***Clarence* Report by Peter Gesner 1985**

INTRODUCTION

Members of the Maritime Archaeological Association of Victoria (MAAV) located a shipwreck in the Coles Channel of Port Phillip Bay some three hundred meters offshore at a depth of approximately three (actually four) meters. The initial impression of the wreck was that the remains were those of a 19th century wooden sailing vessel of between fifty and one hundred tons.

Subsequent research in 19th century Port Phillip newspapers for contemporary reports of shipwrecks in the area was carried out by MAAV members (Tony) Boardman and (Terry) Arnott. On the basis of this research the remains were tentatively identified as the wreck of the schooner *Clarence*, lost off Indented Head on 2nd September 1859[[1]](#footnote-1).

Further research revealed that the *Clarence* was built on the Williams River in northern New South Wales. Additional documentary material, obtained from the Archives Office of Tasmania, showed that the *Clarence* was a fifty foot, two masted schooner of almost sixty-eight tons[[2]](#footnote-2).

Soon after discovery of the wreck a number of inspection dives were carried out by the MAAV in conjunction with the Victorian Archaeological Survey/Maritime Archaeological Unit (VAS/MAU). The visible features of the wreck were surveyed and the results of the survey were found to be consistent with the available documented dimensions of the *Clarence*. Moreover, on one of the inspection dives timber samples were taken from the wreck; upon analysis, these samples were found to be species of *Eucalyptus* – all indigenous to Australia – thus establishing that the wreck remains are in all likelihood those of an Australian built vessel and thereby lending further support to the tentative indentification of the wreck as the schooner *Clarence*.

This subsequently prompted the MAU to consider the significance of the site in terms of its archaeological potential. Assessment of the wreck in those terms soon established that the Clarence is the earliest known and, by all appearances, best preserved example of a 19th century Australian two-masted schooner located to date. Its potential to contribute to, and complement, the historical record was found to be considerable.

In view of this potential a long-term maritime archaeological investigation of the site was planned by the MAU, which is conceived as an extensive, multi-phase, pre-disturbance survey of the site.

The aims of the pre-disturbance survey is a documentary research phase aimed at reviewing available historical sources on early Australian wooden shipbuilding in general, with special emphasis on the Williams River area, and at obtaining details on the history of the schooner *Clarence*. An additional objective of the documentary research stage is to assess the areas where an archaeological investigation of the *Clarence* can best produce information which will complement and extend knowledge of early Australian wooden shipbuilding techniques and wooden sailing ship design. The topics outlined above as the objectives of the first stage are discussed in this paper.

2) HEURISTICS.

This report is based on research conducted in Libraries and Archives in Melbourne, Sydney, Newcastle, Brisbane and Tasmania.

In Melbourne most of the research was carried out at the Victoria State Library (VSL), the La Trobe Library (LTL) and the Public Records Office (PRO) at Laverton.

In Sydney references located at the VSL and LTL, but otherwise not available for consultation, were followed up at the Mitchell Library (ML), at the Australian Archives/ New South Wales Branch (AA/NSW) and at the Archives Office of New South Wales (AO/NSW).

In Newcastle relevant collections were consulted at the Newcastle Regional Library (NRL) and at the Newcastle Maritime Museum (NMM).

In Brisbane most of the research was conducted at the Oxley Library (OL), at the University of Queensland Library (UQL) and at the Queensland Museum Library (QML).

At all libraries the procedure followed involved a systematic search of catalogues and indices under the subject-headings “shipping”, “shipbuilding” and “boatbuilding” to locate sources on 19th century shipbuilding theory and practice in general, and colonial shipbuilding in particular. All sources thus located were reviewed and checked for relevant references, particularly for references to primary sources. If these were found due note was made for further review in the appropriate archival repositories.

2.1) Primary Sources

At the various Archives visited, the procedure followed involved a systematic search through such manuscript collections as ‘Harbour Master Records and Journals, Customs Office Records, Registers of Shipping and contemporary newspapers.

Ms-sources thus searched were:

2.1.1) – ms-sources:

Victoria

|  |  |  |  |
| --- | --- | --- | --- |
| PRO | VPRS | 3504/1 | Inwards Shipping Index 1839-1900 (a-K) |
|  | VPRS | 33 | Shipping Inwards 1834 – 1885 |
|  | VPRS | 22 | Ships Registers 1840 – 1890 |
|  | VPRS | 22/20 | Trade & Custom’s Office Records |
|  | VPRS | 22/29 | Arrivals of Vessels 1846 - 1852 |

New South Wales

|  |  |  |
| --- | --- | --- |
| AO/NSW | 4/5196 | Shipping Masters Office: Index to vessels arrived 1841 – 1866.  |
|  | 4/7734 | Maritime Services Board: Register of Arrivals and DeparturesArrivals: 28/2/1845 – 29/12/1850Departures: 12/3/1847 – 31/12/1850 |
|  | 4/5166 | Harbour Master’s Reports: Jan. – June 1841 |
|  | 4/5167 | Harbour Master’s Reports: July – Dec. 1841 |
|  | 4/5618 | Harbour Master’s Reports: Jan. – Dec. 1842 |
|  | 4/1710 | Colonial Secretary’s Office: Return of all Registers of vessels (5/11/1817 – 3/4/1827) |
|  | 4/7365 | NSW Civil Establishment: Returns of the Port and Harbour Masters (1829 – 1855) |
|  | 4/1099.3 | Colonial Secretary’s Office: Applications received to register vessels (1824, 1826 – 27) |
|  | 4/2519.3 | ClarenceTown – Surveyor General’s Office Report |
|  |  |  |
| AA/NSW | CA 785 | Collector of Customs: Sydney Register of Shipping |
|  | CRS CI | Register of British Ships, Port of Sydney, series 1 vols. 2 – 12 |
|  | SP 729.3 | Register of Ships: Arrivals & Departures, Port of Sydney, Jan. 1841 – Feb. 1922 |

In addition to the above-mentioned ms-sources, other collections of ms-sources were consulted in an effort to located information on individuals and subjects which had been referred to in connection with colonial shipbuilding or with the *Clarence,* either in secondary sources or in such primary sources as Certificates of Registry. Collections thus consulted additionally at the MC were:

|  |  |  |  |
| --- | --- | --- | --- |
| ML/MSS | 598 |  -  | Archer Family Papers |
| ML/MSS | 564 |  -  | Ramsay Papers |
| ML/MSS | 5326 |  -  | Edward Riley Papers |
| ML/MSS | 5444 |  -  | Underwood Family Papers 1793 – 1888 |

In an effort to locate additional references in ms-sources likely to contain material on shipbuilding in colonial Australia, the indices to the MSS-collections at the ML: were checked for the following:

|  |  |  |
| --- | --- | --- |
|  -  | Hunter River Steam Navigation Company |  |
|  -  | Taylor Winship | ship-builders N.S.W |
|  -  | John Griffith | “ |
|  -  | John Grono | “ |
|  - | John Korff | “ |
|  -  | A.M. Phillips  | “ |
|  -  | Wm. Lowe | “ |
|  -  | Wm. Phillips  |  |
|  -  | Archibald Walker | owners of the Clarence |
|  -  | Wm. Walker | “ |
|  -  | Gordon Sandeman | “ |
|  -  | Wm. Montegomery | “ |
|  -  | Thomas Ayerst | “ |

2.1.2)

Printed sources consulted and searched:

Victoria

|  |  |  |
| --- | --- | --- |
| LTL |  -  | Melbourne *Daily News* 1849 – 1850 |
|  |  | Melbourne *Argus* 1847, 1849 – 1850 |
|  |  | *Port Phillip Gazette* 1847, 1849 – 850 |
|  |  | Lloyd’s Register 1842 – 1849 s.v. schooner Clarence |

New South Wales

|  |  |  |
| --- | --- | --- |
| ML | -  | *Sydney Gazette* 1841 – 1842 |
|  |  | *Shipping Gazette/ Sydney General Trade List* 23/2/2844 – 9/10/1847 |
|  |  | *Sydney General Trade List* 1841 - 1842 |

Queensland

|  |  |  |
| --- | --- | --- |
| ML |  -  | *Sydney Gazette* 1843 |
|  |  | S*ydney Morning Herald* 1833, 1834, 1837, 1843, 1847 |

|  |  |  |  |
| --- | --- | --- | --- |
| UQL |  -  | Historical Records of Australia |  |
|  |  | Historical Records of New South Wales  | Selected volumes s.v. ship-building, shipping, boat buildingHunter/ Williams Rivers |
|  |  | Historical Records of Newcastle | “ |
|  |  | New South Wales: its present state and future prospects (James MacArthur) |  |

2.2) Secondary Sources

General works on the theory and practice of 19th century ship-building and shipping located and reviewed were:

Victoria:

|  |  |  |  |
| --- | --- | --- | --- |
| SL |  -  | L.A. Richie | Modern British Shipbuilding; a guide to historical records (National Maritime Museum monographs & reports no. 48, 1980.  |
|  |   |  | Lloyd’s Register of Shipping (1871) (This volume contains a compendious section on the ‘Rules and Regulations’ for classification) |
|  |  | R.W. Meade | A Treatise on Naval Architecture (Philadelphia, 1859) |
|  |  | H.A. Sommerfeld | The construction of ships for Ocean and River service (1868) |
|  |  | J.L. Carvel | Stephen of Linthouse: a record of 200 years of ship-building 1750 – 1950 (Glasgow, 1950) |
|  |  | A.J. Holland | Ships of British Oak: the rise and decline of wooden ship-building in Hampshire (1971) |
|  |  | C.A. Armour Thomas Lackey | Sailing Ships of the Maritimes (Montreal, 1975) |
|  |  | W.J. MacQuronRankine | Shipbuilding: theoretical and practical (Glasgow 1866) |
|  |  | Ph. Danbury | Shipbuilders on the Thames and Medway (London 1971) |
|  |  | Thomas White | The theory and practice of ship-building (London 1851) |
|  |  | R. Munro Smith | Design and construction of small craft (1934) |
|  |  | J. Marshall | Statement of the various proceedings of a committee in 1824 to enquire into the mode of classifying the mercantile marine at Lloyd’s (London 1829) |
|  |  | W.J. Thompson | Wooden shipbuilding: a comprehensive manual (Chicago 1981) |
|  |  | James Lees  | A manual of ship’s masters (London 1851) |
|  |  |  |  |
| LTL |  -  | I. Wellbank |  The Australasian shipowners and master’s assistant; a manual of information (Sydney, 1869) |
|  |  | Max Colwell  | Ships and seafarers in Australian waters (Melbourne, 1973) |
|  |  | P.J. Williams R. Serle | Ships in Australian waters: a pictorial history (Sydney 1968) |
|  |  | J.H.M. Abbott | The Newcastle Packets and the Hunter River (Sydney 1942) |
|  |  | Michael Richards  | North Coast Run: men and ships of the New South Wales north coast (Sydney 1977) |
|  |  | W.H. Reinelt  | Shipyards and sailing ships (1977) |
|  |  | D.R. Hainswoth  | The Sydney Traders; Simeon Lard and his contemporaries, 1788 – 1821 (Sydney, 1971) |
|  |  | L. Normon | Pioneer shipping in Tasmania (Hobart, 1938) |
|  |  | W. Lawson | Blue Gum clippers and whaleships of Tasmania (Melbourne, 1949) |
|  |  | M. o’May | Wooden Hookers of Hobart Town (Hobard, n.d.) |
|  |  | R. Parsons | Sail in the South (Adelaide, 1975) |

New South Wales

|  |  |  |  |
| --- | --- | --- | --- |
| ML |  -  |  | Low’s Directory for 1844/45 |
|  |  |  | s.v. ‘colonial shipping’: a list of all vessels holding a register from the Port of Sydney |
|  |  | J.R. Stevens | Old Time ships: an account of their construction and embellishment (Toronto, 1949) |
|  |  | G. Wilkes  | A narrative of a U.S. Exploring Expedition 5 vols. (Philadelphia 1845) |
|  |  | L. Euler | A complete theory of the construction and properties of vessels (London, 1990) |
|  |  |  |  |
| NRL |  -  | Institute of Engineers | Shipping on the Hunter (Newcastle, 1983) |
|  |  | Maitland District Historical Society | A new history of Maitland (Maitland, 1983) |
|  |  | H. Lowe/ Raymond Terrace Historical Society | William Lowe: a pioneer shipbuilder of Clarence Town (Raymond Terrace, n.d.) |
|  |  | L. Geer/B. Lovett/ Raymond Terrace Historical Society | Early shipbuilding in the Hunter Valley (Raymond Terrace list. Sc. N.d.) |
|  |  | C. Hunter | The sesqui – centenary of steam navigation in Australia, 1831 – 1981 (Bulletin of the Raymond Terrace & District Historical Society, 4.3., 1981) |
|  |  | Local History Files  | s.v. “Clarence Town”, “James Marshall” “William Lowe” and “ship-building industry” |

