not forget that it was convict, Henry Kable, who was successful in the first private court case in the Colony.

Congratulations to our North Coast Chapter for its fourth quarter newsletter. It contained a very interesting article from the London Gazette August 1768 regarding the proposed voyage of Captain Cook and Endeavour. Also our best wishes to Jeanett Williamson who has taken the position of President of the Chapter.

Thanks to former President Beryl Lewis for putting me in the picture re the genesis of the Bonds of Friendship, which have been spirited away from their original, historically correct site. Beryl felt the need for a memorial in the city and together with the then Vice-Patron of the F.F.F. Alderman John

Harris, cooperation with the City Council was sought and received, and consequently a joint venture was formed with Portsmouth. Beryl now feels that the City Fathers just want it to go away!! It seems that we can call them the Missing Links!!

In Fellowship
PETER

AGAIN MAY I APPEAL FOR HELP
EITHER ON THE EXECUTIVE,
OR A FEW HOURS A WEEK
IN THE OFFICE.

REMINDER
AUSTRALIA DAY LUNCHEON
SATURDAY 22 JANUARY, 2000

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News of Members

MEMBERSHIP REPORT

FOR PERIOD 29 JULY TO 22 SEPTEMBER

We extend a warm welcome to new members joined during this period – eleven adults and two juniors.

MATTHEW EVERINGHAM: Mr Roderick John Jones.

ANN FORBES: Miss Gaye Elizabeth Leech; Mr Glenn Raymond Leech; Mrs Shirley Faye Leech.

FREDERICK MEREDITH: Miss Jade Meredith Colless (jun.).

ANTHONY ROPE – ELIZABETH PULLEY: Mrs Sandra Jane Slocombe.

THOMAS SMITH – ANN COLPITTS: Mr Laurence John Turtle.

EDWARD WHITTON – MARY ANN SLATER: Miss Georgia May Dawson (jun.).

THOMAS WILLIAMS: Mr Anthony William Knott; Miss Jennifer Margo Knott; Mrs Margaret Lesley Knott; Mrs Norma Kathleen Potter.

ELIZABETH YOUNGSON: Mrs Pamela Jean Cristiano.

Additional First Fleeter: Thomas Acres + Alice Harmsworth – Thomas Harmsworth + Ann Harmsworth to John Gowen for Mrs Nevis Louise Bracey.

BIRTHS

Welcome to additional First Fleeters:

COOPER BARTLETT (F.F. John Gowen). 30 January 1999 a son to Bonny and Terry (#5268) Bartlett. What a pity 'our Stan' never got to meet him!

KATE LILIAN MUNRO (F.F. Peter Hibbs), 17 August 1999. Daughter of William and Lyn Munro, sister for Rachel and Josephine. Eighth generation.

EMILY JANE QUICK (F.F. Jane Langley, Philip Scriven, Henrietta), 8 September 1999. First child for Graham (#1357) and Heather

Quick of Toowoomba, second granddaughter for Pam (#1356) and Barry Quick. Seventh generation

JOEL ANTHONY McCALLUM (F.F. Anthony Rope – Elizabeth Pulley). 2 September 1999, a son to Rebecca and Anthony. First grandson to Pamela (#5897) and David. Sixth great-grandchild to Stella Minter (#5825).

JOEL CARTER SWAIN (F.F. Maria and William Nash) born 1 March 1999, at Grafton Hospital, a son to Martyn and Jenny, a grandson to Judy and Kevin Carter. Seventh generation.

DEATHS

Deepest sympathy is extended to the families of the following:

ISOBEL EUGENIE EGGLESTON (nee Jamieson) (#4534) passed away 7 April 1999, aged 89 years. Descendant of First Fleeters Thomas Jamison – Elizabeth Colley.

GEOFFREY R. KABLE (#494), died 20 January 1999, aged 58 years. Descendant of Henry Kable – Susannah Holmes.

CLIFFORD WILLIAM MACKIE (#5830), 28 July 1999. An enthusiastic member of the Hunter Valley Chapter of the First Fleeters. Descendant of Frederick Meredith.

