

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The COROMANDEL and others.

In particular I have searched information regarding the 'Coromandel' ship, which, in 1836 was commissioned by the South Australian Company to transport emigrants to the new colony of South Australia and its soon to be established capital city of Adelaide. I have listed in these pages all details found, including a number of passengers. I have ascertained most who sailed in her, (but I certainly may have missed and/or misspelled some names). The ship sailed from St. Katherine's dock, London in 1836 arriving and disembarking the majority of her passengers at Holdfast Bay, Glenelg on January 17th 1837. Her journey was longer than planned as Captain William Chesser, her Master called in at Cape Town, Cape of Good Hope, South Africa and rested his many sick passengers back to good health with fresh fruit, vegetables and good water. Upon his return to Britain later in the year, he was called to task for the extended journey & brought before the Colonial office & the South Australian Company for interrogation.

I have not, with any positive proof satisfied myself as to our "Coromandel's " final resting place, because the name was in popular use as a ship's name, and others so named have confused many people of her true journeys & destiny. She was definitely 662 tons, she was definitely built in 1834 in Quebec by George Black & Sons and she was a barque with sails set as 'ship' meaning all were squaremasted. There was a Coromandel ship that foundered in New Zealand, but I have not seen the description nor sketches of that ship. Another Coromandel was wrecked and towed into Yarmouth circa 1856, but the sketches of her bare deck suggests she is an Indiaman. Another Coromandel, was converted to an hospital ship during the Ashanti uprising, but she was a much larger ship and built well after our 1834 sailing ship.

Apart from Capt. Chesser's journey in 1836, Captain Neale in 1838 then later Captain French's journey in 1840 with the same 'Coromandel' we are also aware that possibly our Coromandel was used in 1847 for one journey from Dublin, Ireland during the time of destitute Irish refugees fleeing to Canada. From Bureax Veritas records she also frequently journeyed between England and Calcutta in India.

There is a sketch supposedly of Capt. Chesser's 'Coromandel' with the caption beneath - : Coromandel, in Port Adelaide January 12th, 1837 : - The title is erroneous. Whether the sketch is of the actual barque has not yet been confirmed, but she certainly did not sail into, the later to be established port Adelaide, until her third journey under Captain French. In 1837 a tidal creek flowing inland through mosquito ridden mangroves was not viable for a safe port until cleared & widened. Some smaller ships did reach the land this way, including one well recorded disaster listed under my End Notes. Porters, labourers & immigrants had seven/ eight miles to manhandle goods towards the designated site of the city from both Glenelg beach & Port Misery.

So have not confirmed if the etching illustrated is a 3masted barque that could accommodate a large number of passengers plus their crates, boxes, furniture, tents, tarpaulin, tools & timber, which included stowed pre-manufactured material to build a church along with a weighty, metal trunk containing bank species, plus all the ropes, rigging, one long boat and two quarter boats. On board were all the requirements of victuals for a thirty plus crew and perhaps 180 passengers, and there is a final possibility that on board with the emigrants were a few live animals.

Thank you to all those who contributed by freely offering their findings. Especially thank you to Ross Watts & Barry Hirst.

Suzanne Hirst, Researching for the Watts/Avery line. 2012

hirstsb@chariot.net.au.

This has the newest updates and corrections for the passenger list from information from descendants of families and other repositories. Suzanne Hirst, 2013.

- **Brigantine** - A two-masted sailing ship, square-rigged on the foremast with fore-and-aft mainsail.
- **Barque (Alternate spelling: "Bark")** - A sailing ship with three to five masts, all square-rigged except the after mast, which is fore-and-aft rigged.
- **Barquentine (Alternate spelling: "Barkentine")** - A three- or more-masted sailing ship, square-rigged on the foremast and fore-and-aft rigged in the remaining masts.
- **Brig** - A two-masted sailing ship, square-rigged on both masts.
- **Schooner** - A fore-and-aft rigged sailing vessel with two or more masts.
- **Clipper** - A sharp-bowed sailing vessel of the mid-19th century, with tall masts and sharp lines and built for great speed.
- **Ketch** - A two-masted fore-and-aft-rigged sailing vessel with a mizzenmast stepped aft of a taller mainmast but forward of the rudder.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

- **Sloop** - In modern times, a single-masted, fore-and-aft-rigged sailing boat with a short standing bowsprit or none at all and a single headsail hanked on the forestay.
- **Frigate** - A three-masted, full-rigged, high-speed, medium-sized sailing war vessel of the 17th, 18th, and 19th centuries.