Queensland

|  |  |  |  |
| --- | --- | --- | --- |
| QL  |  -  | D.S. MacMillan | Tall ships and steamboats (…1961) |
|  |  | G.J. Kerr | Australian and New Zealand sailtraders (…1971) |
|  |  | J. Noble | Hazards of the sea; three centuries of challenge in southern waters (…1971) |
|  |  | D.R. MacGregor | Schooners in Four Centuries (London, 1982) |
|  |  |  | Merchant Sailing Ships; their design and construction, 1775 – 1815 (London, 1980) |
|  |  | R. Rimper | Gaff sail (…1979) |
|  |  | R. Parsons | Ketches of South Australia (Adelaide 1979) |
| QML |  -  | I.H. Nicholson | Gazetteer of Sydney Shipping 1788 – 1840 (Canberra, 1981) |
|  |  | R. Parsons | Australian Shipowners & their FleetsBook 5 (Magill S.A. 1979)Book 6 (Magill S.A. 1980)Book 7 (Magill S.A. 1982) |
|  |  |  | Tasman Ships Registered 1826 – 1850 (Ships enrolled in Hobart & Lanceston) (Magill, S.A. 1980) |
| UQL |  |  | Journal of the Royal Australian Historical Society vol. 4 (1917) – vol.67 (1981/82) |

Tasmania

Research in primary sources – i.e. Tasmania newspapers – was conducted by GRAEME BOXHAM and SHIRLEY LESTER

Newspapers searched were:

*Hobart Town Courier* 1844 – 1849

*Hobart Town Advisor* 1850

3.) Review of the primary and secondary sources

3.1.)

Primary sources:

The available documentary sources on wooden shipbuilding in colonial Australia are few, especially for the period from first settlement to 1850.

An impressive number of vessels of various types and dimensions were, however, built in this period[[3]](#footnote-3). In Sydney alone at least one hundred and thirty-four vessels, representing a tonnage of between 5400 and 5500 tons, were built[[4]](#footnote-4) while in the Hinter/Williams/ Paterson Rivers District at least thirty-seven vessels were built[[5]](#footnote-5).

3.1.1) Ms-sources:

Principal among the ms-sources are the Certificates of Registry (C.o.R.) from the Registers of British Shipping kept by the Custom’s Officer. Enrollment of ships with the Custom’s Office are the main colonial ports – with the concomitant issue of standard Certificates of Registry - began upon appointment of Custom’s Officers to Sydney and Hobart from 1st January 1826. In 1830, 1840 and 1849 Custom’s Officers were appointed to, respectively, Launceston, Melbourne and Newcastle.

The information contained in the Certificates provides basic details of the vessel’s principal dimensions and features; also, where, when and sometimes by whom they were built in addition to information on their owners and masters. As has been pointed out - cf. note 4 below – the Shipping Registers kept at the various ports are not an accurate reflection of the real number of vessels built in colonial Australia.

Ms-sources for the period prior to 1826 include documentary material generated at the Colonial Secretary’s Office as for instance, ‘Return of all vessels registered 5/11/1817 – 3/4/1827’ (AO/ NSW 4/1710) and ‘Applications received to register vessels 1824, 1826-27 (AO/ NSW 4/ 1099.3)

Another importance source – albeit very fragmented – are the various references to ship-building and the lists of vessels built contained in the relevant Governor’s Returns and Despatches[[6]](#footnote-6).

3.1.2) Printed sources:

The most important body of sources are contemporary newspaper reports on shipbuilding. These reports are, in the main, isolated references relating observations that a particular vessel was about to be launched or had just been launched at a specific shipyard. They offer some information; however, on the whole they are highly descriptive on such points as the materials used, the overall dimensions, passenger accommodations, expected sailing qualities and intended employment[[7]](#footnote-7). MacArthur, 1837: 187 contains a list of vessels built and registered in New South Wales from 1822 to 1835[[8]](#footnote-8). The Shipping Gazette/ Sydney General Trade List (14th June 1844) contains a list of vessels built and registered in New South Wales during the period 1834 – 1843[[9]](#footnote-9).

Thus, the primary sources – manuscript as well as printed sources – provide an overall view of the wooden shipbuilding industry. And although they are probably not wholly accurate in terms of the actual number of vessels built, they are, nevertheless, an important source serving as a basis for research and analysis.

3.2 – Modern sources:

at first appearance it would seem that the range of available primary sources have been considered inadequate for most maritime historical research purposes. This seems particularly true when compared to the relative wealth of additional source material – e.g. ship’s plans, specifications, scantlings and sometimes builder’s contracts and notebooks – which documents almost any kind of wooden ship-building activity in Europe and North America during the same period.

The inadequacy of extant sources on early Australian wooden shipbuilding also appears true if the nature and extent of past research on the history of the industry is considered a fair indication of a general opinion among researches that the range and scope of historiographic uses of the available evidence is limited. For what has been done in this area by most researches is, on the whole, limited to general narratives and compilations of lists which provide little information beyond such basic details as tonnage, overall dimensions, types of rig, locations, owners builder[[10]](#footnote-10). Or there are a number of general monographs, which describe specific kinds of vessel; these only touch on aspects such as design and construction however. What has been don't then are essentially local or regional histories which are, on the whole, highly narrative with next to no emphasis on design principles, construction techniques or methods of construction.

Examples of such works are many; what follows here is a selection, which may be considered representative.

Colwell (1973) devotes only two pages to shipbuilding, most of which is concerned with the observation that much of early 19th century shipbuilding was carried out in remote places under primitive conditions.

Richards (1977) mentions only two shipbuilding locations – i.e. the Clarence River and Clarence Town on the Williams River.

Reinelt (1977) is a private publication containing no notes. There are a few illustrations of Davenport (Tas) and of ‘Woods shipyard’. For the most part it is a history of Harry Woods (1860 – 1919) a ship-builder in northern Tasmania.

Norman (1938) contains a two-page chapter on shipbuilding, which summarizes the names of the vessels built, provides some information on the locations and their builders. There is a lengthy section on the Hobart builders, the MacGregors, and also on other ship-builders working along the banks of the Tamar River, e.g. the Griffiths Brothers.

Lawson (1949) is a general account of the rise and flourishing of wooden shipbuilding in Tasmania. It contains a wealth of information on the builders and the dates of their activities; for instance, on the Hobart builders Peter de Graves, John Watson, and John Ross. There is however, very little in-depth study or discussion on how the vessels were built. On the whole it is very much a partisan account reflecting what, for want of a more suitable term, may be called regional chauvinism, containing as much as it does such unsubstantiated statements as “there was admiration, jealousy even, when Tasmanian-built vessels were seen in the United Kingdom”.

A similar account is o’ May (n.d.) which contains useful – albeit highly anecdotal, summaries in chronological order of the vessels built and owned in Hobart and Launceston. References are lacking but it would appear that most of the information has been culled from contemporary Tasmanian newspapers.

The most important modern source is Parsons’ compendious ‘Australian Ship-owners and their fleets’ (Parsons, 1979, 1980 and 1982) which is a seven volume work based primarily on information extracted from the Registers of Shipping of Sydney and other Australian ports. For the period under consideration in this report especially the volumes 5 – 7 are the most important; volume 5 covering “Early Australian Owners”, volume 6 covering “Vessels enrolled at Sydney 1830 – 1840” and volume 7 covering “Sydney 1840 – 1850”.

For Tasmanian-built vessels Parsons’ “Tasmanian Ships registered 1826 – 1850” is an invaluable source.

Cumpston (1977) is also an important modern source, listing as it does the arrivals and departures of colonial vessels. For at least a number of these vessels the arrivals and departures information also contains brief mention of where the vessels in question were built. It is especially valuable for the earliest period (from 1788 to c. 1810) since it includes the Governor’s Returns, such as ‘List of floating craft belonging to the Government… September 1800’, ‘Government vessels employed for the Public Service and Private Colonial Vessels Registered’ and ‘Return of Schooners and Sloops belonging to Private Individuals, February 1804’[[11]](#footnote-11).

3.3) Review of sources on wooden shipbuilding in the Hunter/Williams Rivers area

The type of primary sources available on the history of wooden shipbuilding along the Hunter, Williams and Paterson Rivers are essentially the same as those documenting the wooden shipbuilding industry in the other centers in New South Wales and Tasmania.

As has been mentioned above, at least thirty-seven wooden sailing ship were built before 1850 in the Hunter Valley area[[12]](#footnote-12). The information on these vessels is provided by the Certificates of Registry issued by the custom’s offices at the various ports.

Secondary sources on the wooden shipbuilding industry are quite typical of the kind of publications devoted to the history of wooden ship-building discussing develops in other centers of colonial Australia. Among the more notable of the secondary sources for the Hunter Valley are, in addition to two articles in the J.R.A.H.S – e.g. Jervis 1953 and Goold 1938 which include summaries on the names of builders and the vessels they constructed – the publications by members of the Raymond Terrace and District Historical Society and a forthcoming publication by Imashev which has been announced as a detailed history of river ship-building[[13]](#footnote-13).

A report by Raymond Terrace & District Historical Society members Geer, Lovett and Callen is particularly valuable, in that it details the result of a field survey, conducted in 1975, which set out to pinpoint, explore and identify the sites of some of the more important early ship-building locations in the Hunter Valley; especially the sites along the Williams River.

Among the sites pinpointed and identified during the survey were ‘Eagleton’ (“some 5 ½ miles from Raymond Terrace… not far from the old Eagleton ferry”), Deptford and Shelbourne on the Williams River, Dockyard on the Hunter River and Wallagong on the Paterson River[[14]](#footnote-14).

The locations of the sites visited and identified were marked on “old military maps”, copies of which, according to the report, are on display at the Newcastle Maritime Museum and held by the Raymond Terrace Historical Society.

4) A History of the schooner *Clarence* (1841-1850)

As mentioned in the introduction, the *Clarence* was built in 1841 on the Williams River in New South Wales. There is no conclusive evidence which will answer by whom she was built, although it has been suggested by an authoritative source that she was most probably built by, or under the direction of, William Lowe at his Deptford shipyard[[15]](#footnote-15).

According to her first C.o.R she was completed on 1st November 1841 and first registered at Sydney on 25 January 1842. Her first owners were Gordon Sandeman, a Sydney merchant, and Thomas Ayerst, master mariner, who each owned 32 of 64 shares[[16]](#footnote-16).

As far as the *Clarence*’s early movements are concerned, however, the principal primary sources contain almost no evidence which is useful for a conclusive reconstruction of her movements in the period November 1841 to December 1844. Consequently a number of reasoned assumptions have been made by proceeding from the only two primary source references dating from this period and by following a process which describes possible scenarios of her movements. On this basis then, all that can be posited is that she probably made her maiden voyage from the Williams River to Sydney late in 1841 or early in 1842. Upon arrival in Sydney she duly underwent survey for registration purposes and shortly after this made what was probably her first commercial voyage to the Manning River from where she returned to Sydney with a cargo of cedar consigned to Willis, Sandeman & Co[[17]](#footnote-17)[[18]](#footnote-18).

As for subsequent voyages in the period, there are not even the slightest hints in the primary sources. This leads to the following assumptions: either all movements went unrecorded until December 1844, or she was “laid up” during this period.

A case for both assumptions can be argued.

With regard to the first assumption it should be pointed out that the sources make mention, neither of her maiden voyage nor of her first timber-getting journey to the Manning River. So, as there is no record of her arrival from the Williams River nor of her departure to and arrival from the Manning River, it may be assumed that subsequent movements also went unrecorded.

In the consideration of the second assumption, references in the appropriate section of the SG/SGTL – i.e. the ‘ships in harbour’ section – must be cited for here the *Clarence* rates an appearance in a December 1844 issue with the explicit statement ‘laid up’; this appearance is rather sudden for in previous issues of the SG as well as the SG/SGTL the ‘ships in harbour section’ contains no mention of the *Clarence* whosoever[[19]](#footnote-19). From this it can be argued that the *Clarence* was indeed ‘laid up’ and previously it had not been considered worthwhile to include her in the ‘ships in harbour’ section. The sudden appearance in the ‘ships in harbour’ section may be explained by assuming that in December 1844 her owner had announced that she was to be employed again and consequently requested her inclusion in the ‘ships in harbour’ section in anticipation of her imminent employment. In addition to this, further evidence lending support to the second assumption are the Certification of Registry which show that in this period she changed hands a number of times[[20]](#footnote-20). Further evidence for this assumption is provided by the report in the SMU with reference to the *Clarence* to the effect that she would fulfill a contract and begin regular journeys between Twofold Bay and Hobart conveying cattle[[21]](#footnote-21). The tone of the statement suggests that there may have been some discussion or uncertainty in merchant circles where or not she would make this run as per contract.