FREDERICK ATHOL THORNCRAFT, 12 October 1998, at Grenfell. Brother of Mavis J. Kirley (#5491). Descendant of First Fleeters John Herbert – Deborah Ellam

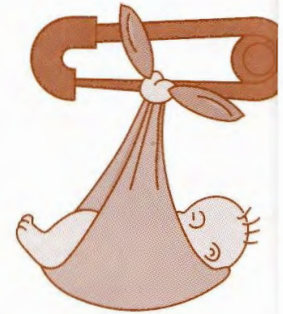
SHEILAH JOAN STEVENSON (#6236), 16 July 1999. Descendant of First Fleeters Nathaniel Lucas – Olive Gascoigne.

CHAPTER MEETINGS

HUNTER VALLEY
Third Saturday of each month

NORTH COAST
5 December
Ivan and Anne Smidt
(02) 6644 9436

NORTHERN RIVERS
Third Sunday of November



**Closing date for
copy and pictures
November/
December issue
November 24**

OFFICE HOURS
10.00am to 3.00pm
Monday to Friday

what's *on*

HOLIDAY FOR 2000 TO LORNE – On Great Ocean Road, Victoria

Tuesday 21 – Tuesday 28 March

Coach leaves from Spencer Street Station, Melbourne, to Lorne at 1.00pm.

Book your own train seat from Sydney. Some of us are arriving early in Melbourne to see the sights.

Train leaves 8.10am Central arrives Melbourne 6.35pm, OR 8.40pm Central arrives 7.00am Melbourne. Book six months in advance except Pensioners who have to use new Train Pass for 2000. \$50.00 deposit needed by November 1999.

DAY 1

Pick up in Melbourne and enjoy a leisurely drive through Geelong, Torquay and Anglesea arriving in Lorne where you will be met by your hosts. After a sumptuous four-course meal, your first evening is spent relaxing and acquainting yourself with new and old friends.

DAY 2

After a delicious country style breakfast, enjoy a relaxed morning with a tour of Lorne. The coach will drop you off in the main street and bring you back in time for lunch. In the afternoon we visit Winchelsea, viewing the historic Barwon Park mansion and enjoying afternoon tea there. After dinner try your luck at bingo.

DAY 3

Today we travel through some of the world's most scenic and majestic country, through the beautiful Otway Ranges to Port Campbell, visiting the Twelve Apostles, Loch Ard Gorge, London Bridge, Peterborough, Bay of Martyrs and Bay of Islands (Lunch at Glenample Homestead). Free night.

ROUSE HILL ESTATE and MOUNT TOMAH BOTANIC GARDENS

Sunday, 14 November

Join us for a great spring day with our morning at the Historic Houses Trust property at Rouse Hill and the afternoon at Mount Tomah Gardens. Rouse Hill Estate reveals the enterprise of Richard and Elizabeth Rouse who established it in 1813. Through 180 years

of occupancy, the estate chronicles the fortunes and failings of one family and gives an insight into Australia's history. Our guided tour will enable us to explore the 13 hectares of this historic rural property!

Our afternoon sees us travel through Windsor, Richmond and Kurrajong on our way to Mount Tomah Botanic Gardens. The gardens on the peak of the mountain are the cool annexe of The Royal Botanic Gardens and having opened in 1987 are now well established. While our BBQ lunch is being prepared (scotch fillet steaks, salads and dessert), a Ranger will guide us through the

extensive gardens. If you prefer, simply enjoy the views from the visitors centre. The panorama from this point is one of the loveliest in the mountains and on a clear day you really can see forever.

Cost per person \$36.00 including morning tea, lunch, admissions and luxury transport.

Departs Central 8.30am, corner Pitt Street and Eddy Avenue. Pickup point Lane Cove 8.45am at the bus stop in Epping Road near Longueville Road.

Please phone the Office on 9360 3788 or send money and bookings to First Fleet House.

DAY 4

This morning we take you to Erskine Falls and Teddy's Lookout, two of Lorne's most popular attractions. After lunch our coach departs for a tour to Split Point lighthouse and historic Bark Hut situated at Airey's Inlet. Return to the Chalet in time for our Happy Hour, where we provide refreshments prior to dinner. After dinner, musical entertainment is enjoyed in the sitting room.

DAY 5

Today we traverse some of the incredible country the Otways have to offer, enjoying a barbecue at the West Barwon Reservoir and taking in the most breathtaking views as we travel towards Apollo Bay. Spend time in the main shopping area before heading back to Lorne along the Great Ocean Road. After dinner just relax or enjoy one of the latest videos.