Barque



The Barque has three or more masts with square sails on all except the mizzen (aft) mast.

Fully Rigged Ship



The Fully Rigged Ship has three or more masts with square sails on each mast.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Simply put, the square sails on a tall ship are, from the deck up, the course, topsail, topgallant and royal. The Topsails may be split into upper and lower (and topgallant is pronounced 't-gallant'). The staysails are set in between the masts which in turn are stepped - ie they are not one continuous piece of timber but three masts stacked on to each other and called mast, topsail mast, topgallant mast. Although the forecourse may be called the foresail, ditto main course. 'Ship rig' means she has square sails on all three masts.

Bureax Veritas register makes first reference to Ridg(e)ways 'Coromandel' in 1836 and then a final reference in 1856 but it is not known if this second entry refers to the same 'Coromandel' owned by the earlier Ridg(e)ways of 1836.

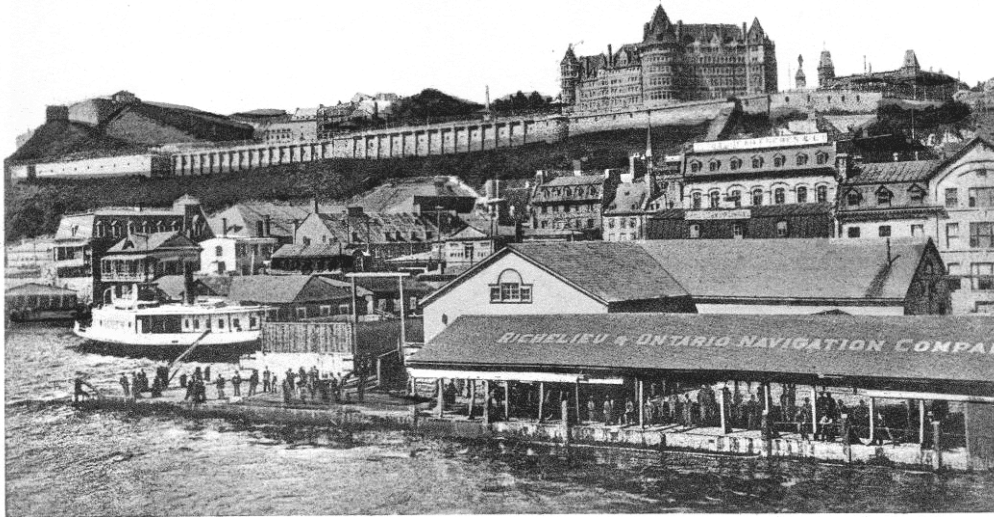
Have not traced what eventually happened to the Quebec build 1834 'Coromandel' with any certainty but would like further details from Pacific Ocean journeys to Calleo, Peru, in South America. Shipping records there may confirm the identity and description of that 'Coromandel' vessel that was sold.

There were more 'Coromandel' ships named over a long period, but not all were sailing ships. Occasionally they were in service & on the seas at the same time. *Suzanne Hirst. 2012.*

General View, Quebec.



