



## About the Author



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Shauna is also a Fellow of the Queensland Family History Society, in 2007 was awarded a Distinguished Achievement Award from the Australian Society of Archivists and in 2009 received the Australasian Federation of Family History Organisations Award for Meritorious Services to Family History.

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# *What Was the Voyage Really Like?*

## **A Brief Guide to Researching Convict and Immigrant Voyages to Australia and New Zealand**

**Shauna Hicks**

2010



# What Was the Voyage Really Like? A Brief Guide to Researching Convict and Immigrant Voyages to Australia and New Zealand

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Bibliography

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Cover photograph: Full size replica of original *Lady Nelson* which was the first ship to pass through Bass Strait from west to east thus reducing the voyage time by several days as ships no longer had to go around Tasmania. The *Lady Nelson* also had a long association with the first settlement on Norfolk Island. For more history see [www.ladynelson.org.au/HTML-files/History-frameset.htm](http://www.ladynelson.org.au/HTML-files/History-frameset.htm)

Photograph courtesy of Irene Schaffer

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## *Preface*

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No book is ever written in isolation and I would like to thank the following people for their advice and assistance: Rosemary Kopittke, Alan Phillips, Irene Schaffer, Max Spencer and Christine Yeats.

I would also like to thank everyone over the years who has listened to me give this talk and provided feedback and those who have shared their stories and resources with me.

I appreciate all feedback and if you have some other interesting sources for researching a ship's voyage, please let me know.

Shauna Hicks

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## *Abbreviations*

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AJCP	Australian Joint Copying Project
HAGSOC	Heraldry and Genealogy Society of Canberra
JOL	John Oxley Library
NAA	National Archives Australia
NLA	National Library of Australia
SLQ	State Library of Queensland
SRNSW	State Records New South Wales
URLs	Uniform Resource Locators
UTP	Unlock The Past

## *Introduction*

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Discovering when and how an ancestor arrived in Australia is the ambition of every family historian. In the majority of instances it is now relatively simple, as archives have been indexing passenger lists over the last few decades and many have put those indexes up on their websites and made them freely available. Online databases also make it easier to search as variations of spelling or searching under given names or date ranges can often pick up that elusive ancestor you couldn't find in the old card indexes.

As well as knowing the name of the ship, many family historians want to try to find out why their ancestors emigrated and why they chose to settle where they did. This is not as easy to establish and this book outlines some explanations and suggestions for further research.

Many of us wonder what the actual voyage was like and there are numerous resources that can be used to compile a detailed account of the voyage and what our ancestors would have experienced during the trip. Passenger lists outline who was on the ship – how many people and how many births and deaths occurred on board. There may also be health officer's reports and other ship reports to be found in Colonial Secretary's correspondence in the various State Archives.

Newspapers can also provide information on the immigrants and the voyage and in earlier days may have included details of passengers. Perhaps the best source of all is a shipboard log or diary written by your own ancestor but if you are not that lucky, then other passengers' diaries may be useful in providing details of what happened during the voyage.

Having an illustration or photograph of the ship can also provide a visual indication of what the voyage was like. Knowing how long, wide and deep the ship was can also help visualise what it was like spending however many weeks on board. Here again the advent of the internet has been incredibly useful in helping to track down illustrations of ships. It is also easier now to establish the eventual fate of the various ships involved in convict and immigrant voyages to Australia.

Finally, the fascination with ships is universal and there is a wide range of published information on individual ships, shipping companies, shipwrecks and so on. Many websites are also dedicated to these topics and it is relatively easy to trace individual ships.

However, there are exceptions to that generalisation and for over 30 years I have been searching for an illustration or photograph of the *Legion of Honour* which arrived in Moreton Bay, Queensland in 1861. The closest I have come is a pencil sketch of a number of ships at anchor in the Bay, one of which was labelled the *Legion of Honour*.<sup>1</sup> If anyone reading this knows of a photograph or illustration of this ship, please contact me.

I trust that all readers will be able to put together an interesting and informative account of the arrival of their ancestors in Australia.

Best wishes

Shauna Hicks

[www.shaunahicks.com.au](http://www.shaunahicks.com.au)

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<sup>1</sup> Stammers, Michael K, *The Passage Makers*, illustration no. 40



## *Why Did Our Ancestors Come to Australia?*

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There are various reasons why our ancestors chose to settle in Australia. Our convict ancestors may not have had a choice, but others came out as free settlers, military personnel, gold miners, war refugees and so on. It is not always possible to know the exact reason but if we examine the times in which they lived we may be able to make educated guesses.

### **Convicts**

With convicts it is usually fairly easy to find out why they came to Australia. Trial records and other convict records provide information on the nature of their crime, where they were from, other family information and most intriguingly, a physical description of what they looked like. At a time when photographs did not exist, this physical description is all that can tell us what they looked like.

One of my families' convict ancestors was Richard Walker and the *Proceedings of the Old Bailey* trial summary show that he was charged on two counts on 2 June 1813.<sup>2</sup> The first was for 'feloniously forging, disposing of and putting away, on the 26<sup>th</sup> of December, a forged, £2 banknote.' As the counsel for the prosecution declined to offer any evidence on this charge, Richard was acquitted. The second charge was 'that he, on the 26<sup>th</sup> of December, had in his custody and possession, a forged £2 banknote, he knowing it to be forged'. Richard pleaded guilty to this charge and was transported for fourteen years.

The sentence seemed harsh so I looked in the newspaper hoping to find more details. *The Times* on 5 June 1813 reported on the Old Bailey trials and Richard was listed along with various other people as being convicted 'of felony, for having in their possession, without lawful excuse, divers forged and counterfeited bank notes.'<sup>3</sup> Richard's wife and children followed him out to New South Wales and they all seemed to have lived a happy and fulfilling life in their new country.

Other trials are more informative. Another family convict ancestor, fourteen-year-old Sarah Johnson, was charged with theft: simple grand larceny at her trial on 25 October 1797. She was accused of 'feloniously stealing, on

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<sup>2</sup> The Proceedings of the Old Bailey, London's Central Court 1674 to 1913 online [www.oldbaileyonline.org](http://www.oldbaileyonline.org)

<sup>3</sup> *The Times*, 5 Jun 1813, p3, Issue 8930, col E – online through the Gale Group.

the 19<sup>th</sup> of October, a linen shirt, value 6s, a linen shift, value 2s, a check linen apron, value 10d, a black silk bonnet, value 3s, and a scarlet cloth cloak, value 6d, the property of Philip Baldwin'.<sup>4</sup>

In this case, there was testimony from two people. The first was Elizabeth Baldwin who said that she had left the things in the house for 15 minutes and when she returned the prisoner was gone with the property. The second person was Sarah Worlidge who testified that she saw the prisoner leave with the goods and that she followed her across the fields and asked her to stop and throw the goods down but she refused. Sarah Worlidge did not stop following the accused until she finally did stop and gave up the goods.

Fortunately the trial records show young Sarah's response to the charge and she said 'I did it from necessity and want'. However, that did not stop her receiving a seven-year transportation sentence. She arrived in Port Jackson in 1798 and was on Norfolk Island by 1801 where she married Samuel Pyers and started a family before the closure of the first Norfolk Island settlement.