Whatever the real situation; of any uncertainty that there may have been, however, this (assumed) period of inactivity shows that on 18 January 1845 making her departure on 23 January carrying a general cargo under command of Captain Jacks[[22]](#footnote-22).

She arrived in Port Albert on 2 February 1845 after a passage of ten days and spent the rest of the month loading at Port Albert for a return voyage to Sydney. Returning to Sydney on 8 March she discharged her cargo of wool and bark at Walker’s Wharf[[23]](#footnote-23).

Upon completion of unloading, she subsequently made a journey to Newcastle in ballast; a voyage made under a new captain (J. Archer) departing on 15 March 1845. Her return from Newcastle is not recorded, however she evidently made it fairly quickly as she left Sydney again for Twofold Bay and Port Phillip with a general cargo for Twofold Bay and fourteen passengers and a consignment of coal for Port Phillip[[24]](#footnote-24).

Arriving in Port Phillip on 20 April – having discharged most of her cargo at Twofold Bay – she subsequently spent ten days at Port Phillip preparing for another voyage to Port Albert[[25]](#footnote-25).

As for her movements during the latter half of May and June 1845 there is yet again no evidence, so it is assumed she remained at Port Albert; the next reference to her is contained in the ‘Van Diemen’s Land arrivals’ section of the SG/SGTL which reports her arrival at Launceston from Port Albert on 27 June[[26]](#footnote-26). She spent three days in Launceston, sailing from there on 30 June for Port Albert under Capt. Archer with general cargo.

Port Albert was to be her only destination for the duration of 1845 and well into 1846, for between 22 July 1845 and 11 May 1846 she made a total of ten round trips between Hobart and Port Albert, mostly carrying passengers and general cargoes on outward journeys from Hobart and returning from Port Albert with cattle[[27]](#footnote-27).

During this period she changed hands again after William Walker of Sydney- sole owner since December 1843 – sold her to two Hobart merchants, John Foster and William Tennent[[28]](#footnote-28).

As for her movements for the remainder of 1846 are concerned it would appear that, with the exception of one voyage from Hobart to Port Phillip on 30 May and three voyages between Hobart and Port Albert (departing Hobart on respectively 18 April, 28 September and 14 December), the latter half of 1846 and early 1847 was a period of relative inactivity, for there are no records of further movements in the principal sources[[29]](#footnote-29).

In the course of 1847 the frequency of movements becomes more regular again; perhaps this was due to yet another change in ownership, for records evidence that she was sold to Alexander Ainslie and Williams Montgomery of Hobart[[30]](#footnote-30).

Regular activity is documented from 15 February 1847 onwards, with four Bass Strait crossings; two between Launceston and Port Phillip and two between Hobart and Port Albert. On these voyages the type of cargoes carried n outward voyages from Tasmania and homeward voyages from Port Phillip and Port Albert was generally similar to the types carried during 1846, i.e. generally passengers and general cargoes on outward voyages and cattle and sheep on homeward journeys.

During June and July 1847 there was a change in destinations with Twofold Bay and Sydney again becoming ports visited. Sources show that during these months she made a coasting voyage from Hobart to Sydney via Twofold Bay and Pampula, arriving at Sydney on 25 June, where she subsequently spent almost one moth before her next departure to Port Phillip under command of one of her new owners, Ainslie. She arrived in Port Phillip on 5 August after a particularly rough passage during which Ainslie which forces to throw some of her cargo overboard in an attempt to save her from foundering[[31]](#footnote-31).

It was this voyage which marked the beginning of a particularly turbulent chapter in the Clarence’s history; almost as if the rough coasting voyage from Sydney was foreboding of her subsequent stranding along the Victorian coast at Warnambool in September 1847.

There is a wealth of information about this Warnambool stranding and it would appear, from the extensive press coverage, that there was more than a hint of general incompetence and indeed fraudulent proceedings, on the part of her master/part owner[[32]](#footnote-32).

Assuming the allegations in the Melbourne Argus letter are true – which is most likely the case at least as far as Ainslie’s incompetence as a seaman is concerned[[33]](#footnote-33) - Ainslie apparently orchestrated the standing in a deliberate attempt to collect insurance monies, some £900.

Whether Ainslie was successful in this assumed fraud cannot be answered conclusively. The Clarence was condemned by a board of survey on 14th September 1847 and subsequently sold for £142 on 28 September by public auction to Messrs. Flower &Must of Portland Bay[[34]](#footnote-34). The under-writers evidently did investigate the suspicious circumstances attending the stranding as, on 2 November, a Captain Haig is reported as departing for Warnambool from Melbourne to look into the events of the stranding[[35]](#footnote-35). Ainslie is lanst heard of as being expected in Melbourne by the schooner Wave[[36]](#footnote-36).

After the Warnambool stranding her owners Must & Flower, having effected the necessary repairs and refits, despatched her from Warnambool to Port Fairy where she is reported as running aground again[[37]](#footnote-37).

After this second standing there is only evidence for one more voyage in 1847 – from Port Fairy to Launceston – a voyage for which the passenger list includes the name of J. Griffith from Launceston, a well known ship-builder; subsequently it has been suggested that Must & Flower called Griffith in from Launceston to effect the necessary repairs[[38]](#footnote-38).

Returning from Launceston in early January 1848 the *Clarence* was subsequently departed from Port Fairy for Sydney with a cargo of wool on 22 January[[39]](#footnote-39). In the first five months of 1848 she was to make two more coasting voyages between Port Phillip and Sydney via Hobart, carrying passengers as her main cargo.

In June and July 1848 she again engaged on a number of Bass Strait crossings between Launceston and Port Fairy and Port Phillip carrying general cargoes, timber and passengers; in the latter half of the year she is once again on record as plying the coastal trade, with voyages between Port Phillip and Sydney via Launceston, again with the transportation of passengers generating the main source of income for her owners.

Taking this main source of income into consideration it is assumed that after her stranding at Warnambool in September 1847 she was partially covered during the repair and refits (by Griffith ?) to make her more suited to cater for passenger transport; thus, possibly additional cabins were built and her hold adapted to carry steerage passengers. On one of her voyages with passengers – between Sydney and Port Phillip and Port Phillip and Hobart she carried as many as twenty cabin passengers and twelve in steerage.

Perhaps also during the general refit and repairs effected after her Warnambool stranding the *Clarence* was fitted with a figure head; an adornment she did not have in 1844 for her C.o.R. states explicitly that she carried a woman-hust figurehead[[40]](#footnote-40).

Towards the end of 1848, or perhaps in 1849, the *Clarence* made her last coasting journey, departing Sydney for Launceston with only two cabin passengers; all her subsequent voyages were to be Bass Strait crossings between Hobart and the various settlements along the Victorian coast.

In all these Bass Strait crossings – thirty-five are on record for the period between 18 January 1849 and 24 August 1850 – a pattern or trend is plainly discernible in terms of the type of cargo she carried, for in the course of 1849, the outward bound voyages from Hobart consist – in addition to a few passengers– chiefly of timber an wood products and some items of general cargo, while on the return voyages, from especially Geelong, her cargo consisted exclusively of sheep.

1850 also saw the *Clarence* change hands when, on 3 February, she was sold at auction to two Hobart dealers, J.R. Paterson and Thomas Barker, who each acquired a half a share in the vessel. Her previous owner, William Montgomery, a Hobart victualler, however, did retain an interest in the *Clarence* for both Baynton and Parker were mortgaged to him.

William Montgomery is recorded as at least part-owner since March 1847, when he and Alexander Ainslie registered her in their names, each controlling half of sixty-four shares[[41]](#footnote-41). By March 1849 Montgomery is registered as sole owner[[42]](#footnote-42). How Montgomery acquired this full interest in her is, as yet, a matter of conjecture, but it is assumed that Messrs. Flower & Must of Portland sold him the shares which they had acquired from Ainslie after the Warnambool stranding.

The circumstances surrounding the Clarence’s running aground and resultant loss in September1850 on a return journey from Melbourne to Hobart with sheep, are reported in a number of straight-forward newspaper accounts. First mention of her running around is on 4 September in the Melbourne Argus; a report evidently extracted from the *Geelong Advertiser,* which was also printed in the *Melbourne Daily News* of 6 September.

From the report in the *Melbourne Argus* of 6th September it is evident that her captain, Dalton, still considered that she could be saved by refloating her off the bank[[43]](#footnote-43). His efforts to do so were unsuccessful for during his absences to obtain assistance, adverse weather conditions, and probably also the efforts of clandestine salvors, contributed towards her becoming a wreck[[44]](#footnote-44).

Subsequent reports in the *Melbourne Argus* (dated 14, 21 and 25 September) reveal that the wreck was sold for £50; apparently there was also a dispute in regard to the salvage rights between four Geelong residents, who had assisted in getting one hundred and thirty-two sheep ashore and in saving a portion of her cargo and furniture, and five other salvors who had arrived a few days after the grounding and were claiming for Lloyd’s.

Arbitrators were appointed to hear the opposite claims and apparently a number of hearings were conducted, however, it was not reported how the matters was resolved for the last report with reference to the hearings state that a planned hearing had been adjourned due to the non-appearance of Captain Dalton who, in breach of port regulations, had left the colony[[45]](#footnote-45).

The wreck of the *Clarence* obviously remained visible and well-known for some time after her loss in September 1850 as a report in the Melbourne Argus of 11 August 1852 mentions another wreck, the ‘Foix-o-Ballagh’, as having occurred close to the wreck of the *Clarence*[[46]](#footnote-46).

5.) Areas of maximum potential information

In assessing the areas of maximum potential information which could be gained by a complete maritime archaeological investigation of the *Clarence*, it is important to bear in mind that the MAU is uniquely placed to spearhead a long-term programme of comparative research and study of the 19th century Australian wooden ship-building industry as a significant number of wooden sailing vessels built in colonial Australia are known to be wrecked Victorian waters. these wrecks represent an opportunity to study examples of - especially – smaller type of vessel which was built in substantial numbers in the various ship-building areas between ca. 1830 and 1850[[47]](#footnote-47).

A preliminary assessment of a sample – comprising forty-three such vessels lost in Victorian waters – has been carried out by the officer-in-charge of the MAU[[48]](#footnote-48) and has indicated that a programme of long term study has considerable potential as a source of information to complement an otherwise poorly documented area of colonial ship-building activity. The assessment has shown that the sample represents examples of wooden sailing vessels built over a timespan of some seventy years (1820 – 1895) in most of the major ship-building areas of New South Wales, Victoria and Tasmania. In addition to this thirty-eight of the forty-three vessels assessed in the sample are fore and aft rigged vessels, with by far the largest number – some twenty-two – consisting of two-masted schooners of between 40 and 100 tons.

With examples of such closely related types of vessels ‘on hand’, a comparative programme of study is especially meaningful as these Victorian shipwrecks offer an almost unprecedented opportunity to close, analyse and study variations in shipbuilding techniques by, for instance, comparing and contrasting sets of information recorded at different sites representing the same type of vessel; with the only difference being that one site may be the wreck of a two-masted schooner built in Tasmania in 1839, while the other wrecksite is of a two-mated schooner built on the Manning River in 1850.

Further aspects which could be addressed by a programme of comparative study of this nature could involve such topics as, for instance, possible developments in specific regional resigns; there is afterall ample documentary evidence which indicates that vessels built in certain areas were designed to suit, either the requirements of the trade for which they were intended or the environment in which they were intended to operate[[49]](#footnote-49). Thus, for instance, the commercial demands and natural hazards of the northern New South Wales timber-carrying trade must have placed a premium on such factors as strength, seaworthiness and a large cargo carrying capacity in addition to a facility to cross the shoalwaters which obtained – before dredging – at the mouths of the northern New South Wales Rivers.