DAY 6

(Sunday) A fairly quiet day at the Chalet. Arrangements can be made for guests wishing to attend church. After our traditional Sunday lunch, the afternoon can be spent either 'sleeping off' or 'walking off' your wonderful meal, playing carpet bowls, swimming or relaxing in the spa. A light tea is provided at 6.00pm.

DAY 7

Today's tour takes you to the Bellarine Peninsular, travelling through towns such as Barwon Heads, Ocean Grove and Queenscliff. A tour of the Historic fort can be arranged and discover the magnificent buildings and hotel from an era gone by. After a farewell dinner, we will adjourn to the sitting room for a memorable evening of musical variety, followed by a light supper.

DAY 8

After another sumptuous breakfast, our coach departs from the Chalet for your journey home.



Fairfax and Olympic Site Tour

Over thirty people joined the Daytime Fellowship for the coach tour of Fairfax Printers and the Olympic Site on Wednesday, 8 September. We were driven first to the Fairfax printing plant at Chullora, where we were met by a hostess who introduced us to our guides for the morning. Before setting out on our plant inspection we viewed a video outlining areas of the printing process not able to be seen first hand for safety reasons. We also had the opportunity to look around the Fairfax museum containing many historical printing items displaying the different printing processes which have been used by Fairfax to produce *The Sydney Morning Herald* and its other newspapers since inception in 1831.



Today's gleaming print centre has few links with its low-tech heritage. One, however, is mounted on the foyer wall – a bust of William Caxton, who introduced printing to England more than 500 years ago. It dates from the Herald's first purpose-built building in Hunter Street, and has adorned all three printing plants since.

The plant is among the most computerised anywhere. The use of computers throughout the process has allowed a reduction in printing personnel in spite of the increased number of copies produced and distributed. (In 1985, the Broadway production department had just one PC!) Giant rolls of newsprint, forty per cent of which have a recycled content, are transported and stored by computer-operated robots, capable of taking themselves to the charging station when they realise their batteries are getting low. Similar operations

take place twenty-four hours per day. During the plant inspection which included plate and press operations we were also able to see the printing of some sections of the following day's newspaper.

Images from the city newsrooms are sent to the production department via two microwave and six fibre-optic links.

After lunch in the canteen, we travelled to the Homebush Bay Olympic Site. Our bus tour around the site was made more enjoyable by the forced detours created by a variety of road works, enabling us to see some sections not normally included in tours, such as the new Olympic village. Our driver was a knowledgeable and humourous commentator. Following an inspection of the Visitors Centre, we were free to wander around and admire this amazing site before returning to the bus and the trip home.





Pre-Millennium History of Homebush Bay

Sydney's successful bid for the 2000 Olympic Games has provided the impetus for one of the largest remediation projects ever undertaken in Australia. The restoration of this unique site and the construction of world-class facilities will create a legacy of sporting and recreational venues for the next century and beyond.

But this having been stated, the past cannot be overlooked. The depth of history that unveils the area is as fascinating as the tremendous restructuring taking place to convert it to the world's greatest sporting arena.

When Europeans arrived in 1788, Homebush Bay consisted of extensive tidal wetlands and thick bush. The area was first known as 'The Flats', and was recorded by Captain John Hunter within ten days of the arrival of the First Fleet. Although reports of the time commented on the Aboriginal people living in the area, there is little official history of the land at Homebush Bay.

In 1797, the first grant was issued for land at Homebush Bay. One of the earliest land owners was Samuel Haslam after whom Haslams Creek was named.

By 1811 most of the land around Homebush Bay lay within two large estates: the Newington estate to the north of Haslams Creek and the Home Bush estate between Haslams and Powells Creeks.

NEWINGTON ESTATE

In 1807 John Blaxland, one of the first free settlers to arrive in Australia, acquired 520 hectares of land which he named Newington after his family estate in Kent.

Blaxland brought an experienced salt maker with him from England who laid out salt pans on the edge of the Parramatta River. By 1827 the Newington estate was sending eight tons of salt to Sydney each week. The Blaxlands were associated with the estate until the 1860s. In that time a tweed mill and flour mill were established in addition to cattle grazing, logging and coal mining exploration.