When the Norfolk Island settlement closed, Sarah and her family were resettled at New Norfolk in Tasmania and they had more children before Sarah died aged approximately 60 years. Like the Walker family, her life here in Australia appears to have been far better and happier than whatever her life might have been had she not been transported.

This is possibly true for the majority of convicts who were transported to Australia. Many of them went on to become respectable citizens and their children likewise. Not all convicts had a happy ending but then they may not have had a happy ending in their original country either.

There are many resources to trace convict ancestors but some of the key sources are original convict records held by the various State archives and many of these records have been indexed, microfilmed and/or digitised. There are also a number of useful publications and websites that are listed in the Bibliography.

## **Handy Hint**

An excellent published guide is Cora Num's *Convict Records in Australia*, 2007 edition as well as her *Websites for Genealogists: an Australian gateway site for tracing your family history* < [www.coraweb.com.au](http://www.coraweb.com.au) >.

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<sup>4</sup> *The Proceedings of the Old Bailey*, London's Central Court, 1674 to 1913 online [www.oldbaileyonline.org](http://www.oldbaileyonline.org)

## Immigrants

Sometimes we can be lucky and our ancestors have left an account as to why they emigrated when they did and why they chose the place they moved to. Most of us are not that lucky and we have to look at the time and place they lived and consider what events might have influenced them.

The easiest example of this is the Irish potato famine of the 1840s when many Irish emigrated to the USA and to Australia. What is not so widely known, is that the potato famine was throughout Europe and particularly bad in the Scandinavian countries.

Many Norwegians immigrated to America during the 1850s and my great great grandfather Gunnar Jorensen and a number of his family were one such family group. They ended up settling in Minnesota. My great great grandfather Anders Gundersen was his illegitimate son who stayed in Norway with his mother before emigrating to Queensland in 1873 with his wife and two young sons.

Why did Anders choose Queensland and not somewhere else in Australia? It is not always possible to discover the reasons behind the family's decision. A reasonable assumption is that they hoped to find a better way of life.

On 29 October 1873 Anders with his wife Aase and two sons Lars aged six years and Gunder only six months old sailed for Maryborough, Queensland on board the *Humboldt*.<sup>5</sup> They left Hamburg, Germany on 30 June 1873 and during the voyage both boys died of bronchitis and were buried at sea.

Twenty other passengers died on the trip and unfortunately the Health Officer's report has not survived. However the *Maryborough Chronicle* published a report on 6 November 1873 submitted by the Surgeon Superintendent and below is a small extract from the report.

Soon after sailing scarlatina appeared on board, 18 children and 3 adults were affected, whooping cough also broke out with 30 children being affected; bronchitis then arose and carried off some of them. Near the conclusion of the voyage scurvy appeared among the adults. Deaths on board included 1 adult female after confinement, 7 infants under one year, 9 children under two years, 6 children under 6 years.

It is not hard to imagine the grief and heartache the parents felt at the death of their children and I am sure they must have questioned their decision to bring their families to Queensland.

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<sup>5</sup> IMM114/493 Z1598, Queensland State Archives, Brisbane

## ***Twentieth Century Immigration***

There were four major migrant inflows post 1900 including:

- Before World War One (1914-1918)
- During the 1920s
- Between 1949-1951
- Between 1969-1971

The National Archives of Australia (NAA) have a project entitled Making Australia Home and they estimate that during the 20th century more than seven million people have made Australia home. There are two parts to the project with the first part listing individual migration records in RecordSearch, their online collection database. The second part is making digital copies of immigration records for access within RecordSearch.

There is a simple NameSearch option to provide easy access to some of these records at <[www.naa.gov.au](http://www.naa.gov.au)>.

## **Summary**

Many convicts would have known, or guessed, that they would never see their families and friends again. This would also have been true for immigrants saying farewell to parents and other family members and friends. It is truly hard to imagine what that must have been like.

Today we have telephones and the internet so even on holidays overseas we can still keep in touch easily with our loved ones. As family historians in the 21<sup>st</sup> century, we have to remember to place our ancestors in the times in which they lived.

## **Further Reading**

The Bibliography lists only a few of the numerous publications that look at immigration. In particular I would like to highlight two of my favourite books on this subject.

There is a chapter 'Life at Home' in Don Charlwood's *The Long Farewell: Settlers Under Sail* that looks at the reasons why immigrants left the United Kingdom and came to Australia.

For those with convict ancestors, 'The Trauma of Exile' is a chapter in *Bound for Botany Bay: British Convict Voyages to Australia* by Alan Brooke and David Brandon. The authors capture what it must have been like for people to leave their husbands, wives, children, parents and so on.

## *What Ship Did They Arrive On?*

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Over the last few decades, the majority of convict and immigrant passenger lists have been indexed and published in a variety of formats including the internet. The original records are held by the various State Archives and NAA and the first place to check is their websites. However, remember that not everything is online and it may be necessary to visit archives and libraries to research further. See Bibliography for URLs.

There are also numerous guides and how to books to assist researchers locate the name of the ship. See the Bibliography for a select list of these.

### **Handy Hint**

An excellent published guide is Cora Num's *How to Find Shipping and Immigration Records in Australia*, 2003 edition as well as her *Websites for Genealogists: an Australian gateway site for tracing your family history* <[www.coraweb.com.au](http://www.coraweb.com.au)>.

Despite the indexes and guides, there are some ancestors who must have 'swam' as they have not yet been found. There are many reasons why you might be unable to establish when an ancestor arrived. The more common reasons include:

- The passenger list has not survived
- They paid their own passage and were not recorded on an immigrant list
- They travelled steerage and were not listed as immigrants
- Spelling variations in surnames and given names due to poor handwriting, illiterate ancestors, Anglicisation of European names and so on might mean that they are incorrectly listed in the indexes
- They worked their passage out
- They jumped ship

### **Convict Lists**

When researching convicts, there are two primary sources for records to look for. The first is records in Australia relating to the convict and the second is records relating to them in the United Kingdom.

In Australia the records are usually held by the State Archives of the relevant state that you are interested in. There are good guides to convicts on the websites of the State Archives as well as online indexes to a variety of convict records.

Num's *Websites for Genealogists* <[www.coraweb.com.au](http://www.coraweb.com.au)> is very useful for locating online convict records in Australia.

In addition there are some websites that are specifically about convicts and one of my favourites is *Convicts to Australia: A Guide To Researching Your Convict Ancestors*. This is a project by the Perth Dead Persons Society including lists on:

- All the Convict Ships
- WA Convicts
- WA Pensioner Guards
- NSW Convict Women
- Convict Tales

<[www.convictcentral.com](http://www.convictcentral.com)>

The Australian Joint Copying Project (AJCP) is another very useful resource and can be found in the NLA and State Libraries. There are ten handbooks detailing the scope of the project but for a brief introduction refer to the NLA web page <[www.nla.gov.au/collect/ajcp.html](http://www.nla.gov.au/collect/ajcp.html)>.

The State Library of Queensland (SLQ) has a free online database to the convict transportation registers 1787-1867 with details of over 123,000 convicts transported to Australia compiled from British Home Office records.