In this regard too, a chronological development may be discernible in the vessels compared, for it is more than likely that, in the cargo of the 19th century, a considerable body of local knowledge will have been collected based on the collective experiences of especially one group of ship-builders – i.e. those who built, owned and also were masters of the vessels in which they plied their respective regional trades – who were in a position to synthesise this experience and knowledge and translate it into practical designs of hull types considered most suitable for specific trades. … of such instances the case illustrate by a Tasmanian ship-builder, e.g. Captain T.W. Birch[[50]](#footnote-50). This example indicates that an awareness of this kind among the people directly involved dates from a fairly early period[[51]](#footnote-51).

Thus traditional British designs – e.g. the Prince Leopold – will have a lost ground gradually, to be replaced by new designs developed locally to suit particular by new designs developed locally to suit particular regional requirements.

The ramifications of comparisons long such lines could be quite far-reaching given the diverse geographical backgrounds of 19th century settlers. In this regard the Clarence offers a good illustration. Assuming that she was indeed built by William Lowe[[52]](#footnote-52) - a Scots ship-builder who came to New South Wales after serving his apprenticeship in England at the naval dockyard Deptford – a maritime archaeological investigation of the Clarence’s hull will produce a set of dimensions with which it would be possible to graphically represent her lines. These ‘lines’ could subsequently be compared with extant lines – plans of contemporary British schooners of similar tonnage and dimensions as an exercise to ascertain whether Lowe – who started his ship-building activities on the Williams River in 1830 – after ten years of experience in building vessles, c.q. designing vessels, to suit Australian conditions, was still building or designing vessels largely influenced by English design conventions or whether his experience of ten years had to most intents and purposes modified, or eradicated even, traces of traditional designs and techniques he had learned as an apprentice in England.

Another area of potential information in terms of marine architecture which an investigation of the Clarence could serve is indicated by the documented changes which the Clarence was subject to in the course of her trading history as far as the cargoes she is known to have carried are concerned. And although it is nowhere explicitly states that she was built for one specific purpose, e.g. conveyance of cattle or for the timber-getting trade, it is apparent that the nature of the cargoes she did carry – especially in 1849 and 1850 – will more than likely have … some influence of her in-board configuration. Thus, from an archaeological investigation of her hull it will be possible to establish whether any alterations were made to accommodate the predominately sheep cargoes she is known to have carried.

In terms of construction techniques also, a maritime archaeological investigation will provide insights into questions relating to the influence use of Australian hardwoods may have had, e.g. did use of such materials influence traditional (British) ways of working, c.q. shaping timbers? Closely related to questions of this kind are aspects involving the quality of Australian hardwoods – which by ca. 1835 were known to possess comparatively durable characteristics[[53]](#footnote-53) - and, consequently, their ability to resist the usual marine factors causing deterioration. Thus, for instance, experience in construction using Australian hardwood may have led to specifically regional adaptions in seasoning-treatments of timber prior to their use. Or, experience may have demonstrated that, due to the exceptional quality and durability of such materials, the usual protective anti-fouling measures need not be applied to rigidly.

Also, as far as specific construction techniques are concerned, another aspect which may be investigated involves the question as to whether the particular circumstances or conditions under which the Clarence was built – in 1841 the Williams River was still comparatively remote – caused problems in terms of supply of such imperatives as told and ship’s fittings, which in turn may have led to adaptions or short-cuts to be made during the construction phase and the fitting-out phase.

A corollary of this aspect is the subject of, especially the (metal) fastenings, e.g. bolts and rudderstraps and maststraps, and such fittings as anchors and chain. In this area of investigation of the Clarence will most certainly be a rewarding exercise. For associated with these aspects are questions which involve 19th century manufacture and engineering problems of such items as fastenings and fittings. Thus, for instance answers may be forthcoming on a simple question such as: did supply problems lead to makeshift solutions in the manufacture of items as fundamental and vital as iron bolt or gudgeon? Such shortages have been assumed to exist[[54]](#footnote-54) and also, the large incidence of shipping lessens among especially Australian built vessels in the 1820’s and 1830’s is partially attributed to supply shortages which in turn led to lack of sound workmanship and durability in construction[[55]](#footnote-55). Such assumptions, which for lack of archaeological evidence so far, can only be accepted for the moment. However, when conceiving a research-design for a maritime archaeological investigation of the Clarence it is well to formulate the objective of an excavation which are intended to test such assumptions.

Appendix 1 –

Register of British Shipping Port of Hobart Town

No. 4 of 1850, dated 13 February 1850

|  |  |  |
| --- | --- | --- |
| CLARENCE | burthen: 67 498/3500 tons | master: William Dalton |

Built at Williams River in the Colony of New South Wales in the year 1841 as appears by former Certificate of Registry granted at this port 14 March 1849, no. 13 now delivered up and cancelled.

Name of employment surveying officer: Thomas Watt, landing waiter

One deck – Two masts, that her length from the inner part of the Main Stem for the fore part of the stern afloat is

51 feel 11 tenths, her breadth in Midships is 16 feet 3 tenths, her depth in the hold at Midships is 8 feet 7 tenths, that she is a schooner rigged with a standing bowsprit, square sterned, carvel built, no galleries, woman bust head

Admeasured under the Act 5 & 6 William IV. Cap. 56

Subscribing owners: -

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  -  | James Elisha Dayton  | of Hobart Town | V.D. Land Dealer | 32 shares |
|  -  | Thomas Barker | ditto | ditto  | 23 shares |
|  |  |  |  | 64 |

Other owners:

|  |  |  |
| --- | --- | --- |
| Custom’s House Hobart Town  | 16 Feb’y 1850: | James Elisha Bayton of Hobart Town, va Diemens Land, dealer, has transferred by deed or mortgage dated 15 Feb’y 1850 thirty-two/sixty- fourths shares to William Montgomery to the same place, licensed victualler. |
|  |  | Thomas Barker of Hobart Town, van Diemens Land, dealer, has transferred by deed of mortgage dated 15 Feb’y 1850 thirty-two/ sixty- fourths shares to William Montgomery to the same place, licensed victualler. |

\_ \_ \_ \_ \_ \_LOST\_ \_ \_ \_ \_ \_

APPENDIX 2 –

Register of British Shipping Port of Sydney

No. 6 of 1842, dated 18 January 1842

|  |  |  |
| --- | --- | --- |
| CLARENCE | burthen: 67 498/3500 tons | master: Joseph Thompson |
|  |  |  |

Built at the Williams River in the colony of New South Wales in the year 1841 as appears by the builder’s certificate dated 1 November 1841.

Name and employment of surveying Officer: Thomas Jeffery

One deck two masts length: 51 feet – inches breadth taken in Midships: 16 feet three tenths, height between decks – feet, - inches, depth in hold 8 feet 7 tenths

Schooner rigged with a standing bowsprit, square sterned, carvel built

Has no galleries and no figure head

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Admeasured under the Act | 5 & 6 | Wm. IV.  | cap. 56 |  |  |
| “ | 3 & 4 | “ | cap. 55 | : | 73 28/94th tons |

Subscribing owners:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  -  | Gordon Sandeman | of Sydney | merchant | thirty-two – 64th |
|  -  | Thomas Ayersen  | of Sydney | master mariner  | thirty-two – 64th |
|  |  |  | signed: J. Gibbs |  |

Other owners:

|  |  |  |
| --- | --- | --- |
| Custom’s House Sydney | date 15 July 1842 | Thomas Ayerst of Sydney is the mariner, has transferred by deed of the sale dated 8th July 1842 thirty-two-64th shares produced before us this 15th day of July 1842 ------- |
| Endorsed on Certificate of Registry Signed: J. Gibbes 12 December 1842 |
|  |  | Gordon Sandeman of Sydney in the colony of New South Wales, merchant, has transferred by bill of sale dated the 8th July 1842 sixty-fourth shares to Archibald Walker of Sydney. Aforesaid merchant produced the bill of sale before us this 15th day of July 1842 |
| Endorsed on Certificate of Registry 12 December 1842 |

\_ \_ \_ \_ \_ \_ \_ \_ \_ CANCELLED AND REGISTERED de novo at Sydney 14th December 1842 – No. 74 \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

Appendix 3

Early Australian wooden ship-building: Vessels built in the main building areas 1789 – 1850 (Extracted Parsons 1979, 1980, 1982)

Sydney (including Cockle Bay)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Martha | schr.  | 30 tons | (1799) |  |
| James | sl. | 14 “ | (1800) |  |
| Endeavour | schr.  | 31 “ | (1801) |  |
| Little William | sl.  | 8 “ | (1803) |  |
| Charlotte | sl.  | 18 “ | (1803) |  |
| Improvement | sl.  | 15 “ | (1803) |  |
| Governor King | 2 m. schr.  | 38 “ | (1803) |  |
| Marcia | 2 m. schr. | 26 “ | (1803) |  |
| Edwin | 2 m. schr. | 30 “ | (1804) |  |
| Fly | sl. | 18 “ | (1804) |  |
| Marcia | 2 m. schr. | 26 “ | (1804) |  |
| Contest | sl.  | 45 “ | (1804) |  |
| Diana | sl. | 24 “  | (1804) |  |
| Margaret | ? | 10”  | (1805) |  |
| Governor Hunter | 2 m. schr. | 35 “ | (1805) |  |
| King George | Ship | 185 “ | (1805) |  |
| Antipode | 2 m. schr. | 58 “ | (1807) | In frame from India |
| Preserverance | 2 m. schr. | 136 “ | (1807) | Campbell’s Yard |
| Trimmer | sl. | 20 “ | (1808) |  |
| Recovery | sl. | 14 “ | (1810) |  |
| Revenge | sl. | 14 “ | (1811) |  |
| Unity | 2 m. schr. | 30 “ | (1811) |  |
| Windsor | sl. | 22 “ | (1812) | James Webb |
| Speedwell | 2 m. schr. | 15 “ | (1812) |  |
| Queen Charlotte | 2 m. schr. | 122 “ | (1813) | Campbell’s Yard |
| Sinbad | 2 m. schr. | 45 “ | (1818) |  |
| Black Jack | 2 m. schr. | 29 “ | (1819) | Possibly built in vanDiemen’s Land |
| Prince Regent | schr.  | ? | (1819) |  |
| Snapper | 1 m. ctr.  | 42 “ | (1821) |  |
| Isabella | 2 m. schr. | 37 “ | (1822) |  |
| Speedwell | 2 m. schr. | 18 “ | (1823) |  |
| Sydney Packet | 2 m. schr. | 83 “ | (1825) |  |
| Jane | 2 m.kt. | 22 “ | (1826) |  |
| Northumberland | sl. | 18 “ | (1826) |  |
| Phoebe | 2 m. dandy | 24 “ | (1826) |  |
| Isabella | 2 m. brig | 123 “ | (1826) | Government dockyard (renamed Essington) |
| Brisbane  | 1 m. ctr.  | 15 “ | (1827) |  |
| Sally | 1 m. ctr.  | 18 “ | (1827) |  |
| Adventure | 2 m. schr. | 26 “ | (1827) | Hynder’s Yard |
| Harlequin | 2 m. schr. | 71 “ | (1828) |  |
| Admiral Gifford | 2 m. schr. | 43 “ | (1828) |  |
| Mary Ann | ctr. | 27 “ | (1828) |  |
| Pandora | ctr. | 27 “ | (1828) | William Reid |
| Alex McLeay | ctr. | 40 “ | (1829) |  |
| Mermaid | ctr. | 12 “ | (1830) |  |
| Emma | ctr. | 18 “ | (1830) |  |
| Alice | 2 m.kt.  | 20 “ | (1830) |  |
| Abeona | ctr. | 22 “ | (1830) |  |