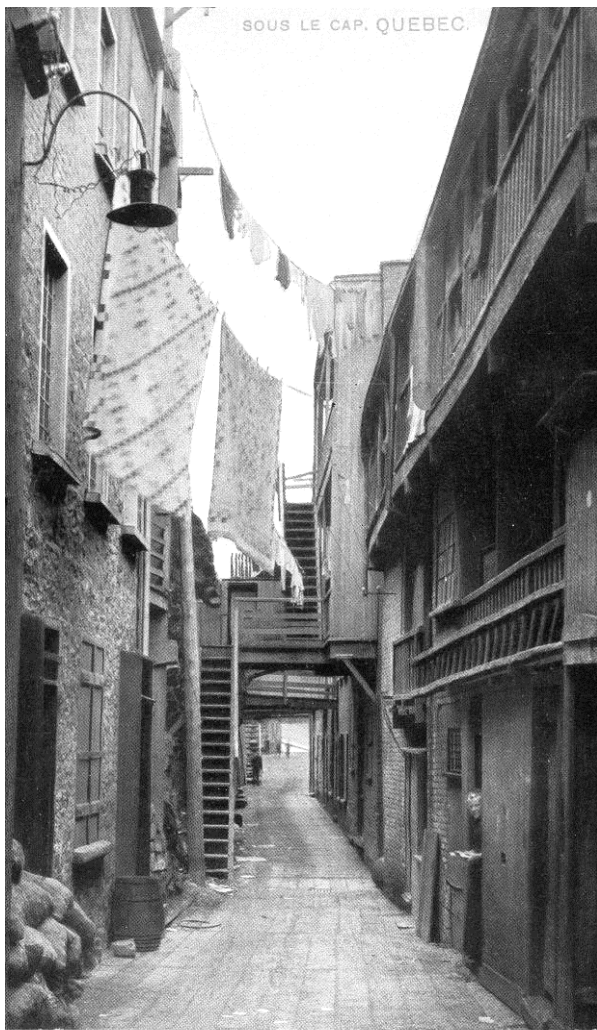
THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Château Frontenac et Citadelle, Quebec.

Ship builders of Canada. George Black built for British Registry 50 vessels for British owners at Cape Cove Yard - operated from 1819 - 1846.
Emphasis in Yard was on square rigged.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



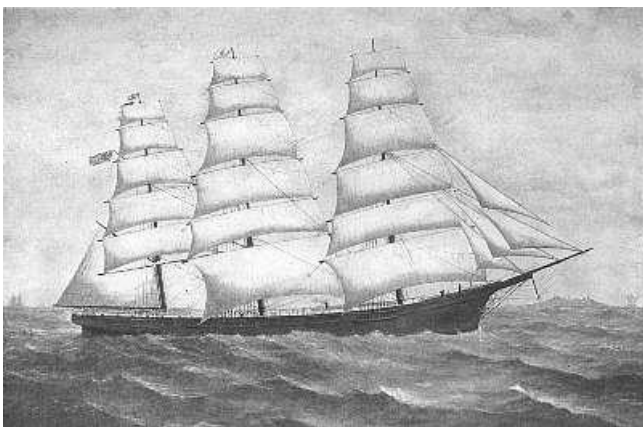
Background to the shipyards in Quebec.

Most of the shipyards on the Saint Charles River in Quebec City have disappeared under the various projects to reclaim land in the Lower Town of the old city.

The shipyards were owned by Scots and English builders; the craftsmen who built the ships were the majority work force of Quebec, the French-Canadians, many of those craftsmen following in the footsteps of fathers and grandfathers who had built ships during the previous hundred year French ownership. Among the charley-men, the riggers who threaded the miles of ropes on the ships, there were also hundreds of Irishmen.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Image of a 3 masted barque dressed ship style.



an 1834 build, 663tons.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Image of a 3 masted barque set square rigged.

Canadian Heritage Ships Database.

www.pro.rcip-chin.gc.ca "Coromandel" – Style – Ship. Tonnage 662.

Stern, Square.....**NO FIGURE HEAD**.....Quebec Registered.

George Black & Sons builder.

Date constructed and registered 1834. Official number 9005126.

Public Archives RG42, Vol 1400. Original. Reference Vol 189 Reel c-2060.

not with Lloyds Register.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Description of ship includes the following. Built in Cape Cove, Quebec, Canada by George Black & Sons.
Ship No. 9, 1834.

Listed as GP.1834 'COROMANDEL' Tonnage 662 NET 800 BURDEN Ship.
Length 134 X Breadth 33 X Depth 23 feet.