<[www.slq.qld.gov.au/info/fh/convicts](http://www.slq.qld.gov.au/info/fh/convicts)>

In the United Kingdom, there are numerous sources for tracing convicts including two of my favourites:

- The Proceedings of the Old Bailey: London's Central Criminal Court, 1674 to 1913 <[www.oldbaileyonline.org](http://www.oldbaileyonline.org)>
- National Archives UK <[www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)>

### ***Further Reading on Convicts***

My favourites include:

- Charles Bateson *The Convict Ships* 1787-1868
- Alan Brooke and David Brandon *Bound for Botany Bay: British Convict Voyages to Australia*
- David Hawkings *Bound For Australia* - a good introduction to the British records available

## **Immigrant Passenger Lists**

Where to start looking depends on which colony or state your ancestors arrived in. The various State Archives are the place to start and remember that after 1900 the Commonwealth Government was also involved with

immigration and records can be found in the National Archives of Australia as well as State Archives. There are handy *Brief Guides* and *Fact Sheets* on all the Archives websites and URLs are listed in the Bibliography.

Cora Num's *Websites for Genealogists* is a good starting point for locating records online. She has six useful sections on immigration:

- General Information Sites
- How to Find Shipping and Immigration Records in Australia: A Beginners Sheet
- Migration Schemes and Passenger Lists
- Online Indexes and Passenger Lists
- Overseas Indexes and Passenger Lists
- Ship's Crew, Information, Movements, Pictures and Shipwrecks

### ***Twentieth Century Immigration***

There are two primary series of records held by the National Archives of Australia. The first is inwards passengers' lists from 1924 to 1964 giving names and descriptions of passengers arriving at various ports in Australia. Information given includes ship and voyage details, passengers' personal details and movements, births and deaths on the voyage and a statistical summary.

The second is outwards passengers' lists from 1924 to 1964 giving names and descriptions of passengers leaving Australia. Information comprising nationality, race (in early lists), country of last residence, country of intended residence and ticket number, details of the ship and a statistical summary of the passengers.

However, anyone with twentieth century immigration should consult the numerous NAA *Fact Sheets* on the topic.

### ***Further Reading on Immigrants***

Some useful published guides include:

- Cora Num, *How to Find Shipping and Immigration Records in Australia*, 2003 edition
- HAGSOC's *Family History for Beginners and Beyond*
- Nick Vine Hall's *Tracing Your Family History in Australia*

This is a huge subject area and the focus of this book is only what the voyage was like so please check the Bibliography for further sources on locating convict and immigrant passenger lists.

## *What Did The Ship Look Like?*

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Once family historians have established the name of their ancestor's ship, they usually want to know what the ship looked like. In the days before photography there may be illustrations such as paintings, sketches and even written descriptions which might assist in helping to describe what the ship looked like.

A quick and easy place to start is **Picture Australia**, the National Library of Australia's collaborative website <[www.pictureaustralia.org](http://www.pictureaustralia.org)> which allows searching in a number of Australian collections including State Libraries.

Quite often convict and immigrant ships went to other Australian ports and photographs or illustrations of these ships may be found in the photographic collections of these libraries and archives.

### **Handy Hint**

Don't just look for an illustration or photograph in the State of arrival.

My Carnegie family arrived in Queensland in 1865 on board the *Sunda* and this image of the ship was part of an article entitled 'Alabama Chases Famous Ships' by A G Davies and published in the *Courier Mail* on 16 December 1933. The article gave a brief history of the *Sunda* and that it was originally known as the *Gauntlet*.<sup>6</sup>

When I first used **Picture Australia** some years ago, there was no image for the *Chyebassa* although I could find reference to its size, history and so on in various publications. The entry for the *Chyebassa* in Maber's *North Star to Southern Cross* reveals that it was a three masted schooner rig built in 1874 for William McKinnon and Co and was part of the British India Associated Steamers Fleet.<sup>7</sup>

Under the entry for *Career*, it was simply listed as broken up in 1900. I also learnt that the *Almora* was the sister ship of the *Chyebassa* so I obtained a print copy of the *Almora* so that I could at least show family members what a three masted steamer looked like.



THE SHIP SUNDA.

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<sup>6</sup> The Alfred George Davies Collection 1823-1962 (OM65-23) is held by John Oxley Library, State Library of Queensland, Brisbane

<sup>7</sup> Maber, *North Star To Southern Cross*, ship number 174



In the research for this book, I repeated the search for the *Chyebassa* in **Picture Australia** and now one image is listed held by the State Library of New South Wales. Libraries and archives are always adding to their collections with new items being added and also with amendments to catalogue descriptions and more detailed item lists.

### **Handy Hint**

Always revisit a search just in case something new has been added to a library or archives catalogue.

Another search of **Picture Australia** reveals five images of the *Mairi Bhan*, three held by the State Library of South Australia and two by the State Library of Victoria. My great great grandparents came to Queensland on this ship in 1882 but there is no image of her held in the State Library of Queensland. This highlights the need to search other states and illustrates the benefits of having a central portal to search.

The internet is itself a research tool and simply by googling the *Mairi Bhan*, I located the Shaw Savill Ships website <[www.shawsavillships.co.uk](http://www.shawsavillships.co.uk)> which included a photograph of the ship. There is also an informative caption advising that she had been built in Glasgow by Barclay and Curle for Captain McIntyre of London and that she was a vessel of 1,315 tons with an iron hull. The *Mairi Bhan* took immigrants to both Australia and New Zealand in the 1880s and 1890s.

A useful published source is Vaughan Evans' *Maritime Illustration Index* which is a three volume work published in 1990. The volumes are:

- *Illustrated Sydney News* 1853-1889
- *Illustrated London News* 1842-1891
- *Australasian Sketcher* 1873-1889

These indexes are now online at the Australian National Maritime Museum <[www.anmm.gov.au](http://www.anmm.gov.au)> which also has a very good range of *Research Guides* on convicts, immigration and shipping.

If there is no surviving photograph or illustration of the ship, then consult *Lloyd's Register of Shipping* or *Seeschiffs-Verzeichnis der Hamburger Reedereien 1824-1888* (for Hamburg registered ships) as they will give you the dimensions of the vessel, when and where it was built, captain's name and ownership details. At least you will have an idea of the size and type of the vessel.

## *What Was The Voyage Like?*

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There are lots of resources that enable family historians to develop an outline of what the voyage was like for their ancestors. Basically the same resources for both convicts and immigrants can be used with some slight differences. My suggestion is to start with secondary sources to gain an understanding of what voyages were like and some basic facts before searching in archival records and other primary sources.

### **Secondary Sources - Convicts**

Bateson in *The Convict Ships 1787-1868* gives accounts of many different convict voyages and is a good starting place. My family's ancestor, Samuel Pyers, the husband of Sarah Johnson mentioned earlier, was on the *Active*, part of the Third Fleet. Bateson reports on the ships of the first three fleets in some detail.