App’x 3 (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Surprise  | wo. PS | 18 tons | (1832) |  |
| Hyndes | 1 m.ctr.  | 34 “ | (1832) |  |
| Coloumbine | 2 m.schr.  | 68 | (1833) |  |
| Waterwitch | ctr.  | 37 | (“) |  |
| Thomas | sl.  | 15 | (“) | Millard & Linley |
| Providence | ctr. | 22 | (1834) |  |
| Paterson | 2 m.schr. | 48 | (“) |  |
| Dove | ctr. | 13 | (1835) |  |
| Success | 2 m. brig | 96 | (“) |  |
| Jane & Emma |  | 33 | (“) |  |
| Aquila | sl.  | 44 | (“) |  |
| Jane | ctr.  | 34 | (“) |  |
| Elizabeth Gibbes | sl.  | 18 | (1836) |  |
| Bossy | 2 m.schr. | 51 | (“) |  |
| Aerini | 2 m.schr. | 13 | (1837) | J.W. Russel |
| Maitland | wo. PS | 103 | (“) | “ |
| Thomsons | ? | 97 | (“) | Tass Bynde |
| Brothers | ctr. | 44 | (“) | “ |
| Foster Evans | ctr. | 29 | (“) | Harper |
| Sarah | ctr.  | 53 | (1838) |  |
| Sally | 2 m. brign. | 34 | (“) |  |
| Potrel  | 2 m. schr | 7 | (“) |  |
| Providence | ctr. | 18 | (“) |  |
| Dee | ctr.  | 12 | (1839) |  |
| Melbourne | ctr. | 28 | “ |  |
| Vanguard | 2 m. brigin.  | 61 | “ |  |
| Devonshire | 2 m. schr.  | 15 | “ |  |
| Jewess | 2 m. brig | 204 | “ | J.W. Russell |
| Elizabeth  | 2 m. schr.  | 58 | “ |  |
| Hope | ctr. | 38 | “ | J. W. Russell |
| Curlew | 2 m. brign. | 96 | “ | Alex Fotherigntham |
| Georgina | ctr. | 25 | (1840) | John Payner |
| Isabella | ctr. | 30 | “ |  |
| Coquette | 2 m. schr. | 72 | “ |  |
| Will Watch | 2 m. schr.  | 63 | “ |  |
| Prince Albert  | ctr.  | 29 | “ |  |
| Sisters | ctr. | 48 | “ |  |
| Sarah  | 2 m. schr | 49 | “ | William Burnice (Balmain) |
| Alfred | 2 m. brig | 123 | “ |  |
| Sovereign | wo. PS | 119 | (1841) | Chowne & Thompson |
| Bard’s Legacy | 2 m. schr | 32 | “ |  |
| City of Sydney  | 2 m. brig | 106 | “ | J.W. Russell |
| Anita | 2 m. schr.  | 219 | “ | William Burnice (Balmain) |

App’x 3 (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Eclipse | 2 m. schr.  | 21 | 1842 | J. W. Russell |
| Thomas Lord | 2 m. schr.  | 70 | “ |  |
| Sheperdess | 2 m. schr.  | 32 | “ |  |
| Ranger | ctr.  | 11 | “ | Wm. Chowne |
| Rosalind | ctr.  | 9 | “ |  |
| Thistle | 2 m. schr.  | 28 | 1843 | Rbt. Thomson |
| Louisa | 2. m. kt |  11 | “ |  |
| Echo | 2 m. schr.  | 20 | “ |  |
| Adventure | ctr.  | 22 | “ |  |
| Golden Fleece | 3 m. kk.  | 133 | 1844 | J. W. Ruseell |
| Waterman | wo. PS | 17 | “ | J. Robertson |
| Sisters | 2 m. schr.  | 44 | “ | J. Kordd |
| James & Amelia | 2 m. schr.  | 31 | “ | Geo. Buddivant |
| Primus | 2 m. kt.  | 38 | 1845 | J. Barelay |
| Sylph | 2 m. dandy | 13 | “ | Geo. Green |
| Smuggler | 2 m. schr.  | 56 | 1846 | Jno. Cunningham |
| William  | ctr.  | 10  | “ | Humprey McKeen |
| Eagle | ctr.  | 26 | “ | J. Earclay |
| Helen | 2 m. schr.  | 56 | “ | Thos. Lane |
| Cydnet | 2 m. schr. | 29 | “ | J.W. Russell  |
| Midas | 2 m. schr. | 26 | “ | J.W. Russell |
| Secret | 2 m. schr. | 33 | “ | Thos. Chowne |
| Hope | ctr. | 8 | 1847 | Humphrey McKeen |
| Cecilia | 2 m. schr. | 44 | “ | Peter Henson |
| Clarissa | 2 m. schr. | 60 | 1848 | J.W. Russell |
| Sarah | 2 m. brig | 130 | “ | J.W. Russell |
| Currency Boy | 2 m. schr. | 41 | “ | J. Cunningham  |
| Wild Irish Girl | 2 m. brig | 124 | “ | L. Corcoran |
| Phantom | ctr. | 13 | “ | A. Reynolds |
| Liberty | 2 m. schr. | 51 | 1849 | J. Spithill |
| Sea Gull | 2 m. schr. | 61 | “ | Sam’l Charles |
| John  | ctr. | 20 | “ | R.M. Robey |
| Medina | 2 m. schr. | 12 | “ | J.W. Russell |
| Wanderer | 2 m. brig | 140 | 1850 | J. Cunningham  |
| Gleaner | ctr.  | 18 | “ | H. McKeen |

Cockle Bay:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Brothers | ? | ? | 1809 |  |
| Governor Macquarie | 2 m. brig.  | 108 | 1811 | Wm. Jenkins |
| John Palmer | 2 m. schr. | 40 | 1814 | Wm. Jenkins |
| Eclipse | ctr.  | 45 | 1822 |  |
| Darling | 2 m. schr.  | 36 | 1825 | Jones |
| Fanny | ctr.  | 25 | 1826 |  |
| Caroline | ctr.  | 69 | 1827 | Wm. Brown |
| Maitland | wo. PS | 140 | 1837 | John Russell |

App’x 3 (con’d)

Hawkesbury River

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Hope | sl.  | 16 | 1802 | A. Thompson |
| Nancy | sl.  | 20 | 1803 | ? |
| George | sl.  | 28 | 1804 | ? |
| John | sl.  | 30 |  |  |
| Hawkesbury | sl.  | 37 | 1805 | ? |
| Betsy | sl.  | 15 | 1810 | J. Griffiths |
| Rosetta | brig | 92 | 1815 | J. Griffiths |
| Teviot | sl. | 13 | 1821 |  |
| James | sl. | 11 | 1822 | J. Webb |
| Industry | 2 m. brig | 87 | 1826 | J. Grone |
| Australian | 2 m. brig | 270 | 1829 | J. Grone |
| Speculator | 2 m. schr. | 39 | 1829 | J. Grone |
| Endeavour | ctr. | 10 | 1832 |  |
| Governor Bourke | 3 m. kk.  | 214 | 1833 | J. Grone |
| Industry | ctr. | 14 | 1834 |  |
| Three Sisters | ctr. | 17 | 1835 |  |
| Mary Ann | ctr. | 7 | 1836 |  |
| Victoria | ctr. | 13 | 1837 |  |
| Fanny | ctr. | 17 | 1838 |  |
| William  | ctr. | 21 | 1838 |  |
| Rover | ctr. | 10 | 1839 |  |
| Sampson | ctr. | 17 | 1839 |  |
| Fox | 2 m. schr.  | 30 | 1839 |  |
| Susan | 2 m. schr. | 13 | 1840 |  |
| Brothers | ctr  | 10 | 1840 | James Singleton |
| Northumberland | 2 m. schr.  | 43 | 1841 | Geo. Greentree |
| Selina | 2 m. schr. | 32 | 1841 | J. Everingham |
| Mary  | ctr.  | 12 | 1842 | Wm. Purcell |
| Alfred | ctr. | 9 | “ |  |
| Matilda | ctr. | 16 | “ | Wm. Grono |
| Sisters | 2 m. schr.  | 15 | 1843 | J. Singleton |
| Highland Lass |  | 20 | “ | Alex. Books |
| Ellen | ctr.  | 19 | “ | Geo. Peat |
| Rover | ctr. | 14 | “ | Wm. Brown |
| Yong Billy  | ctr. | 16 | 1844 | Peter Durham |
| Samual & Mary  | ctr. | 15 | 1845 | Th. Carpenter |
| Beppo | 2 m. schr.  | 17 | “ | Geo. Buddivant |

App’x 3 (con’d)

Hawkesbury River (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Firefly | ctr.  | 7 | 1846 | Thos. Tapp |
| Quail  | ctr. | 6 | 1848 | Thos. Johnston |
| Catherine | 2 m. kt.  | 25 | 1849 | Geo. Greentree |
| Elizabeth  | 2 m. kt.  | 22 | 1850 | Geo. Greentree |

Pyrmont:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Elizabeth & Jane | 2 m. schr.  | 43 | 1846 | Th. Chowne |
| Ann Mary  | 2 m. schr. | 49 | 1846 | “ |
| Georgina | ctl.  | 10 | “ | G. Martin& I. Black |
| Phoenix | wo. PS | 108 | “ | Th. Chowne  |
| Lady Mary Fitzroy | 2 m. schr. | 32 | “ | “ |
| Bon Accord | 2 m. schr. | 17 | “ | “ |
| Brothers | wo. stmr.  | 23 | 1847 | “ |
| O.P.S | 2 m.kt.  | 40 | “ | “ |
| Haven  | wo. PS | 26 | 1848 | “ |
| Opalia | 2 m. schr. | 50 | “ | “ |
| Favourite | 2 m. schr. | 96 | 1849 | “ |
| Aeolus | 2 m. kt.  | 46 | 1850 | “ |
| Agenoria | wo. PS | 22 | “ | “ |

Parramatta River

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Margaret & Mary | sl.  | 16 | 1834 |  |
| Susan | 2 m. schr. | 53 | 1837 |  |

Wollongong

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Fanny | 2 m. kt.  | 23 | 1831 |  |
| Sarah  | 2 m. brign | 46 | 1837 | Go. Brown |
| Emma | 2 m. kt.  | 22 | 1843 |  |
| Alfred  | 2 m. schr.  | 31 | 1849 | John Ross |

Kiama (NSW):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Thomas & Mary | ctr.  | 30 | 1830 |  |
| Wave | 2 m. schr.  | 20 | 1849 | James Fleming |

Broulee (NSW):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Shamrock | 2 m. schr.  | 26 | 1831 |  |
| Coquette | 2 m. schr. | 24 | 1840 |  |
| Matilda | 2 m. schr. | 47 | 1847 | Thos. Ainsworth |
| Glendurat | 2 m. schr. | 40 | “ | Rbt. Law |
| Susannah | 2 m. schr. | 24 | 1848 | “ & J. Bishop |
| Orient | 2 m. schr. | 31 | 1849 | John Easson |
| Anges Napier | 2 m. schr. | 35 | 1850 | “ |

App’s 3 (con’d)

Twofold Bay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn.  | Year  | By whom/where built |
| Defiance | 2 m. schr.  | 75 | 1832 |  |
| Jessie | 2 m. schr. | 44 | 1850 | J. Allen & A. o’Neale |

Norfolk Island

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Endeavour | 2 m. schr.  | 59 | 1808 |  |

Port Macquarie (van Dimen’s Land):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Mary Elizabeth | 2 m. brig | 88 | 1825 |  |
| Robulla | sl.  | 16 | 1829 | Government Dockyard |
| Jane Scott | ctr. | 36 | 1842 | John Ross |
| Petrel | 2 m. schr.  | 63 | 1843 | “ |
| Flora | 2 m. schr. | 15 | 1845 | Geo. Bennett |
| Ebenezer | 2 m. schr. | 49 | “ | Geo. Birnle |
| Fanny | 2 m. schr. | 16 | 1846 | H.R. Whittell |
| Curlew | 2 m. schr. | 12 | 1847 | Taylr Winship |

Newcastle:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Princess Charlotte | 2 m. brig. |  | 1819 |  |
| Newcastle | 2 m. schr.  | 33 | 1821 |  |
| Mars | sl.  |  | 1823 |  |
| Henry | 2 m. schr.  | 15 | 1841 | Thrum & Rouse |

Williams & Hunter Rivers:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Currency Lass | ctr.  | 90 | 1828 | Pranxholmo |
| William IV | wo. PS |  | 1831 | Marshall & Lowe |
| Experiment | wo. PS | 36 | 1832 |  |
| Earl Grey | 2 m. schr.  |  | 1833 |  |
| Australia | wo. PS | 45 | 1834 | J. Russell (Clarence Town)  |
| Paul Pry | 2 m. schr.  | 56 | 1834 | Wm. Lowe (“) |
| Carrington | 2 m. schr. | 22 | 1835 | J. Russell (“) |
| Friends | 2 m. schr. | 48 | 1836 | “ |
| George | ctr. | 32 | 1836 |  |
| Delight | ctr. | 35 | 1837 | Marshall & Lowe (Wms. R.) |
| Jessie | ctr. | 13 | “ | (Hunter R.) |
| Yarra Yarra | 2 m. schr.  | 45 | “ | Marshall (Wms. R.) |
| Jane Williams | ctr. | 33 | 1838 | Marshall & Lowe (“) |
| Kate | 2 m. schr. | 62 | “ | “ |
| Young Queen | ctr. | 31 | 1839 | J. Marshall (“) |
| Challenger | ctr. | 31 | 1840 | (“) |
| Victoria | wo. PS | 196 | “ | J. Korff (Raymond Tce.) |
| Victoria | 2 m. brig | 184 | “ | (Deptford) |
| Harriet | ctr. | 15 | “ | (Hunter R.) |
| Kangaroo | wo. PS | 82 | “ | J. Korff (Raymond Tce.) |