Newington House, the Blaxland family's home and the Chapel of St Augustine, the family's chapel, survive from this period. Built in 1832 Newington House still stands today in

Silverwater Correctional Complex. The house is an excellent example of an early colonial, Regency-style villa.

HOME BUSH ESTATE & RACECOURSE

D'Arcy Wentworth, acquitted of highway robbery in England and sent to Botany Bay as an assistant surgeon, acquired 370 hectares of land between Powells Creek and Haslams Creek in 1810. He named the property Home Bush, and started Australia's first horse stud.

D'Arcy Wentworth died in 1827. In 1832 his son, William Charles Wentworth, was elected president of the Sydney Turf Club and in 1840 built a new racecourse on the Home Bush estate adjacent to Parramatta Road. With extensive training facilities, the course was the headquarters of Australian racing until 1859, when the Australian Jockey Club moved to Randwick.

William is best known for crossing the Blue Mountains and the Bathurst Plains with William Lawson and Gregory Blaxland, brother of John Blaxland. Most of the estate remained with the Wentworth family until 1907.

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Trip to TASMANIA

EARLY IN SEPTEMBER, DOUG OAKES AND JOYCE COWELL TRAVELLED TO TASMANIA FOR SEVERAL PLAQUE UNVEILINGS AND DEDICATION SERVICES. THIS ARTICLE CHRONICLES THEIR JOURNEY AND THE SERVICES THEY ATTENDED.

In 1987 when we travelled to Tasmania to plan for the Fellowship's Bicentennial Excursion in 1988 I owned a six cylinder Holden Commodore. I did the trip from Sydney to Melbourne, by following the Hume Highway, in one and a half days.

Now I am the owner of a smaller 1.6 Holden Astra Hatchback and plans were made to do the trip to Melbourne in four days via the east coast roads of New South Wales and Victoria and see lots of scenery.

With Joyce Cowell as navigator, we headed out from Sydney on Sunday, 5 September.

The tourist department had done a good job in installing guide signs to the scenic areas. We stayed at Moruya that night.

The next day we travelled down the Princes Highway turning into the coast road at Tilba Tiba to join the Princes Highway at Pambula follow the highway across the border into Victoria.

During lunch at the small town of Genoa I read in the local newspaper that the Tasman Ferry on which we were to cross Bass Strait had broken down and was still in Devonport. The Ferry would not be available until 21 September, at earliest. As we had to be in Hobart for Saturday 11 September this created a problem. Questioning Qantas, we were not able to get a flight until 3.20pm on the 9 September and a return on the 15th. Valet parking for my car at Tullamarine

Airport, Melbourne, and hire a car from Devonport to travel around Tasmania was arranged. This meant that we had an extra day in Victoria and one day less in Tasmania. After telephone calls to relatives to say that we were all right and to Olive Hindle to say that we would still be in Hobart on the 11th, we travelled through the Gippsland plains along

the ninety miles beach to Leongatha for the night.

Wednesday, 8 September, we visited Phillip Island. The island is world-known for its racing circuit and its penguins.

The next morning we continued on to Melbourne and after we drove to Tullamarine Airport to park the car and catch a plane to Devonport.

Late in the afternoon we collected the rented car and drove to Launceston and had tea with my good friend Roy Peck and his daughter, Kay Grice. We spent the night at Launceston.

Friday the 10th, we journeyed to Longford to visit the Christ Church. In 1988 we dedicated a plaque on First Fleeter Mary (Phillips) Stevens tombstone. Since then a plaque has been placed on the tombstone of first Fleeter Elizabeth (Fitzgerald) Wilkinson. A memorial wall of tombstones of early pioneers of the area has also been built in the church cemetery. This wall includes the tombstones of Mary Stevens and Elizabeth Wilkinson.

Saturday, 'Dedication Day', started with a very overcast sky, however the rains stayed away and the day was not interrupted by the weather.

The dedication service was a joint venture of the Fellowship of First Fleeters and The Hobart Town (1804) First Settlers Association. Descendants of the First Fleeters being honoured are eligible to be members of both associations. St David's Park in the centre of the City was the venue and about fifty people turned up for the function. The plaques had been placed on the memorial wall built in the park. The wall is embossed with tombstones which are unable to be free standing on their own.