The *Active* endured a long passage of 183 days with bad weather.<sup>8</sup> The longer a voyage the more likely the ship was to run out of food and fresh water. During the voyage 21 convicts died and the survivors were in a feeble and emaciated state when they arrived at Sydney Cove. The convicts complained bitterly of not having their proper allowance of provisions. Investigations proved that they were partially starved, (although the *Queen*, also part of the Third Fleet, endured even worse starvation), no action was taken by the British authorities.

Despite the irregularities of the Third Fleet, convicts who arrived in 1791 had been more humanely treated than those in the Second Fleet. The mortality rate was lower but still excessive and precautions against illness were inadequate. This was demonstrated by the fact that 576 needed medical treatment on arrival. Governor Phillip commented:

Although the convicts landed from these ships were not so sickly as those brought out last year, the greatest part of them are so emaciated, so worn away by long confinement, or want of food, or from both these causes, that it will be long before they will recover their strength, and which many of them never will recover.<sup>9</sup>

By following up this account in Bateson in archival records, newspapers, diaries and other accounts, you could build a total picture of the *Active's* voyage and that of the other ships of the Third Fleet.

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<sup>8</sup> Bateson, Charles, *The Convict Ships 1787-1868*, pp 131-139

<sup>9</sup> Bateson, p138

There are other excellent secondary sources such as Bateson, Hawking and Brooke & Brandon for background information on the convict transportation system. There are websites where you can see digitised copies of contemporary newspapers such as *The Times* (London), and the major newspapers for the Australian colonies/states at NLA's Historic Australian Newspapers <<http://australiannewspapers.nla.gov.au>>.

## **Secondary Sources - Immigrants**

As for convicts, there are numerous publications which provide background information on immigrant voyages.

Don Charlwood's *The Long Farewell* has chapters covering accommodation on board, messing and dining and pastimes and consolations. The extensive Notes and Bibliography give references to other resources that can be followed up.

Another excellent book to consult particularly for Queensland immigration is Helen Woolcock's *Rights of Passage*. Helen systematically worked her way through each and every bundle of Colonial Secretary's correspondence at Queensland State Archives. The book is indexed so that it is a simple matter to look up the ship's name. But, be warned, it has an unusual indexing method – if it is a steam ship it has the initials S.S. in front of it so if you are looking for the S.S. *Quetta* it is in the index under S not Q. This is different from how most books index ship names.

Another useful book to consult is Michael Stammers *The Passage Makers*. It contains brief histories of a number of immigrant ships. Also useful although somewhat dated is Basil Lubbock's *The Colonial Clippers*.

### ***Life on Board***

All immigrants were usually required to purchase Ship Kits so that they had the right provisions on board during the voyage. They were also required to have a certain amount of clothing including specific items. For each passenger on board there was to be specific food and water provisions. There were some differences between the British and German emigration requirements.

The tables on the following two pages outline these requirements. They were submitted as part of an inquiry into German immigration into Queensland in the 1860s. The findings of the inquiry were published in *Queensland Votes and Proceedings*, 1866.

## Domestic Requirements

Immigrants to Queensland 1860s

<b>£1 Ship Kits</b>	<b>10s 6d Ship Kits</b>
1 bed	1 bed
1 pillow	1 pair sheets
1 pair blankets	1 water bottle
1 pair sheets	1 wash basin
1 counterpane	1 plate
1 water bottle	1 pint drinking mug
1 wash basin	1 knife and fork, 2 spoons
1 plate	3 lbs marine soap
1 pint drinking mug	
1 quart	
1 knife and fork, 2 spoons	
3 lbs marine soap	
1 slop pail	

## Clothing Requirements

Immigrants to Queensland 1860s

<b>Males</b>	<b>Females</b>
6 shirts	6 shifts
6 pairs stockings	2 warm, strong flannel petticoats
2 warm flannel or Guernsey shirts	6 pairs stockings
2 pairs of new shoes	2 pairs strong shoes
2 complete suits of strong exterior clothing	2 strong gowns, 1 which must be warm

## Food Requirements

### Immigrants to Queensland 1860s

English for 24 weeks	German for 24 weeks
Salt beef 30 lbs	Salt beef 48 lbs
Salt pork 24 lbs	Salt pork 24 lbs
Preserved meat 24 lbs	Salt herrings 48 pieces
Suet 12 lbs	White bread 120 lbs
Butter 6 lbs	Butter 10 lbs
Potatoes 12 lbs	Potatoes 9 pecks
Rice 12 lbs	Wheat, flour, peas, beans, barley, rice, prunes, sauerkraut 84 lbs
Biscuit 63 lbs	Syrup 3 lbs
Peas 18 pints	Coffee 3 <sup>3</sup> / <sub>8</sub> lbs
Flour 84 lbs	Tea ½ lbs
Oatmeal 30 lbs	Vinegar 7 <sup>1</sup> / <sub>6</sub> pints
Coffee 3 lbs	
Tea 1½ lbs	
Sugar 18 lbs	
Salt 3 lbs	
Pepper 12 oz	
Carrots, turnips, onions, celery, mint 24 portions	
Cabbage 48 lbs	
Raisins 9 lbs	
Treacle 12 lbs	
Pickles 24 gills	
Mustard 12 ozs	
Limejuice 7 pints	

## Primary Resources

Within the Colonial (or Chief) Secretary's correspondence for each of the Australian colonies there may be a number of primary resources that are useful including Health Officer's reports and other onboard reports. Also of value are shipboard logs and diaries, newspapers and printed government publications such as *Votes and Proceedings* and *Parliamentary Papers*.

### *Health Officer's Reports*

A good primary source of information on the voyage is the Health Officer's report that may be found in the inwards correspondence of the Colonial (or Chief) Secretary's Office records held at the relevant State Archives. Quite often the Schoolmaster, Library Officer and other onboard officials also submitted a written report to the Colonial (or Chief) Secretary and these reports can give further clues to the type of voyage it was.

The Health Officer's report for the voyage of the *Mairi Bhan* to Queensland in 1882 highlights the type of information that can be found in these reports.<sup>10</sup> Surgeon Superintendent W H Weddell wrote that, with the exception of dysenteric diarrhoea which commenced at Plymouth Depot, the general health of the passengers was good. The diarrhoea was most severe during the hot weather and caused the death of one three year old child, five other infants died from various children's diseases and there were two births during the voyage.

One of these births was the second child of my great great grandparents John and Mary Finn. The marine birth certificate for James Finn gives the exact location of his birth on 18 October 1882 at Latitude 43° 09' S and Longitude 10° 15' E. It records that the *Mairi Bhan* sailed from Plymouth on 30 August 1882 and arrived at Brisbane on 28 November 1882.<sup>11</sup>

Weddell praised the Captain and Officers for assisting to maintain order, organising religious services and amusements and he also noted that the schools were well and efficiently managed.

The Health Officer's report for the arrival of the *Chyebassa* in 1883 was submitted by Surgeon Superintendent Alex Fraser Beck who reported a pleasant voyage and he had only one complaint about the quality of the

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<sup>10</sup> QSA, Colonial Secretary's correspondence, Weddell's report dated 30 Nov 1882, 6134/1882.