App’x 3 (con’d)

Willaims & Hunter Rivers (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Aphrasia | w. stmr.  |  | 1841 | Wm. Lowe (Daptford/ Wms. R) |
| Mary Anne | 2 m. schr.  | 52 | “ | (Wms. R) |
| Clarence | 2 m. schr. | 67 | “ | (Wms. R) |
| Louisa | 2 m. schr. | 61 | “ | J. Korff (Raymond Tce.) |
| Brothers | 2 m. schr. | 27 | “ | “ |
| Lucy Ann | ctr.  | 53 | 1842 | J. Marshall (Mt. Plesant) |
| Calypso | 2 m. brig | 104 | “ | J. Cameron |
| Transit | 2 m. schr. | 15 | 1843 | J. Kinship (Raymond Tce.) |
| Comet | ctr. | 34 | “ | J Marshall (Wms. R) |
| Bee | ctr. | 7 | “ | J. Bennett (Hunter R.) |
| Comet | wo. PS | 78 | “ | Wm Lowe (Deptford/Wms. R.) |
| Mary Jane | ctr. | 32 | 1844 | J.R. Walker (Wms. R.) |
| Mazeppa | 2 m. t/s schr.  | 163 | 1846 | Wm. Lowe (Daptford/ Wms. R) |
| Jenny Lind | ctr.  | 52 | 1848 | D. Beattle (Paterson R.) |
| Mary Anne | 2 m. kt. | 20 | 1848 | Wm. Lowe (Daptford/ Wms. R) |
| Fnchantrees | 2 m. brig | 145 | 1848 | “ |
| Vision | 2 m. kt.  | 42 | “ | “ |
| Flower of Wenford | 2 m. kt.  | 26 | 1850 |  |

Manning River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Taree | 2 m. brign.  | 48 | 1834 |  |
| Nancy | 2 m. schr.  | 38 | 1836 | J. F. Barett |
| Jane | 2 m. schr. | 54 | “ |  |
| Elizabeth | ctr. | 32 | 1837 |  |
| Trial  | ctr. | 23 | “ | Taylor Winship |
| Hero | sl. | 39 | “ | John Gillies |
| Vulcan | sl. | 28 |  |  |
| Fairy | 2 m. schr | 25 | 1838 | John Gillies |
| Emma | 2 m. brig | 12 | 1838 | Taylor Winship |
| Express | 2 m. schr. | 24 | 1839 | Taylor Winship |
| Echo | 2 m. schr. | 70 | “ | “ |
| Harriet | 2 m. schr. | 43 | 1840 |  |
| Julia | 2 m. brig | 110 | “ | Taylor Winship |
| John & Charlotte | 2 m. schr. | 93 | “ |  |
| Rover | 2 m. schr. | 87 | 1841 |  |
| Esther | ctr.  | 40 | “ |  |
| Julia Willis | 2 m. brig | 177 | “ | Taylor Winship |
| Wave | 2 m. schr. | 65 | “ | “ |
| Eliza Ann | 2 m. schr. | 32 | “ | “ |

App’x 3 (con’d)

Manning River (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Wanderer | 2 m. schr.  | 131 | 1842 | John Bull |
| Mary Ann | 2 m. schr. | 33 | “ | Alexander Kidd |
| Mary Ann | 2 m. schr. | 51 | “ | W.S. Amner |
| William  | 2 m. schr. | 62 | 1843 | Thos. Steels |
| Star China | 2 m. schr. | 100 | “ | Rbt. Howie |
| Benjamin Boyd | 2 m. brig | 143 | 1844 | J. Nicholson |
| Catherine | 2 m. schr. | 14 | 1846 | Thos. Snowdon |
| Gleaner | 2 m. schr. | 42 | 1848 | Malcom & Newton  |
| Louis & William | 2 m. brig | 126 | “ | “ |
| Farna | 2 m. schr. | 26 | 1849 | Thos. Snowdon |
| Thomas & Henry | 2 m. brig | 234 | 1850 | Newton & Malcom |
| Roderick Dhu | 2 m. schr. | 76 | 1850 | “ |

Moruya River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Elizabeth  | ctr.  | 13 | 1839 |  |
| Harriet | ctr. | 30 | 1843 | Chr. Brown |
| Jane Anne | ctr. | 16 | 1844 | Sam’l Barr |
| Rambler | 2 m. schr.  | 36 | 1846 | Jonathan Ware |
| Croll Castle | 2 m. schr. | 21 | 1848 | Allan McClean |
| Thetis | 2 m. schr. | 94 | 1848 | Chr. Brown |
| Cumberland | 2 m. schr. | 58 | 1848 | Sma’l Barr & J. Ware |
| Swift | 2 m. schr. | 45 | 1848 | Rbt. Gee |
| Bramble | 2 m. schr. | 53 | 1849 | Chr. Brown |
| Carnation | 2 m. schr. | 35 | 1850 | Jonathan Ware |

Macleay River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Eliza | 2 m. schr.  | 37 | 1836 | D. o’Callaghan |
| Rob Roy | 2 m. schr. | 47 | 1837 | J. Barclay |
| Hannah | 2 m. brign.  | 90 | 1837 |  |
| John | sl.  | 37 | 1838 | Ferrier & Newton |
| Christina | 2 m. brig | 126 | 1839 | “ |
| Scotia | 2 m. schr. | 69 | 1840 | “ |
| Ariel | 2 m. schr. | 67 | 1840 |  |
| Faith | 2 m. brigin. | 126 | 1841 |  |
| Velocipede | 2 m. schr. | 12 | 1841 |  |
| Tryphenia | 2 m. brig | 131 | 1842 | J. Gilles |
| Stranger | 2 m. ky. | 26 | 1842 | John Ferrier |
| Phoebe | 2 m. schr. | 89 | 1843 | Rbt. Morgan |
| Comet | 2 m. schr. | 91 | 1843 | Newton & Ferrier |

App’x 3 (con’d)

Macleay River (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Daniel Watson | 2 m. brig | 163 | 1845 | Newton & Ferrier |
| Champion | 2 m. schr.  | 49 | 1847 | Chr. Lawson |
| Effort | 2 m. schr. | 47 | 1847 | Rbt. Thompson |
| Rise of Eden  | 2 m. schr. | 50 | 1848 | Chr. Lawson |
| Frederick | 2 m. schr. | 73 | 1848 | J. Barclay |
| Meg Merrilies | 2 m. brigin | 79 | 1850 | Alexander Cochrane |

Bellinger River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Rebecca | 2 m. schr.  | 74 | 1846 | Derbyshire & Ross |
| Alert  | 2 m. schr. | 91 | 1846 | Wm. Brown |
| Minerva | 2 m. schr. | 83 | 1847 |  |
| Juliet | 2 m. schr. | 67 | 1848 | H. Gilbert & J. Sullivan |
| Helen | 2 m. schr. | 69 | 1848 | Jacob Inder & co.  |

Brisbane Water:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Sarah  | ctr. | 14 | 1829 |  |
| Lark | 2 m. schr.  | 19 | 1832 | Rbt. Henderson |
| Venus | sl. | 14 | 1833 |  |
| Adventure | sl. | 25 | 1834 |  |
| Maid of Australia | 2 m. brign.  | 77 | 1834 |  |
| Catherine | ctr.  | 35 | 1835 | Rbt. Henderson |
| Thomas & Mary  | ctr. | 16 | 1836 |  |
| Shallow | ctr. | 26 | 1836 |  |
| Ruth | ctr. | 12 | 1837 | Rbt. Henderson |
| Nautilus | 2 m. schr.  | 43 | 1837 | “ |
| Ranger | sl. | 46 | 1837 |  |
| Mermaid | ctr. | 20 | 1838 |  |
| Star | ctr. | 10 | 1838 |  |
| Fly | 2 m. schr. | 20 | 1839 | Rbt. Henderson |
| Traveller’s Bride | ctr. | 30 | 1840 |  |
| Currency Lass | ctr. | 16 | 1842 | James Woodward |
| Narara | ctr. | 23 | 1842 | Rbt. Papworth |
| Charles Webb | ctr. | 24 | 1842 | Wm. Cox |
| Matilda | 2 m. schr.  | 24 | 1842 | John Easson |
| Traveller | ctr. | 7 | 1843 | Geo. Venteman |
| Catherine | ctr. | 26 | 1843 | Thos. Humphroy |
| Will o’ the Wisp | ctr. | 12 | 1843 | Thos. Toby |
| Tam o’Shanter | ctr. | 12 | 1844 | John Easson |
| Peacock | 2 m.kt.  | 15 | 1844 | Jonathan Piper |
| Rainbow | 2 m.kt.  | 18 | 1844 | Henry Piper |

App’x 3 (con’d)

Brisbane Water (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Aurora | 2 m.kt.  | 16 | 1845 | F. T. Miller |
| Edward | ctr.  | 29 | “ | Jno. Piper |
| Apollo | 2 m. schr.  | 20 | “ | Henry Piper  |
| Sarah Wilson | 2 m. brign.  | 30 | “ | Wm. Ballantyne |
| Emma | 2 m.kt.  | 31 | 1846 | Jno. Piper |
| Secundus | 2 m. schr. | 26 | “ | John Booth |
| Prosperous | 2 m. schr. | 15 | “ | “ |
| Pompey | 2 m. schr.  | 36 | 1846 | Wm. Ford |
| Frederick Griffiths | 2 m. schr. | 53 | “ | Jno. Piper |
| Albion | 2 m. schr. | 83 | “ | Henry Piper |
| Amphitrite | 2 m. kt.  | 17 | “ | Geo. Venteman |
| Emma & Elizabeth  | 2 m. schr. | 38 | 1847 | John Booth  |
| Magnet | 2 m. kt.  | 17 | 1848 | James Taylor |
| Venus | 2 m. kt.  | 27 | “ | Benjamin Davis |
| Chance | 2 m. kt.  | 38 | 1849 | James Cox |
| William & James | 2 m. schr.  | 74 |  | Jonathan Piper |
| Norma | 2m. schr.  | 35 | “ | John Booth  |
| Emily | 2 m. kt. | 29 | “ | James Laidley |
| Favourite | 2 m. kt. | 15 | “ | James Woodward |
| Sylph | 2 m. kt. | 17 | “ | Edmund Fish |
| Venila | 2 m. kt. | 42 | “ | Geo. Venteman |
| Phantom | 2 m. kt. | 23 | 1850 | James Beattie |

Green Hills (Windsor NSW):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Nancy  | sl. | 20 | 1803 |  |
| Gordy |  |  | 1802 |  |
| Hawkesbury | sl. | 18 | 1803 |  |
| Hope | sl. | 16 | 1802 |  |
| Whale | sl. |  | 1810 |  |

Illawarra (Five Islands):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Ann | 2 m. schr.  | 62 | 1832 | Cunninghm  |
| Charlotte | sl. | 25 | 1834 |  |
| Daniel o’Connell | sl. | 40 | 1835 |  |

Cook’s River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Sally | 2 m. schr.  | 40 | 1821 |  |

Lane Cove:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Lucy Ann | 2 m. schr. | 36 | 1838 |  |
| Favourite | 2 m. schr. | 47 | 1841 |  |
| Alexander | smack | 10 | 1842 | Jonathan Bradbury |
| Mary Ann | ctr.  | 15 | 1843 | Chr. Lawson |
| Catherine Mackellar | 2 m. schr. | 25 | 1846 | John Spithill |
| Nutbrown Maid | 2 m. schr. | 22 | 1848 | R. Donnelly |

App’x 3 (con’d)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |

Port Fairy

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Brothers | 2 m. brign.  | 63 | 1847 | John Griffiths |

Tarban Creek (Port Jackson):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Mary Anne | ctr.  | 9 | 1846 | J. McKenzie & Geo. Greentrees |

Western Port:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Black Swan  | ctr.  | 18 | 1843 | Wm. Ferguson |

Port Stephens:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Anna Maria | 2 m. schr.  | 49 | 1848 | Rbt. Kyle |

Cabbage Tree Bay:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Rover’s Bride  | ctr.  | 49 | 1838 | John Korff |

Port Albert:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Colina | 2 m. schr. | 54 | 1848 | J. McKenzie |