Mrs Olive Hindle, Vice President of the Hobart Town (1804) First Settlers Association welcomed everybody to the service.

The first plaque to be dedicated was for Edward Garth and Susannah (Gough) Garth. The plaque has been placed next to the tombstone of their son, William, as the tombstones for the First Fleeters are missing.

Brian Griffith a fifth generation descendant of Edward and Susannah Garth read the eulogy



for his famous ancestors and concluded his speech by raising the Queen Ann flag off the plaque.

The next plaque to be dedicated was for First Fleeter James Griffiths. Anastasia Stossich a sixth generation descendant of James Griffiths read the eulogy and lifted the Queen Ann flag off the plaque.

The Rev. Bill Jolly Rector of St George's Church, Battery Point, then gave a dedication prayer for both plaques

The gathering then moved to another part of the Memorial Wall where a plaque had been installed for First Fleeter Alice (Harmsworth) Stanfield, next to a plaque for her second husband First Fleeter Daniel Stanfield which had been installed in 1988.



returned the Hire Car to Hertz and awaited out aeroplane to Melbourne. That night we spent in Melbourne then it was on home to Sydney.

I would like to express my thanks to the following people for their help in making this dedication service possible.

- Joyce Cowell who accompanied me to Tasmania.
- Freda Gray, President of the Hobart Town (1804) First Settlers Association, for efforts in arranging the service at Hobart.
- Olive Hindle, Vice President, who took over when Freda Gray had to go overseas on a family matter.
- Brian Garth who started everything going in 1997 by informing us of the burial sites of his First Fleeters, Edward and Sussanah Garth; Anna Stossich who gave the Eulogy for James Griffiths.
- Roy Peck and Kay Grice who delivered the plaques from Sydney to Freda Gray.
- Rev Bill Jolly who gave the dedication prayers.
- The three grandchildren of Derrick and Olive Hindle and friend who held the flags during the service
- The Hobart City Council for installing the plaques on the wall and last but not least the members of The Hobart Town (1804) First Settlers Association who made up the audience on the day.



Alderman Rob Valentine, Lord Mayor of Hobart City, a fifth generation of Daniel and Alice Stanfield read the eulogy for Alice Stanfield and removed the Queen Ann flag off the plaque. The Rev Bill Jolly then gave a dedication prayer for Alice Stanfield.

After the service we adjourned to a nearby restaurant for a well-earned afternoon tea down by the Derwent River.

On Sunday, Joyce Cowell and I were guests of Derrick & Olive Hindle. They took us to St Matthew's, Rokeby, to see the plaque for First Fleeter Elisabeth (Thomas) Waterson (installed 1992), St Mary's, Kempton, and Mount Wellington Lookout.

On Monday, 13 September, we left Hobart believing that the dedication ceremonies had gone off well and travelled west to Queenstown. On the way we visited the Methodist Church at Magra to see the plaques dedicated for First Fleeters Ellen (Wainwright) Gay and Elisabeth (Thackery) King in 1988. We drove down to Strahan before returning to Queenstown for the night.

The tulip gardens near Stanley have to be seen to be believed. Arriving at Devonport we

DOUGLAS OAKES
Convener, Plaques Committee



GOVERNMENT ACQUIRES LAND

From 1879 parts of the Newington estate were gradually purchased or resumed by the NSW Government for various uses including an armaments depot. Newington House has served a variety of uses since the Blaxland era, including use as a boys' boarding school (Newington College), a Benevolent Asylum for Aged Women, a state hospital and, since the late 1960s, an administration block within the Silverwater Correctional Complex.

In March, 1907 much of the land from the Home Bush estate was resumed by the Department of Public Works for the establishment of the State Abattoir.

NEWINGTON ARMAMENTS DEPOT

In 1882 land to the east of Newington House was resumed for the establishment of a powder magazine. Operations started in 1897, with the magazine being manned by the Royal Marine Garrison. It was later taken over by the New South Wales Navy and subsequently by the Royal Australian Navy and became known as the Newington Armaments Depot. During World War II the site underwent major expansion. Until the mid 1990s, the depot covered more than 250 hectares and featured 185 buildings, a wharf and a narrow gauge electric railway. Many of the buildings and facilities are historically significant. In early 1997 the armaments depot became an armaments transfer station and consolidated to the north of the site to allow for the development of the Athletes

Village. By 2000 the transfer station will leave north Newington altogether and the site will become part of the Millennium Parklands.