<sup>11</sup> Queensland Marine Birth Certificate, No 469 /1882

medical comforts supplied on the voyage. The complaint was about the quality of the brandy provided and he wrote:

The very best quality of brandy ought to be supplied as it is used only for purely medical purposes and I would recommend that Hennessy's 3 star be supplied in future.<sup>12</sup>

Beck included a report from the Librarian who reported that about 70 percent of the library books were discarded library books from some juvenile Sunday School and were not read at all by either children or adults; 15 percent were suitable for boys and girls about 12 or 15 years of age being more advanced and general character but still not likely to be read by older people with any profit and the remaining 15 percent for grown up readers were of 'a class unfit for those into whose hands they were placed, the language and style of the works being such as was not appreciated or understood by those that took them out'.<sup>13</sup>

A school report was also submitted for the *Chyebassa* which noted that school was held on all fine days during the voyage with 59 children in regular attendance. Only 18 slates were provided and the Schoolmaster, William Dutton, suggested that 36 would have been better and the provision of desks for copybook work would have led to better results in penmanship.<sup>14</sup>

As you can see from these two examples, it is easy to gain a picture of what life was like on board during the voyage.

### ***Votes and Proceedings and Parliamentary Papers***

These Government publications (published by colonial and state governments) contain reports on inquiries held, annual reports listing all ships arriving, the number of immigrants, whether free or assisted, any inquiries into voyages and so on. It is worth consulting in case some mention is made of the voyage you are interested in as it can give additional background information that may not be recorded anywhere else. Even the summary remarks in the tables listing the annual voyages can be illuminating as these two examples illustrate.

### ***Queen of the South 1864 (524 souls or 456 adults)***

Very badly conducted. A very bad selection. The generality of the single men appeared to be the sweepings of St Giles and Whitechapel.

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<sup>12</sup> QSA, Colonial Secretary's correspondence, Beck's report dated Mar 1883, 1277/1883

<sup>13</sup> *ibid*

<sup>14</sup> *ibid*

### ***Legion of Honour 1864 (486 souls or 424½ adults)***

Badly conducted. A bad selection. Several of the immigrants were apparently men who had lived by their wits in England.<sup>15</sup>

The Surgeon Superintendent for the *Legion of Honour*, Michael Drury Lavin's report supported this view. He described a voyage of 90 days in which the general conduct of the passengers had not been good. He wrote that they showed:

a strong spirit of animosity and resistance towards the authorities of the ship and that the single men, with few exceptions, have most certainly left their country for their country's good.

The provisions and water were of the best quality but the passengers showed a marked and most unwarranted aversion to the use of preserved meat with large quantities wilfully wasted. The medical comforts were tolerably good with the exception of the port and sherry which was vile!<sup>16</sup>

### ***Light of the Age 1866***

The Health Officer's report revealed that little attention had been paid to ventilation and less to cleanliness. Many of the bunks were wet during the greater part of the voyage mainly from leakage from the galley and single females' water closet (toilet). The water closets for men, four on each side, were without doors, and certainly disgusting looking when seen filled by occupants, according to the Health Officer!<sup>17</sup>

### ***Flying Cloud 1866***

The Surgeon Superintendent reported 52 cases of measles. He also described the passengers as a class were rough and difficult to manage, especially the single men many of whom had hardly any clothing and he said they 'were of a low class, 'loafers' at home'. In addition the passenger's cook was incompetent, the baker's oven perfectly useless and the baker had to use the cook's ovens making it difficult to feed everyone.<sup>18</sup>

### ***Government Inquiries***

During the 1860s in Queensland there were a number of inquiries into the high death rates of several German ships into Queensland. Quite a lot can be learnt from these reports about general conditions on board immigrant ships

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<sup>15</sup> Queensland Votes and Proceedings, 1866

<sup>16</sup> ibid

<sup>17</sup> ibid

<sup>18</sup> ibid



such as dietary provisions, cabin sizes, health matters etc. Two examples demonstrate how these reports can add context to a family history.

### ***Wandrahm* voyage of 1865**

There were 46 deaths on the voyage and there are a number of reasons why this particular voyage had such a heavy loss of life.<sup>19</sup>

German immigration requirements allowed for 129 gallons of water per person during the voyage. This meant that there should have been six pints per person per day but the daily issue was only 16.5 ounces, which is less than one pint. It is little wonder that the passengers were thirsty as they were receiving less than one sixth of what was needed.

In contrast British requirements prescribed 214 gallons per person, an additional 85 gallons per person, which makes it even more distressing to contemplate the thirst experienced by the passengers. Why was this situation so bad? Apparently the water casks on board had been tainted with petroleum and the water unfit to drink.

German requirements prescribed a deck space of 12 feet per person and the *Wandrahm* had a total number of berths of 362. However she sailed with 423 passengers and 19-crew members which was considerably overcrowded. British requirements specified deck space of 18 feet per person which meant only 239 berths, much less than the German specifications. As a German immigrant ship, *Wandrahm* was overcrowded by 80 persons but if she had been British, she would have been overcrowded by 203 persons.

Adding to the passengers' misery was the fact that there were only four water closets (toilets) and there were 442 people on board. These water closets were placed in the bows and at all times were difficult for the females to access and if the ship was on a wind, the two lee closets were inaccessible and so only two were available for use.

The passengers only received preserved meat on two occasions and that was on Christmas Day and New Years Day. In general the cooking was abominable as there was only one cook for 442 people. As there were so many people on board, there were no tables to eat on and no place to wash or dress.

The Surgeon Superintendent wrote:

the behaviour of the people on board the ship I must call excellent, considering the great sufferings they had to endure. We never had the slightest disturbance of any kind; and after they had once or

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<sup>19</sup> *ibid*

twice, in the most pacific manner, protested against the badness of the water and the cooking, they stayed quietly downstairs to see their children dying from starvation.<sup>20</sup>

The Surgeon Superintendent completed his report with the words:

And last, but not least, I will mention that no attention whatsoever was paid to the religious feelings of the people. No divine service was ever held on board; the dead were thrown overboard like so many dogs at nighttime.<sup>21</sup>

***Sultana voyage of 1866***

Another horror British voyage was the *Sultana*’s voyage of 1866 where there were 80 deaths, 2 adults and 78 children under 8 years old. The primary causes of the high death rate were that the ship was overcrowded and scarlatina broke out.

The Surgeon also neglected the passengers and the Captain and crew had to step in and assist the passengers. The Inquiry found that there was overcrowding and a high number of children and some of the cabin sizes give an indication of how cramped it must have been.

The Inquiry found that ‘All had some means of ventilation; we think not sufficient for the number of inhabitants’.<sup>22</sup>

Examples of Cabin Spaces on the Sultana (width, depth, height)
Room No 20 - 10ft by 6ft 7in by 7ft 6in
3 berths, 11 souls = 7 adults
Room No 31 - 4ft 9in by 9ft 6in by 7ft 6in
2 berths, 6 souls = 5 adults
Room No 34 – 3ft 2in by 9ft 6in by 7ft 6in
4 adults

***Newspapers***

Most newspapers have a shipping column in which reports of voyages are usually found. These reports can provide more details of the voyage, may give lists of passengers, and details of cargo and perhaps passenger testimonials. Sometimes you can even find editorial comments on the immigrants.