GP = Governors Pass which enables vessel to travel to its home port for registration

Coromandel built in 1834 was a 3 masted square rigged ship with hempen stream cable,
Owners James Logan, Port of Liverpool.
SAILS - 13 Fore sails, 3 Fore top sails, 3 Foremost stay sails, 2 Main sails, 3 Main Top sails and Well found.
CABLES - 220 Chain/17 inches, 90 Hemp stream cable /12", 120 Hawser/9",
120 Towlines/7", Warp---All of Good Quality,
ANCHORS 3 Bower, 1 Stream, 1 Kedge - All of Proper Weight.
Her Standing and Running Rigging is HEMP sufficient size and good quality.
She has One Long boat and Two Quarter boats. Figure head - Scroll. Type of stern - square.
Number of decks - 1. Rigging style - ship.
Coromandel. 662 tons. 800 tons burden. Built Quebec. 1834
Owners Ridgway. Port. Liverpool.

Survey held in London, July 25th, 1836 on Ship 'Coromandel'. Master William Chesser.
Tonnage 662, Burden 800 tons, Built Quebec When built 1834
Owner Ridgway Port belonging to Liverpool.
Destined Voyage Australia Surveyed afloat or dry dock Afloat

General Remarks.....*every alternate beam. The upper works required caulking which are to be done as she is going into the dry dock to have her bottom examined, in every other aspect she appears in very good state of efficiency.*
Oak and Black Birch and Red pine. Classification A1 29th August, 1836.
General remarks: *The vessel is built of good materials of the description and well fastened having had in January 1835 in addition to her original build, (and bottom) diagonal staple being sheathed in yellow metal.*

The COROMANDEL. Facts and information garnered from various sources.

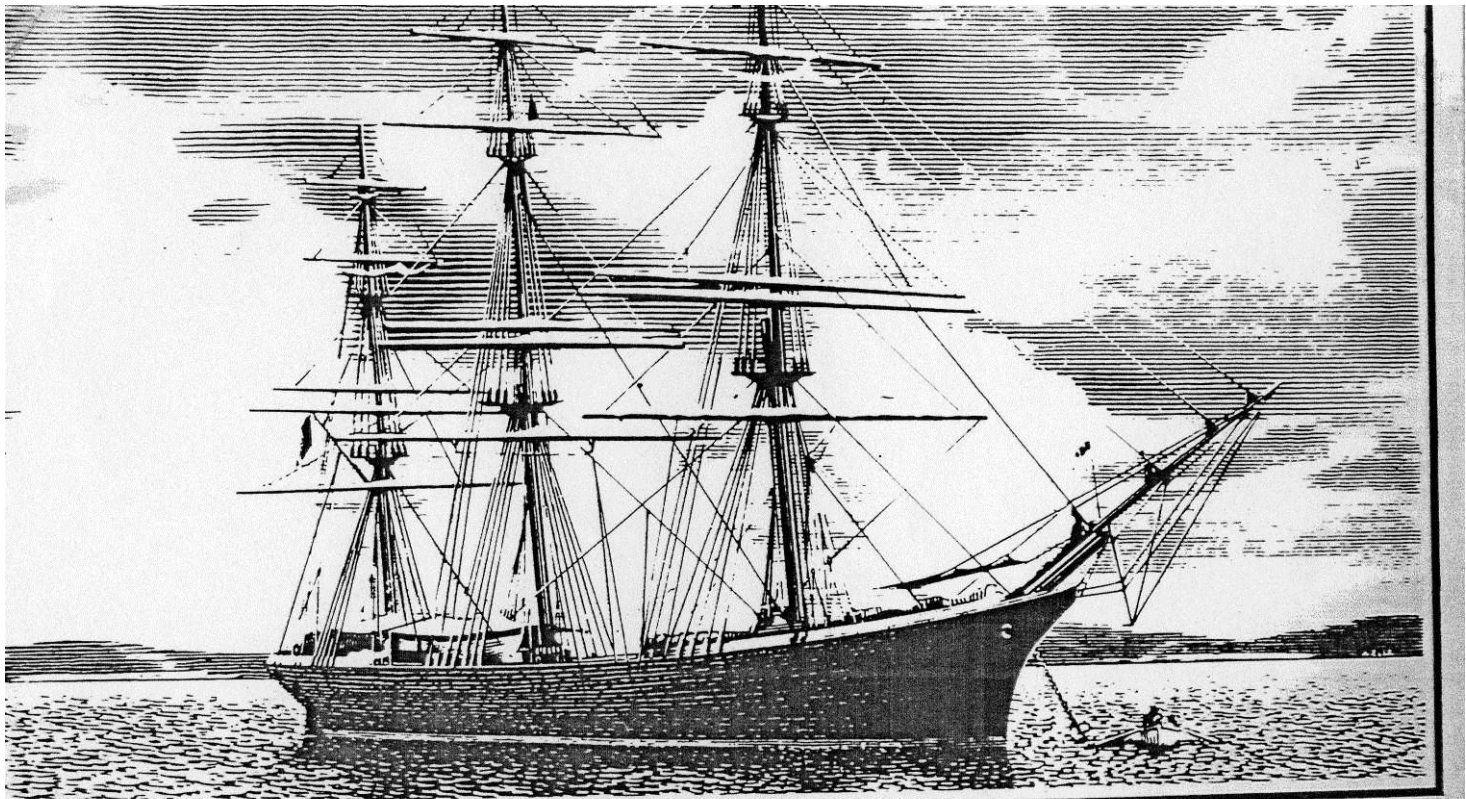
Lloyds Records Survey held London July 25th, 1836.