Ulladulla:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Gipsy | 2 m. schr. | 32 | 1845 | Warden & Gee |
| Lucy  | 2 m. schr. | 46 | 1846 | David Warden  |
| William & Alfred | 2 m. schr. | 116 | 1848 | “ |

Shoalhaven:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Experiment | 2 m. schr. | 69 | 1825 |  |
| Water Mole | sl. | 26 | 1825 |  |
| Edward | 2 m. schr. | 81 | 1834 |  |
| Union | 2 m. schr. | 32 | 1838 |  |
| Flying Fox | ctr. | 14 | 1843 | Henry Glanaville |
| Wave | ctr. | 17 | 1847 | Wm. Ferguson |
| Elizabeth Davis | 2 m. schr. | 33 | 1847 | Isaac Boyle & Wm. Davis |
| Plover | 2 m. schr. | 6 | 1848 | S. Farrier |
| Porpoise | 2 m. schr. | 39 | 1850 | Wm. Ferguson |

MacDonald River:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Defiance | ctr.  | 13 | 1840 | J. Sullivan |
| Laky of the Lake | 2 m. schr.  | 13 | 1841 |  |
| Caroline | 2 m. kt.  | 29 | 1847 | Geo. Collins |

App’x 3 (concl’d)

Van Diemen’s Land:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Rig | Tonn. | Year | By whom/where built |
| Henrietta Packet | 2 m. schr.  | 40 | 1812 | Thos. Kelly |
| Campbell Macquarie | 2 m. brig | 133 | 1813 |  |
| Governor Brisbane | 2 m. schr.  | 30 | 1821 |  |
| Australian | 2 m. schr.  | 23 | 1825 | J. Kelly |
| Resolution | 2 m. schr.  | 60 | 1827 | J. Griffiths (Tamar R.) |
| Olivia | 2 m. schr.  | 60 | 1827 | “ (“) |
| Henry | 2 m. schr.  | 34 | 1827 | Government Yard |
| Waterloo | 2 m. schr.  | 69 | 1827 | D. Hoy |
| Apollo | 2 m. brig | 105 | 1827 |  |
| Elizabeth Henrietta | ctr. | 39 | 1827 |  |
| Contest  | 2 m. schr.  | 40 | 1828 |  |
| Black Sawn | 2 m. schr.  | 40 | 1828 |  |
| Industry  | sl. | 39 | 1829 |  |
| Louisa | 2 m. schr.  | 15 | 1831 | J. Griffiths (Tamar R.) |
| Elizabeth  | 2 m. schr.  | 51 | 1831 |  |
| Defiance | 2 m. schr.  | 24 | 1832 |  |
| Endeavour | 2 m. schr.  | 19 | 1832 |  |
| William  | ctr. | 17 | 1833 | J. Griffiths (Tamar R.) |
| Dolphin | ctr. | 17 | 1834 | (Launceston) |
| Farewell | 2 m. schr.  | 31 | 1831 | M. MacDonald (Hobart) |
| Richmond | 2 m. schr.  | 42 | 1834 | J. Griffiths (Tamar R.) |
| William  | 2 m. brig | 121 | 1835 | J. Griffiths (“) |
| Aligator | 2 m. schr.  | 19 | 1835 | Wm. Williamson (Hobart) |
| Mary Anne | ctr. | 27 | 1837 | John Gray (“) |
| Perserverance | 2 m. schr.  | 45 | 1838 | F. MacCullen |
| Look In | 2 m. schr.  | 78 | 1838 | (Tamar R.) |
| Lillias | 2 m. schr.  | 88 | 1839 | Wm. Williamson (Hobart) |
| Derwent | wo. PS | 96 | 1840 | D. Hoy (Port Arthur) |
| Breeze | 2 m. schr.  | 28 | 1840 | Charles Chessell (Hobart) |
| Raven | 2 m. brig | 169 | 1846 | (Exter) |
| Favourite | 3 m. bq.  | 198 | 1849 | John Munro (Tamar R.) |

Appendix 4 – Contemporary newspaper articles on wooden shipbuilding

SG 28/9/1828

SH 18/4/1831

SH 2/5/1831

App’x 4 (con’d)

SG 19/2/1842

s.v. SHIP NEWS

SG/SGTL 7/12/1844

SG/SGTL 14/12/1844

SG/ SGTL 26/7/1845

SG/SGTL 17/4/1847

s.v. GOLDEN FLEECE

SG/ SGTL 8/5/1847

s.v. NEW VESSELS

SG/SGTL 19/6/1847

s.v. NEW SCHOONER

App’x 4 (con’d)

SH 6/2/1832

SH 8/5/1834

SH 2/6/1834

SH 10/7/1834

SH 17/7/1834

SH 15/9/1834

Appendix 5

Primary sources: a chronological summary

1842:

SG 15/3; 17/3; 19/3

Notice: “CEDAR PLANK”

1843:

……………………………………..

……………………………………..

1844:

SMH 12.7

s.v. ‘shipping intelligence’

SG/SGTL 7/12; 14/12; 21/12; 28/12

s.v. ‘ships in harbour’

1845:

SG/SGTL 4/1;

s.v. ships in harbour’

SG/ SGTL 11/1

s.v. ‘ships in harbour’

SG.SGTL 18/1

s.v. ‘clearances’

SG/SGTL 25/1

s.v. ‘departures’

SG/SGTL 1/2

s.v. ‘coasters outward’

SG/SGTL 8/2

s.v. ‘vessels expected’

SG/SGTL 15/2; 22/2

s.v. ‘vessels expected’

SG/SGTL 8/3

s.v. ‘ships in harbour’

AO/NSW 4/7734

SG/SGTL 15/3

s.v. ‘ships in harbour’

a.v. ‘arrivals’

SG/SGTL 5/4

s.v. ‘depatures’

s.v. experts’

SG/SGTL 3/5

s.v. ‘Port Phillip arrivals’

SG/SGTL 10/5

s.v. ‘Port Phillip departures’

HTC 28/6

HTC 30/6

HTC 16/7

HTC 22/7

HTC 9/10

HTC 16/10

HTC 28/10

HTC 31/10

HTC 5/11

HTC 24/11

APP’X 5 (con’d)

1845 (con’d):

SG/SGTL 22/11

s.v. Hobart depatures

HTC 25/11

HTC 20/12

HTC 24/12

SG/SGTL 6/12

s.v. ‘Launceston arrivals’

s.v. ‘Launceston departures’

1846:

HTC 12/1

HTC 2/2

HTC 11/2

HTC -/3

HTC 5/3

HTC 22/3

HTC 28/3

HTC 7/4

HTC 12/4

APP’X (con’d)

1846 (con’d):

HTC 22/4

HTC 11/5

HTC 16/5

HTC 30/5

VPRS 22/29

VPRS 38/1

VPRS 3504

SG/SGTL 20/5

HTC 18/8

HTC 28/9

HTC 14/12

1847:

HTC 15/2

HTC 20/3

HTC 3/4

VPRS 38/1

VPRS 3504

HTC 24/4

HTC 3/5

SG/SGTL 5/6

s.v. ‘Twofold Bay’

AO/NSW 4/7734

SG/SGTL 26/6

s.v. Sydney arrivals

APP’X 5 (con’d)

1847 (con’d):

SG/SGTL 3/7

s.v. ‘imports’

SG/SGTL 17/7

s.v. ‘ships in harbour’

AO/NSW 4/7734

SG/SGTL 24/7

s.v. ‘Sydney departures’

s.v. ‘exports’

VPRS 22/29

SG/SGTL 21/8

s.v. Port Phillip arrivals

MA 17/9

“Loss of the schooner *Clarence*” (Extract of a letter from Warranambool dated 12th inst.)

APP’X 5 (con’d)

1847 (con’d):

MA 17/9

APP’X 5 (con’d)

1847 (con’d):

P.Ph.Gaz. 25/9

SG/SGTL 25/9

s.v. ‘Port Phillip”

APP’X 5 (con’d)

1847 (con’d):

P.Ph.P 25/9

The Schooner *Clarence*

APP’X (con’d)

1847 (con’d):

HTC 2/10

P.Ph.Gaz. 2/10

SG/SGTL 2/10

s.v. Port Phillip

SG/ SGTL 9/10

s.v. Port Phillip

APP’X 5 (con’d)

1847 (con’d):

MA 8/10

APP’X 5 (con’d)

1847 (con’d):

MA 2/11

MA 19/11

s.v. ‘ships intelligence’

HTC 27/12

1848:

AO/NSW 4/7734

AO/NSW 4/7734

VPRS 22 29

HTC 6/3

AO/NSW 4/7734

AO/NSW 4/7734

VPRS 22/29

HTC 16/5

VPRS 22/29

HTC 16/5

VPRS 22/29

HTC 30/6

App’x 5 (con’d)

1848 (con’d)

HTC 5/7

HTC 27/7

HTC 4/8

AO/NSW 4/7734

s.v. Sydney arrivals

s.v. Sydney depatures

VPRS 22/29

HTC 2/10

HTC 7/10

AO/NSW 4/7734

VPRS 22/29

HTC 30/11

HTC 5/12

1849:

HTC 8/1

HTC 18/1

HTC 18/2

HTC 14/3

VPRS 38/1

App’x 5 (con’d)

1849 (con’d)

VPRS 22/29

VPRS 3504

HTC 21/4

HTC 2/5

HTC 1/6

HTC 10/7

HTC 27/7

HTC 28/8

CPRS 22/20

HTC 20/9

HTC 26/9

VPRS 22/20

HTC 31/10

HTC 22/20

VPRS 22/30

HTC 23/12

1850:

HTA 11/1

CPRS 38/1

App’x 5 (con’d)

1850 (con’d)

VPRS 22/29

VPRS 3504

HTA 1/2

“SHOONER *CLARENCE*”

HTA 8/2

HTA 19/2

VPRS 22/20

HTA 17/3

HTA 29/3

CPRS 22/20

HTA 23/4

HTA 30/4

HTA 8/5

VPRS 22/20

HTA 31/5

App’x 5 (con’d)

1850 (con’d)

HTA 7/6

VPRS 22/20

HTA 7/7

HTA 11/7

VPRS 22/20

HTA 6/8

HTA 18/8

VPRS 22/29

VPRS 38/1

MA 2/9

MA 4/9

MDN 4/9

MA 6/9

App’x 5 (con’d)

1850 (con’d)

MDN 9/9

MA 14/9

MA 21/9

25/9

APPENDIX 6

Movements of the Clarence

Williams River (Nov/Dec. 1841 – Sydney (Jan. 1842) ?

Sydney - Manning River (Feb/Mar. 1842) ?

1842 (March – December) ?

1843 laid up in Sydney ?

1844 ?

1845:

|  |  |  |
| --- | --- | --- |
| Departures |   | Arrivals  |
| Sydney (23/1/) | -  | Port Albert (30/1) |
| Port Albert (24/2) | - | Sydney (6/3) |
| Sydney (15/3) | - | Newcastle (?) |
| Newcastle (?) | - | Sydney (?) |
| Sydney (2/4) | - | Port Phillip (20/4) |
| Port Phillip (30/4) | - | Port Albert (?) |
| Port Albert (?) | - | Launceston (28/6)  |
| Launceston (30/6) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (16/7) |
| Hobart (22/7) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (9/10) |
| Hobart (16/10) | - | Port Albert (?) |
| Port Albert (28/10) | - | Hobart (31/10) |
| Hobart (5/11) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (24/11) |
| Hobart (25/11) | - | Port Albert (?) |
| Port Albert (11/12) | - | Hobart (20/12) |
| Hobart (24/12) | - | Port Albert (?) |

1846:

|  |  |  |
| --- | --- | --- |
| Port Albert (?) | - | Hobart (?) |
| Hobart (12/1) | - | Port Albert (?) |
| Port Albert (26/1) | - | Hobart (2/2) |
| Hobart (11/2) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (1/3) |

App’x 6 (con’d)

1846 (con’d)

|  |  |  |
| --- | --- | --- |
| Departures |   | Arrivals  |
| Hobart (5/3) | -  | Port Albert (?) |
| Port Albert (22/3) | - | Hobart (?) |
| Hobart (28/3) | - | Port Albert (?) |
| Port Albert (7/4) | - | Hobart (12/4) |
| Hobart (22/4) | - | Port Albert (?) |
| Port Albert (11/5) | - | Hobart (16/5) |
| Hobart (30/5) | - | Port Phillip (6/6) |
| Port Phillip (?) | - | Hobart (?) |
| Hobart (18/8) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (?) |
| Hobart (28/9) | - | Port Albert (?) |
| Port Albert (?) | - | Hobart (?) |
| Hobart (14/12) | - | Port Albert (?) |