If your ancestor disembarked at a coastal port other than a capital city, you should search the relevant local newspaper as well as the capital city

<sup>20</sup> ibid

<sup>21</sup> ibid

<sup>22</sup> ibid

newspapers. The reason for this is that I found that the report on the arrival of the *Humboldt* in 1873 was more detailed in the *Brisbane Courier* than it was in the *Maryborough Chronicle*. If I hadn't checked both newspapers I would have missed some interesting details.

### **Handy Hint**

It can be worthwhile to search a few days before and after the date of arrival. By doing this you may pick up letters to the editors, additional reports of the voyage and so on.

An illustration of this is the arrival of the *Zoroaster* in 1874. The official report that appeared in the Shipping Column was published on 26 September 1874 in the *Brisbane Courier*. However, two days earlier another report appeared that was reproduced from the *People's Courier* that provided additional information on the passengers departure from England.

In the *Brisbane Courier* on 29 November 1882, it was reported that the passengers from the *Mairi Bhan* were 'a robust, healthy and well dressed lot and appear to be just the stamp of people wanted in the colony'. The passengers presented testimonials to Captain McIntyre and Surgeon-Superintendent W H Weddell for their kindness and consideration during the voyage and it was signed with 321 signatures that would have included my great great grandparents' names. It is a shame that the petitions have not survived as I would have had an example of their signatures.

The easiest way to search for information on shipping in newspapers is the National Library of Australia's (NLA) *Historic Australian Newspapers 1803-1954* website <<http://newspapers.nla.gov.au>>. This provides free online access to the major capital city newspapers in Australia and is searchable by keywords.

Another option is to use the NLA's new search engine TROVE <<http://trove.nla.gov.au>> which searches all of the Library's catalogues in a single search. This can identify not only newspaper references but also photographs, illustrations, manuscripts, books, articles and so on.

A useful online site for digitised New Zealand newspapers is *Papers Past* <<http://paperspast.natlib.govt.nz>>. It covers the years 1839 to 1932 and includes 52 publications from all areas of New Zealand.

### ***Shipboard Diaries and Logs***

If you can locate a shipboard diary for the particular voyage you are researching then it is very easy to recreate what it must have been like for your ancestors. Even though your own ancestor did not write it, the diary stills

outline what was happening on board, what the food was like, the weather, impressions of other passengers and so on.

Diaries bring your ancestor's experiences alive and add colour and interest to the family history. They can be found within archival and manuscript collections at NAA or the NLA or the individual State archives and State libraries. They may even be found in historical societies or in private hands. There are a number of key references and sources that are outlined below for both convicts and immigrants.

## Convicts

There is an excellent series of surgeon's medical journals in *Part 7 Admiralty Records of the Australian Joint Copying Project* (AJCP) which give accounts for a number of the convict voyages. The AJCP is available on microfilm at the NLA and State Libraries and some university libraries and can even be borrowed on interlibrary loan.

David Thomson was Surgeon on the *New Grove* between 24 November 1834 and 1 April 1835 and in his medical journal he recorded the daily activities of the female convicts on board.<sup>23</sup>

- Each morning the upper deck was washed, following which each female convict was called up in turn bringing her bedding for stowage during the day
- Breakfast was between 8.00am and 9.00am after which the between decks were cleaned
- Dinner was about 1.00pm
- Tea at 4.00pm
- After tea the beds were taken below at 5.00pm
- Just before sunset all prisoners were called on deck and as each answered their name, she was sent down and secured for the night.

Thomson reported that the number of persons seeking medical assistance was generally considerable especially at the start of a voyage as change of diet, change in the habits of life, as regards to exercise, seasickness, depression and anxiety of mind arising from their situation.

Five babies were born with two stillborn. The babies had been deceased for some days before delivery, which Thomson believed was probably due to

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<sup>23</sup> This diary has been transcribed and is available online [www.femalefactory.com.au/FFRG/pdfs/NewGroveSR.pdf](http://www.femalefactory.com.au/FFRG/pdfs/NewGroveSR.pdf)

partial separation of the placenta occasioned by slipping the foot in going up or down the ladders each day.

## Immigrants

*Log of Logs: a catalogue of logs, journals, shipboard diaries, letters and all forms of voyage narratives for Australia and New Zealand and surrounding oceans* is a useful three-volume work by Ian Nicholson that lists all known copies of shipboard diaries held in libraries, archives, museums, or in private hands. It is arranged alphabetically by name of ship and all volumes need to be consulted as Volumes Two and Three contain diaries located after Volume One was originally published.

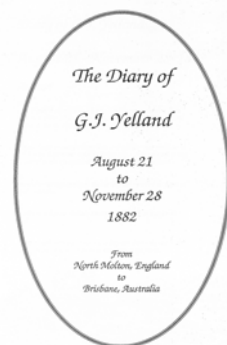
Another useful and interesting book is Andrew Hassam's *Sailing to Australia: Shipboard Diaries by Nineteenth Century British Immigrants*. He has an extensive Bibliography for both manuscripts and published works.

Online library and archive catalogues now make it easier to locate shipboard diaries and in some instances digital copies with transcriptions are available online. One example is the *Sunda* that I mentioned earlier on which my Carnegie family arrived in 1865.

The John Oxley Library (JOL) holds a copy of the *Southern Cross*, a journal edited by Richard Hews a fellow passenger on that voyage of the *Sunda*.<sup>24</sup> The journal consists of short articles, verses, comments and letters written to Hews as editor during the voyage. JOL has digitised the journal and it is freely available online < <http://onsearch.slq.qld.gov.au>>.

Another example from State Records New South Wales (SRNSW) is the diary of Matron Susan Austen who was chaperone to 98 single young women on the *Fitzjames* that arrived in Sydney on 1 April 1857.<sup>25</sup> The Matron made daily entries that listed the work duties of the women as well as her own observations on their behaviour and conduct during the voyage.

In my own research, I found that there was a diary for the voyage of the *Mairi Bhan* in 1882 that was the same voyage that my Finn family came out from Ireland to Queensland. It was written by G J Yelland



<sup>24</sup> Richard Hews papers (OM82-06), JOL

<sup>25</sup> SRNSW, Digital Gallery, Matron Susan Austen's diary (from NRS 5329), [www.records.nsw.gov.au/state-archives/digital-gallery/matrons-diary/matrons-diary](http://www.records.nsw.gov.au/state-archives/digital-gallery/matrons-diary/matrons-diary)

and was still held by the family who had listed their address in *Log of Logs*. I contacted them and they most generously sent me a transcribed copy of the diary.

Yelland was a Protestant and on 23 August 1882 he noted that ‘there was a Roman Catholic service held in the morning for the Irish’. For the first few days he recorded how seasick everyone was and how many wished they had not come. My great great grandparents probably experienced this too and without the diary I would not have had this insight to the start of the voyage.

Throughout the diary Yelland mentions seeing other ships passing, various birds, dolphins, flying fish, whales, the weather conditions and so on giving a very good idea of what everyone was seeing each day.

On 15 September 1882 he recorded that he washed his shirt, towel and stockings and mended his jacket and trousers and that everyone’s boxes were brought up on deck so that they could prepare for the tropics.

Yelland also recorded that a baby was born – it was my great great grandparents John and Sarah Finn’s second child, named James Joseph Finn.