Surveyed afloat.

No 7	Ship Coromandel	Master/s Cameron Chesser	Tons 662	Where built Quebec & BB	O
When built 1834	Owners Ridgway	Port Liverpool	Destined voyage London -Australia	No. of years assigned. 5years	
Classification Characters for Hull and Stores A1					
F=felt	s.YM = sheathed with yellow metal.	B.B. = Black Birch	A1= Well and sufficiently found.	A1= vessel of 1 st description.	

The ship Coromandel when first built 1834, in Quebec, was registered as 662 tons, but these measurements of tonnage for all ships were later redefined and the new tonnage for the 1834 build 'Coromandel' became 700 tons.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



THE SAILING SHIP 'COROMANDEL' ARRIVED IN PORT ADELAIDE ON JANUARY 12TH. 1837

KANGAROO ISLAND.

COROMANDEL

OPEN TO HOLDFAST BAY, GLENELG 17th JANUARY 1837

Is this etching an accurate portrayal of the 662 ton sailing ship? The Chesser family descendants believe it to be a true image. Although the caption is incorrect & this is probably not the port, the background has not been identified. If this is a true etching of the 1834 ship this maybe from her third journey under Captain French in 1840 which berthed at the port. Another possibility is she is at anchor in Nepean Bay, Kangaroo Island or at Holdfast Bay beside Glenelg beach!

Thankyou to Paul Ryan of Plympton, (Adelaide). South Australia. Descended from Chesser by Dalgleish by Ryan. Some Chesser family later emigrated to Australia.

No signature on the print of the etching can be found.

The number of passengers on board the 'Coromandel' on her 1836/7 passage are estimated to have been about 180 plus crew.

Is this a barque and could she carry so many passengers, cargo and crew?

Suzanne Hirst. 2007.

.....
The following item I have never been able to locate which included a comprehensive search writing to many repositories in Australia & U.K plus searching in other possible Archives & Mr. Huggins own reference work. Suzanne Hirst, 2012.

15/2/1838 The South Australian Record, London 15th February, 1838 pp:35-36 stated.....

"Mr. Huggins, the marine painter is about to publish by subscription, two views of Holdfast Bay (or Glenelg) on the eastern coast of Gulf St. Vincent, from a drawing by Captain Chesser of the 'Coromandel'.