1847:

|  |  |  |
| --- | --- | --- |
| Port Albert (?) | - | Launceston (?) |
| Launceston (15/2) | - | Port Albert (?) |
| Port Albert (?) | - | Launceston (20/3) |
| Launceston (?) | - | Port Albert (?) |
| Port Albert (?) | - | Launceston (3/4) |
| Launceston (?) | - | Hobart (?) |
| Hobart (5/4) | - | Port Phillip (15/4) |
| Port Phillip (24/4) | - | Babel Island (?) |
| Babel Island (?) | - | Hobart (3/5) |
| Hobart (15/5) | - | Twofold Bay (?) |
| Twofold Bay (?) | - | Pampula (?) |
| Pampula (23/6) | - | Sydney (25/6) |
| Sydney (22/7) | - | Port Phillip (4/8) |
| Port Phillip (7/9) | - | Warrnambool (11/9) STRANDED |
| Warranambool (?) | - | Port Fairy (30/11) RAN AGROUND |
| Port Fairy (?) | - | Launceston (27/12) |

App’x 6 (con’d)

1848:

|  |  |  |
| --- | --- | --- |
| Departures |   | Arrivals  |
| Launceston (?) | -  | Port Fairy (?) |
| Port Fairy (22/1) | - | Sydney (30/1) |
| Sydney (10/2) | - | Port Phillip (19/2) |
| Port Phillip (?) | - | Hobart (6/3) |
| Hobart (?) | - | Circular Head (?) |
| Circular Head (?) | - | Sydney (23/3) |
| Sydney (10/4) | - | Port Phillip (26/4) |
| Port Phillip (?) | - | Launceston (16/5) |
| Launceston (?) | - | Port Fairy (?) |
| Port Fairy (?) | - | Port Philip (17/6) |
| Port Phillip (?) | - | Launceston (30/6) |
| Launceston (5/7) | - | Portland Bat (?) |
| Portland Bay (?) | - | Launceston (27/7) |
| Launceston (4/8) | - | Sydney (14/7) |
| Sydney (28/8 or 5/9) | - | Port Phillip (20/9) |
| Port Phillip (?) | - | Launceston (2/10) |
| Launceston (7/10) | - | Sydney (18/10) |
| Sydney (29/10) | - | Port Phillip (16/11) |
| Port Phillip (?) | - | Launceston (30/11) |
| Launceston (5/12) | - | Sydney (?) |

1849:

|  |  |  |
| --- | --- | --- |
| Sydney (?) | - | Launceston (8/1) |
| Launceston (18/1) | - | Port Albert (?) |
| Port Albert (?) | - | Port Fairy (?) |
| Port Fairy (?) | - | Hobart (18/2) |
| Hobart (14/3) | - | Port Phillip (2/4) |
| Port Phillip (16/4) | - | Hobart (21/4) |
| Hobart (2/5) | - | Port Phillip (?) |
| Port Phillip (?) | - | Port Fairy (?) |
| Port Fairy (23/5) | - | Hobart (1/6) |
| Hobart (?) | - | Portland Bay (?) |
| Portland Bay (1/7) | - | Hobart (16/7) |
| Hobart (22/7) | - | Port Fairy (?) |

App’x 6 (concl’d)

1849 (con’d)

|  |  |  |
| --- | --- | --- |
| Departures |   | Arrivals  |
| Port Fairy (?) | -  | Portland Bay (?) |
| Portland Bay (18/8) | - | Hobart (24/8) |
| Hobart (?) | - | Geelong (10/9) |
| Geelong (15/9) | - | Hobart (20/9) |
| Hobart (26/9) | - | Geelong (15/10) |
| Geelong (20/10) | - | Hobart (31/10) |
| Hobart (8/11) | - | Geelong (24/11) |
| Geelong (31/11) | - | Hobart (23/12) |
| Hobart (?) | - | Port Phillip (?) |

1850:

|  |  |  |
| --- | --- | --- |
| Port Phillip (?) | - | George Town (7/1) |
| George Town (8/1) | - | Hobart (11/1) |
| Hobart (8/1) | - | Port Phillip (15/1) |
| Port Phillip (?) | - | Hobart (1/2) |
| Hobart (19/2) | - | Geelong (28/2) |
| Geelong (6/3) | - | Hobart (17/3) |
| Hobart (29/3) | - | Geelong (6/4) |
| Geelong (10/4) | - | Hobart (23/4) |
| Hobart (30/4) | - | Hobart (2/5) RETURNED FOR SHELTER |
| Hobart (8/5) | - | Geelong (17/5) |
| Geelong (26/5) | - | Hobart (21/5) |
| Hobart (7/6) | - | Port Phillip (19/6) |
| Port Phillip (25/6) | - | Hobart (7/7) |
| Hobart (11/7) | - | Port Phillip (18/7) |
| Port Phillip (23/7) | - | Hobart (6/8) |
| Hobart (13/8) | - | Port Phillip (24/8) |
| Port Phillip (2/9) | - | ...LOST OFF INDENTED HEAD (4/9) |

Appendix 7 – Vessels built and registered in New South Wales 1822 – 1843

|  |  |  |
| --- | --- | --- |
| Year | Vessels built | Vessels registered |
|  | No. | Tonn. | No. | Tonn.  |
| 1822 | - |  -  | 3 | 163 |
| 1823 | - | - | 3 | 182 |
| 1824 | - | - | 5 | 157 |
| 1825 | - | - | 2 | 119 |
| 1826 | - | - | 12 | 654 |
| 1827 | - | - | 9 | 434 |
| 1828 | 6 | 162 (22.9%) | 13 | 478 |
| 1829 | 15 | 512 (119.%) | 5 | 428 |
| 1830 | 8 | 72 (4. %) | 25 | 1777 |
| 1831 | 5 | 112 (3.4%) | 38 | 3224 |
| 1832 | 5 | 222 (10.3%) | 21 | 2143 |
| 1833 | 6 | 393 (14.6%) | 29 | 2655 |
| 1834 | - | 370 (20.3%) | 19 | 1952 |
| 1835 | - | 300 (10.3%) | 21 | 2267 |

(Source: I. MacAurthr – New South Wales; its present state and future prospects Sydney 1837)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 1834 | 9 | 376 (20.3%)  | 19 | 1852 |
| 1835 | 7 | 303 (13.3%) | 21 | 2267 |
| 1836 | 9 | 301 (20.3%) | 39 | 4560 |
| 1837 | 17 | 760 (21.0%) | 36 | 3062 |
| 1838 | 20 | 808 (12.9%) | 41 | 6229 |
| 1839 | 12 | 773 (7.1%) | 79 | 10862 |
| 1840 | 18 | 1207 (9.7%) | 98 | 12426 |
| 1841 | 35 | 2074 (18.4%) | 110 | 11250 |
| 1842 | 26 | 1357 (13.6%) | 89 | 9948 |
| 1843 | 47 | 1433 (20.4%) | 92 | 7022 |

(Source: Shipping Gazette Gazette/Sydney General Trade List, 13/7/1844)

N.B Figures in brackets are percentages of locally built tonnage against total registered tonnage (tons burthen)

1. MA 4/9/1850; 14/9/1850 – cf. App’x 5 [↑](#footnote-ref-1)
2. C.o.R. 4/1850 Hobart – cf. App’x 1 [↑](#footnote-ref-2)
3. cf. Apprendix 3 & Appendix 7. [↑](#footnote-ref-3)
4. Cf. App’x 3 and Parsons 1979, 1980 and 1982 (The are figures which Parsons obtained from the various Shipping Registers. The figures are, as Parsons points out, only an approximation of the actual number of vessels built as there was no compulsion to register a vessel; thus, many of the smaller craft 0 e.g. cutters and sloops owned by farmers and built only for transportation of procedure over short distances or on rivers – were not registered. [↑](#footnote-ref-4)
5. cf. App’x 3 s.v. Hunter/ Williams Rivers [↑](#footnote-ref-5)
6. cf. IIRA I.2.584; I.4.515; I.5.717; III.2.369-70 [↑](#footnote-ref-6)
7. cf. Appendix 8 [↑](#footnote-ref-7)
8. cf. Appendix 7 [↑](#footnote-ref-8)
9. cf. Appendix 7 [↑](#footnote-ref-9)
10. e.g. Parsons, 1979, 1980. [↑](#footnote-ref-10)
11. HRA. I. 2. 564; I. 4. 515; I.5.717; I.5.771. [↑](#footnote-ref-11)
12. cf. Appendix 3, s.v. Hunter/ Williams Rivers [↑](#footnote-ref-12)
13. cf. Institute of Engineers, Newcastle Division (1983) [↑](#footnote-ref-13)
14. Geer/ Lovett, 1975 [↑](#footnote-ref-14)
15. pers.comm. Ronald Parsons [↑](#footnote-ref-15)
16. cf. Appendix 2 [↑](#footnote-ref-16)
17. SG 15/3/1842; cf. Appendix 5 [↑](#footnote-ref-17)
18. cf. Appendix 2 [↑](#footnote-ref-18)
19. SG 2/8/1842-1/1842; Sg/SGTL nos. 1/38, 23/3-7/12/1844 [↑](#footnote-ref-19)
20. C.O.R. Sydney nos 6/1842, 74/1842, 7/1844 [↑](#footnote-ref-20)
21. sMH 12/7/1844; cf. Appendix 5. [↑](#footnote-ref-21)
22. SG. SGTL s.v. ‘clearances’ 18/1/45 and s.v. ‘departures’ 25/1/1845 of App’x 5. [↑](#footnote-ref-22)
23. SG/SGTL s.v. ‘ship news’ 22/2/45 [↑](#footnote-ref-23)
24. SG/SGTL s.v. ‘coasters outward’ 5/4/45 [↑](#footnote-ref-24)
25. SG/SGTL s.v. Port Phillip arrivals’ 3/5/45 [↑](#footnote-ref-25)
26. cf. Appendix 5 [↑](#footnote-ref-26)
27. cf. Appendix 5 [↑](#footnote-ref-27)
28. C.o.R. Hobart 6/1846 [↑](#footnote-ref-28)
29. cf. Appendix 5 [↑](#footnote-ref-29)
30. C.o.R Hobart 12/1847 (dd. 30/3/1847) [↑](#footnote-ref-30)
31. SG/SOTL 21/8/1847; cf. Appendix 5 [↑](#footnote-ref-31)
32. cf. Appendix 5 [↑](#footnote-ref-32)
33. PPE 25/9/47 s.v. Warranbool; MA 18/9/47 [↑](#footnote-ref-33)
34. MA 2/11/1847 [↑](#footnote-ref-34)
35. P. Ph. Gaz. 2/10/1847 [↑](#footnote-ref-35)
36. P. Ph. Gaz. 2/10/1847 [↑](#footnote-ref-36)
37. MA 19/11/1847 [↑](#footnote-ref-37)
38. P. Ph. Gaz. 2/10/1847 [↑](#footnote-ref-38)
39. cf. App’x 5 (AO/NSW 4/7734) 30th January 1848. [↑](#footnote-ref-39)
40. Cf. Appendices 1 and 2 [↑](#footnote-ref-40)
41. C.o.R. Hobart no. 12/1847 [↑](#footnote-ref-41)
42. C.o.R Hobart 13/1849 [↑](#footnote-ref-42)
43. cf. Appendix 5 s.v. MA 6/9/1850 [↑](#footnote-ref-43)
44. cf. Appendix 5 MD; 9/7/1850 [↑](#footnote-ref-44)
45. MA 25/9/1850 [↑](#footnote-ref-45)
46. MA 11/8/1852 [↑](#footnote-ref-46)
47. cf. Appendix 3 [↑](#footnote-ref-47)
48. Satanifoth 1984, unpublished report VAS/MAS [↑](#footnote-ref-48)
49. cf Appendix 4: SG/SGTL 7/12/1844; SG/SGTL 26/7/1845; GS/SGTL 17/4/1847 [↑](#footnote-ref-49)
50. cf. HRS. III.3.354-357: Bigge Commission Inquiry – examination of T. W of colonial vessels to trade between Sydney and Hobart, that he considered the Prince Leopold “good for nothing” (presumably because of her deep draft) [↑](#footnote-ref-50)
51. Birch was interviewed by the Bigge Commission in 1819. [↑](#footnote-ref-51)
52. cf. note 15 above [↑](#footnote-ref-52)
53. [↑](#footnote-ref-53)
54. Hainsworth, 1971: 116 [↑](#footnote-ref-54)
55. Jeans 1974: 160 [↑](#footnote-ref-55)