On 26 September he wrote that he got up about 4 o’clock in the morning and saw a beautiful “Comet” and noted that some of the sailors said there had not been such a large one since the year of 1868. As they neared the Equator, Yelland noted that it was getting hotter and hotter but then as they moved further south he started to note ‘the terrible cold’.

On 9 October he wrote:

Rather a rough sea but it was grand to see the waves going along one after the other so high as houses. The ship would roll about like an eggshell and we were forced to catch hold of ropes or anything we could keep ourselves from falling. The water would wash over the sides of the ship and wet people all over if they was not careful.

On 20 October heavy snow fell on board in the morning but by 2 November he was noting that it was ‘a little warmer this morning’. As they passed Tasmania he wrote about the many whales, thousands of birds, dolphins, jellyfish and that they caught two albatrosses with one measuring 11 feet from the tip of one wing to the other and the other measured 10 feet from wing tip to wing tip.

They saw Moreton Light House in the afternoon on 26 November and on 28 November they got ready to go ashore; at 11.30am they boarded the Government steamer *Kate* and the ship fired three rounds of the canon amidst much cheering by passengers. After 91 days on the waves they had reached Brisbane and in Yelland’s words ‘We had a capital passage’.

These snippets from Yelland's daily account of the voyage, have given me a very good idea of what the trip was like for my own great great grandparents. The details in the diary cannot be found anywhere else and that is why shipboard diaries are definitely worth seeking out.



*The remains of The Edwin Fox, Edwin Fox Maritime Museum, Picton, New Zealand  
www.edwinfoxsociety.com Photographer: Max Spencer 2008*

## *What About Shipwrecks?*

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The greatest danger on any voyage was the potential for shipwreck as a result of storms or running aground on hidden reefs. This is a subject area where there are numerous publications and websites and a good series to start with is the Bateson/Loney three volume work on Australian shipwrecks which is included in the Bibliography.

### ***Loss of the London***

This is one of my favourite but tragic, emigration stories and it really captures the hazards that our ancestors faced following their decisions to live in another country.

Frank Brennan, a maritime historian, in a series of articles that appeared in the *Redcliffe Herald* in December 1974 wrote about one unfortunate family that made three attempts to emigrate.<sup>26</sup>

In early 1865 a man, his wife and two children embarked at Liverpool on the sailing ship *Pride of the Ocean*. A few hours later it was wrecked off the Anglesey Coast. The family was among those saved and re-equipped for the passage on the *Duncan Dunbar*. The voyage ended a few weeks later on a shoal off the coast of Brazil.

The survivors were returned to Liverpool where the family decided they still wanted to emigrate. This time they booked passage on the steam clipper *London* that had just returned from a 59-day voyage to Australia.

The *London* was built at Blackwall on the Thames in July 1864. The ship left Gravesend on 30 December 1865 with winter gales, snow and sleet making the trip to Plymouth unpleasant. On 4 January 1866 they reached Plymouth where the pilot cutter was capsized and the pilot drowned.

The *London* resumed her voyage on 7 January 1866 again accompanied by bad weather. Consequently the passengers were forced to stay below deck. A heavy cargo of iron was below decks and 50 tons of coal stowed on deck. With the high seas the decks were awash and it wasn't long before the coal broke away and blocked the wash ports. The water then found its way into the holds and the engine room. On deck the sails were reduced to tattered canvas.

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<sup>26</sup> Newspaper clipping file, JOL



The lifeboats on board were designed to ferry people ashore from a sheltered anchorage. There was only one boat that might have been able to survive and the Captain decided to send his Chief Engineer and some crew for help.

At the subsequent enquiry the Chief Engineer testified that among others he had seen the three times unlucky family of four. The father had a bottle of brandy in hand which he shared with his wife and children. Apparently he realised the hopelessness of the situation and was seen to take his family below deck. Given the bad weather, high seas and the overall situation it is remarkable that the Chief Engineer recalled this detail or perhaps he had seen or spoken with the father prior to leaving in the lifeboat.

A few minutes later the *London* went down taking 220 passengers and crew with her. The lifeboat was picked up two days later with 19 survivors.

The loss of the *London* was a particularly disturbing disaster as she was regarded as one of the finest ships afloat. She was a steam clipper that was thought at the time to be the ship of the future. Nearly as fast as the best clippers under sail alone, her engine power enabled her to steam through the windless zone of the tropics. It foreshadowed that other ship of the future, the *Titanic*, which sank on its maiden voyage to New York on 14 April 1912 taking 1,517 people to their deaths.

### ***Loss of the Dunbar, Australia's Titanic***

State Records New South Wales have featured the wreck of the *Dunbar* on 20 August 1857 in their Digital Gallery and it is the subject of *Archives In Brief No 67*.<sup>27</sup> It was one of the worst maritime disasters in Australia's history with 121 people losing their lives. This photograph of the tomb dedicated to the victims of the *Dunbar* is reproduced with the permission of the State Records Authority of NSW.



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<sup>27</sup> SRNSW, Digital Gallery, The Dunbar – Australia's Titanic, [www.records.nsw.gov.au/state-archives/digital-gallery/the-dunbar-australias-titanic](http://www.records.nsw.gov.au/state-archives/digital-gallery/the-dunbar-australias-titanic) and [www.records.nsw.gov.au/state-archives/guides-and-finding-aids/archives-in-brief/archives-in-brief-67](http://www.records.nsw.gov.au/state-archives/guides-and-finding-aids/archives-in-brief/archives-in-brief-67)

## *What Happened to the Ships?*

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It can be interesting to try to establish what happened to the ship after it ceased to be a convict or immigrant ship. Publications such as those by Maber and Lubbock give brief comments on the eventual fate of ships which can then be followed up in newspapers and other sources for more details.

For ships registered at the port of Hamburg the book by Walter Kresse is excellent – listing all the voyages of each ship and its eventual fate. The *Emigrants from Hamburg to Australasia* series of books by Eric and Rosemary Kopittke also list similar information for each of the ships covered.

This is an area where the internet can be extremely useful in tracking down ships.

My ancestor's ship the *Mairi Bhan* is now located at Bonaire in the Southern Caribbean at a depth of 200 feet and is regularly visited by divers.

*The DreamWrecks: Capturing the Best Shipwrecks of the World* website <[www.dreamwrecks.com](http://www.dreamwrecks.com)> features the *Mairi Bhan* (Gaelic for 'the Bonnie Mary') and has additional information on her history. There is an even more detailed account in the July 2002 issue of *Diver* magazine at <[www.divernet.com/travel/0702bonaire.htm](http://www.divernet.com/travel/0702bonaire.htm)>.

The *Mairi Bhan* was one of a series of three-mast iron ships designed for shipping goods between England and India and was nicknamed the *Windjammer*. She was sold to the Italian firm of Denegri and Mortola near the turn of the century and was turned into a tramp that could put into any port.

In 1912 she carried leather goods, fabrics, olive oil and marble from Italy to Trinidad that she traded for asphalt, chartered a course for Marseilles and sailed along the coast of Venezuela. As she started to turn north east to cross the Caribbean, she was caught in a sudden squall and Captain Luigi Razeto decided to make for the protection of the island of Bonaire but was blown past the island.