Pioneers Association of South Australia. The reference was noted in the White Collection. Item 33.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

Lloyds of London Records

Dear Ms Hirst,

Your recent email concerning the **Coromandel** has been forwarded to us by our fee-based research service. She was not in *Lloyd's register* of 1847 or 1850 but was listed in 1851. At that date she was owned by Brooke & Co and registered in Liverpool. Her master was J. Johnston and her destined voyage was Acapulco, later amended to Callao, Peru, South America. Callao was also her destination in 1852 and 1853. By 1852 her master's name was given as Walker and this was the case up to and including 1855. No port of registry or destination is given for her in 1854 or 1855. She was not listed at all in *Lloyd's register* of 1856. A search of *Lloyd's captains' register* compiled in 1869 showed that a Robert Walker was master of a vessel named **Coromandel** in 1852; at this date she had been sailing to the South Pacific/west coast of South America. However, he was described as master of another vessel, the **Alexander Baring**, from 1854-56. This, coupled with the scantier information on the **Coromandel** after 1853, suggests that something may have happened to her c. 1852/3.

Lloyd's list provided the final answer to the **Coromandel's** fate:-

“Callao, 10th May

The SIR CHARLES NAPIER, Webster, and COROMANDEL, Walker, both bound to England, have put back to this port leaky, and are discharging their cargoes.”

(*Lloyd's list* June 16 1853 column 13)

“Callao, 11th Sept.

The COROMANDEL, Walker, bound to England, which put back here previous to 10th May, leaky, has been condemned and sold.”

(*Lloyd's list* October 14 1853 column 13)

A 'Coromandel' by 1851 was owned by Brooke and Company. Registered Liverpool, England.

Destination Callao, Peru	1851	Captain J. Johnston.
South Pacific/West Coast South America	1852	Captain Walker.
Sailed for England from Callao, Peru	1853	Captain Walker.

along with another ship "Sir Charles Napier".

both ships back into Callao port for repairs. Leaking. Discharged cargoes.

Lloyds List October 14th, 1853, column 13 – "from Callao advised 11th September, the 'Coromandel', Walker, put back here 10th May. Leaky has been condemned and sold". *Guildhall Search, Aldermanbury, London. Lloyds of London.*

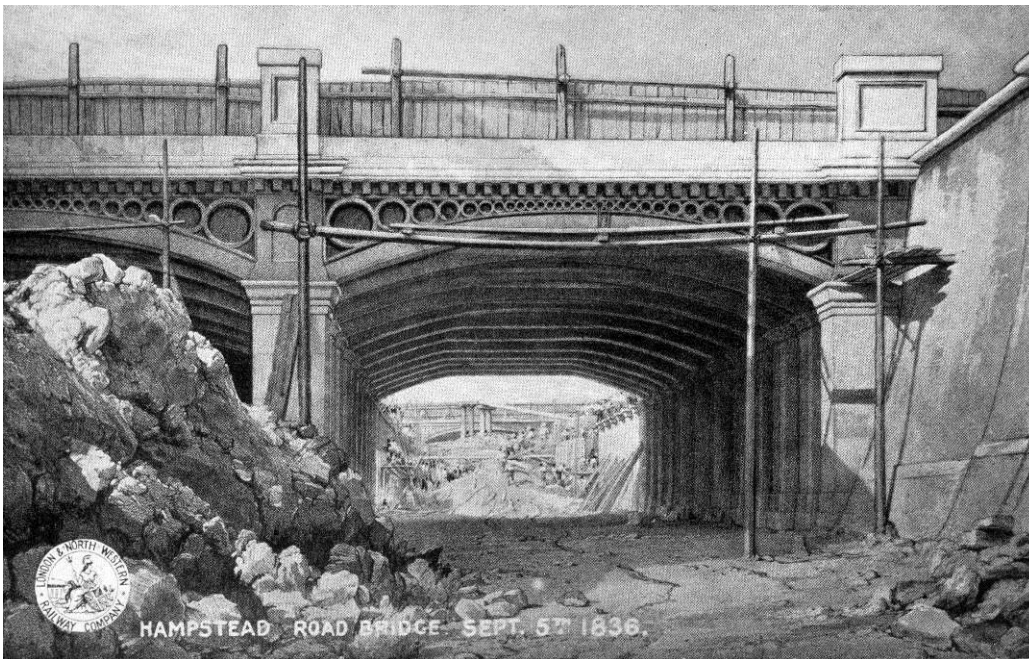
Cannot be positive that they are referring to the George Black build Coromandel of 662/700 tons, but I now believe that this is likely to be the final destination and resting place of our 'Coromandel'. Suzanne Hirst. 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The journey for many passengers began from London. Some came from the country some from other cities. For many it would have been an overwhelming start to their adventure. This was THE GREAT METROPOLIS *circa 1835*