STATE ABATTOIR

In 1907 the New South Wales Government established the State Abattoir on the Home Bush estate. Situated on what was then the western edge of Sydney, the Homebush Abattoir was the major supplier of meat for domestic and overseas markets for many years. At its peak, the abattoir employed 1,600 people and had the capacity to slaughter more than 20,000 animals daily.

In June 1988, the abattoir closed. Many of the old buildings have now been demolished to make way for new facilities. The original Administration Building has been restored by the Olympic Coordination Authority and is now the Homebush Bay Visitor's Centre. Constructed in 1910, it is a fine example of a Federation style commercial brick building. The Olympic Stadium is being built on the site

STATE BRICKWORKS

Early this century, increased building activity caused the price of building materials to rise. In order to control the price of bricks, the Government established the State Brickworks at the head of the Bay in 1911. During the economic depression of the 1930s, the brickworks operated at a significant loss. In 1936, they were sold to private enterprise and closed in 1940.

After World War II, the Government re-established the State Brickworks due to a shortage of bricks. Two large pits were created to provide the clay to make the bricks. The first pit was closed and filled in during the 1960s. Work in the second pit ceased with the closure of the brickworks in 1988.

This pit is now an adopted home for the Green and Golden Bell Frog and will be a feature of the new Millennium Parklands.

By the early 1980s, Homebush Bay had become a large tract of neglected land which was by-passed as Sydney sprawled westward. The area, now in the geographic heart of Sydney, was earmarked as a major urban renewal project which began with the establishment of the State Sports Centre, the Australia Centre and the opening of Bicentennial Park.



BUY-A-BRICK FUND

The Fellowship thanks the undernamed for the generous donations made to its Buy-a-Brick Fund. The names have been inscribed in the fund register.

Warwick W. Adams, Miss A. Akers, Lloyd Allchin, W. G. Anderson, M. L. Arch, L. Astley; Mary G. Bailey, Mrs Joyce M. Bailey, Doris Banfield, R. A. Benjamin, Mr C. O. Boyd, Helen Brownie, Valma Burden, June Burnett, Glenda Butler; A. Cacouris, William & Colleen Carter, Ula Clarke, A. Clarke, R. Cohen, Cynthia Curry; E. A. Dobbin, Mrs B. E. Duns; V. Eastment, Mrs Joan Edwards; Mrs Pamela Franklin; S. J. Gibbes, Phyllis Joyce Gore; R. W. Hargrave, Elizabeth Hocker, Enid Hughes, Donald E. Hunt; Ronald V. Iredale; Pearce O. James, Allan A. H. Jenkins,

Claire Jewell, Nancy Johns, Ruth Jurd; Commodore G. P. Kable, Stan Knight, Marilyn Knight; Carol Leggett, Therese Luck; J. A. McCubben, Richard McKenzie, V. McPherson, Toni Mahony, Miriam Marshall, Bruce H. Martin, Mrs Joan M. Martin, Mr James Mayson, Rose Millwood, Dallas & Dorothy Mooney, Hugh G. Morgan; M. E. Pearce, Mrs Robin Pollard, Gwendolyn Porter, Mrs B. D. Potts; R. V. W. Roberts, C. S. Ross; Svern & Leola Scrimshaw, J. Shortland, Kenneth Sibraa, B. P. Sloan, Miss Beatrice M. Small, Mr D. C. Smith, J. H. & J. Speers, In memory of the late William Walter & Betty May Spence, Judith P. Sphiris, Evan D. Stafford; Mrs Betty M. Tambree, S. Taylor, Joan Thomas, Memory of Cynthia Thompson, Constance O. Torbett; Jean Westmore, J. R. Whitehouse, Diana Willgoss; Sylvia Yabsley.

Opinions expressed herein are those of the article authors and correspondents and do not necessarily reflect the policy or views of the Fellowship of First Fleet, nor the views of the Editor. The Editor reserves the right to omit any material considered unsuitable for publication. Space limitations may result in some material being held over to another issue. **RON MAGUIRE**, Hon. Editor

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