As they tried to double back down the coast, the heavy seas washed the ship onto the reef and she started to list. The barrels of asphalt in the hold shifted and many broke open and the fumes built up and were ignited by a kerosene lamp. There was a sudden explosion and fire in which four crewmen died and the remaining 28 abandoned ship and managed to reach shore only metres away.

Photographs on the *Dreamwrecks* website show the bowsprit, rigging, masts and keel all visible on the sand, overgrown with corals and sponges and with shoals of fish swimming around.

Why don't you try googling the name of your ancestor's ship now?

## *Conclusion*

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This book has looked very briefly at some of the sources that can be used to research convict and immigrant voyages to Australia. The Bibliography suggests other sources that should be consulted as there is just so much written in this area.

### **Handy Hint**

Don't forget the bibliography and sources in reference books are also worth looking at for additional information.

The more sources you seek out in your research, the more detailed your account of the voyage will be.

I would encourage all of you to find out more about your ancestor's voyage and by doing so; you will make your family histories much more interesting. You will also gain a richer appreciation of what your ancestors experienced in their desire to provide a better future for themselves and their families.

Best wishes with your research.

Shauna Hicks

[www.shaunahicks.com.au](http://www.shaunahicks.com.au)

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## **Microfilm**

Australian Joint Copying Project – for details on this project of over 10,000 reels of microfilm [www.nla.gov.au/collect/ajcp.html](http://www.nla.gov.au/collect/ajcp.html)

## **CD**

Haines, Robin, Jeffrey, Judith and Slattery, Greg, *Bound for South Australia: Births and Deaths on Government-Assisted Immigrant Ships 1848-1885*, Gould Genealogy, Adelaide, 2004

## **Websites (all sites current December 2009)**

### **State and National Archives of Australia and New Zealand**

Queensland State Archives [www.archives.qld.gov.au](http://www.archives.qld.gov.au)  
State Records Authority of New South Wales [www.records.nsw.gov.au](http://www.records.nsw.gov.au)  
Public Record Office Victoria [www.prov.vic.gov.au](http://www.prov.vic.gov.au)  
Archives Office of Tasmania [www.archives.tas.gov.au](http://www.archives.tas.gov.au)  
State Records of South Australia [www.archives.sa.gov.au](http://www.archives.sa.gov.au)  
State Records Office of Western Australia [www.sro.wa.gov.au](http://www.sro.wa.gov.au)  
Northern Territory Archives Service [www.nt.gov.au/nreta/ntas](http://www.nt.gov.au/nreta/ntas)  
National Archives of Australia [www.naa.gov.au](http://www.naa.gov.au)  
Archives New Zealand [www.archives.govt.nz](http://www.archives.govt.nz)

### **State and National Libraries of Australia and New Zealand**

State Library of Queensland [www.slq.qld.gov.au](http://www.slq.qld.gov.au)  
State Library New South Wales [www.sl.nsw.gov.au](http://www.sl.nsw.gov.au)  
State Library of Victoria [www.slv.vic.gov.au](http://www.slv.vic.gov.au)

State Library of Tasmania [www.statelibrary.tas.gov.au](http://www.statelibrary.tas.gov.au)  
State Library of South Australia [www.slsa.sa.gov.au](http://www.slsa.sa.gov.au)  
State Library of Western Australia [www.slwa.wa.gov.au](http://www.slwa.wa.gov.au)  
Northern Territory Library [www.ntl.nt.gov.au](http://www.ntl.nt.gov.au)  
National Library of Australia [www.nla.gov.au](http://www.nla.gov.au)  
National Library of New Zealand [www.natlib.govt.nz](http://www.natlib.govt.nz)

### **Australia and New Zealand Websites**

Australian National Maritime Museum [www.anmm.gov.au](http://www.anmm.gov.au)  
Australian National Shipwreck Database  
[www.environment.gov.au/heritage/shipwrecks/database.html](http://www.environment.gov.au/heritage/shipwrecks/database.html)  
Convict Connections: An interest group of the Genealogical Society of  
Queensland [www.convictconnections.org.au/links.html](http://www.convictconnections.org.au/links.html)  
Convicts to Australia: A Guide to Researching Your Convict Ancestors, Perth  
Dead Persons Society (DPS) [www.convictcentral.com](http://www.convictcentral.com)  
Encyclopaedia of Australian Shipwrecks, Ocean Enterprises  
<http://oceans1.customer.netspace.net.au/easw.html>  
includes a detailed listing of New Zealand Shipwrecks  
<http://oceans1.customer.netspace.net.au/nz-wrecks.html>  
Picture Australia [www.pictureaustralia.org](http://www.pictureaustralia.org)  
Ships' Logs, Journals, Pictures and Ships Passenger List links, Lenore Frost  
This site has relevant sections on:

- Log of Logs
- Australian Joint Copying Project
- The Long Farewell
- Where to look for ships' pictures
- Links to sites for online ships' passenger lists
- Lloyd's Register of Shipping
- Convict ship links
- Convict tattoos
- Ships' crew and Captains
- Other interesting sites

<http://members.optusnet.com.au/lenorefrost/shipslog.html>

State Library of Queensland – Convict Transportation Registers Database  
[www.slq.qld.gov.au/info/fh/convicts](http://www.slq.qld.gov.au/info/fh/convicts)

TROVE <http://trove.nla.gov.au>

Websites for Genealogists: An Australian Gateway Site for Tracing Your Family History, Cora Num

This site has relevant sections on:

- Archives
- Convicts
- Immigration (various headings)
- Libraries
- Online newspapers
- Pictorial databases

[www.coraweb.com.au](http://www.coraweb.com.au)

### **Overseas Websites**

Danish Emigration Archives [www.emiarch.dk/info.php3?l=en](http://www.emiarch.dk/info.php3?l=en)

The National Archives UK [www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)

The Proceedings of the Old Bailey: London's Central Court 1674 to 1913  
[www.oldbaileyonline.org](http://www.oldbaileyonline.org)

Wuerttemberg Emigration Index [www.germanroots.com/wuerttemberg.html](http://www.germanroots.com/wuerttemberg.html)



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Discovering when and how an ancestor arrived in Australia is the ambition of every family historian. In the majority of instances it is now relatively simple, as archives have been indexing passenger lists over the last few decades and many have put those indexes up on their websites and made them freely available.

Many of us wonder what the actual voyage was like and there are numerous resources that can be used to compile a detailed account of the voyage and what our ancestors would have experienced during the trip. Passenger lists outline who was on the ship - how many people and how many births and deaths occurred on board. There may also be health officer's reports and other ship reports to be found in the Colonial Secretary's correspondence in the various State Archives.

Newspaper can also provide information on the immigrants and the voyage and in earlier days may have included details of passengers. Perhaps the best source of all is a shipboard log or diary written by your own ancestor, but if you are not that lucky, then other passengers' diaries may be useful in providing details of what happened during the voyage.

Written as an expanded version of a talk that the author gives, this is an excellent up-to-date guide on the topic of researching "Convict and Immigrant Voyages to Australia and New Zealand".