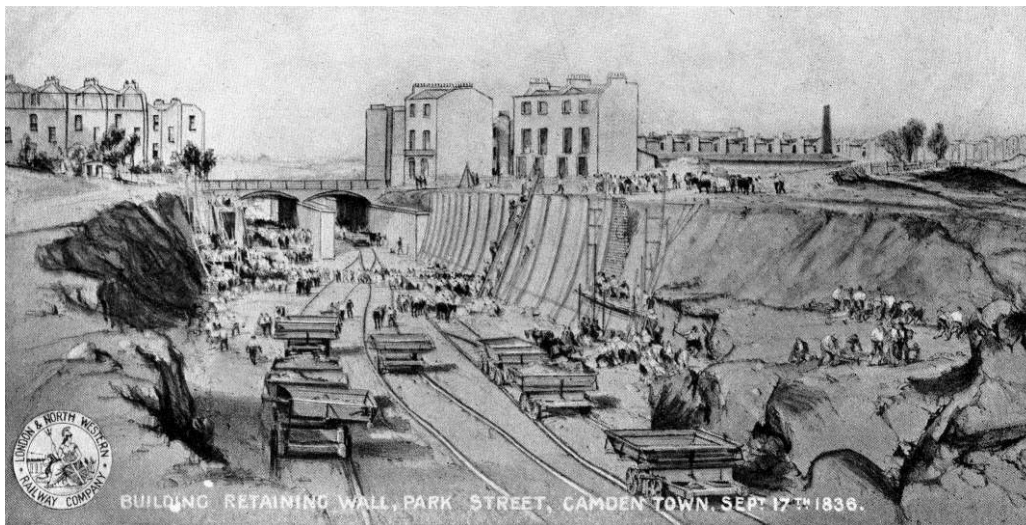


The river Thames, London.



information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



The Monument, Billingsgate, London.



Cheapside, looking east, London.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The following extracts come from various papers held at the South Australian Government Archives., Netley. The Adelaide Library of South Australia/Mortlock Library, Adelaide, The Sth. Aust. Genealogical Society, The Pioneer Association et al, plus personal papers, private papers & conversations held within Australia. Also searches conducted in Guildhall, London, & other various repositories in United Kingdom.

ENGLAND.

The decision to establish a new colony on southern Australia was based on information brought back over different times. Captain Matthew Flinders' navigational mapping with detail of the coastline in 1802, sailing on the ship 'Investigator'. The American sealers, who, that same year encountered Nicolas Baudin with his ship the 'Le Geographe' passing across the Australian Bight, heard of the rich supply of seals and kangaroos, plus salt mines on an island. Salt being an essential requirement for treating fur skins. The island was named Kangaroo Island. This was a misnomer as the predominant animal was the smaller wallaby. These reports from American & British sealers and whaling vessels, plus an exuberant & overly exaggerated report from Captain George Sutherland in 1819 of the quality and soundness of Kangaroo Island with good fresh water, all were recorded in England. From years as early as 1806 escapees and scoundrels from Van Dieman's Land were living rough with their stolen Tasmanian lubras as their companions on this island. In 1827 many were rounded up by the British marines and removed but a small number remained and settled for life. Whether the South Australian Company in 1834, setting up their plans to send out free settlers knew the whole of this is doubtful, but it was known the island was devoid of possible hostile tribes and so the Company decided it was prudent to establish their Headquarters and their supply store on that island until further exploration. This laid the foundation for future plans.

SEALERS on Kangaroo Island.

Capt. John Hart made a visit to K.I in 1829 and found there some sealers with aboriginal wives – the men may have been escaped convicts from the penal colony in Van Dieman's Land. (Tasmania). The sailors traded with the 'convict' sealers offering them a few sovereigns & proceeded to load onto the ship a 150 fur seal skins, 12,000 wallaby skins and 5 tons of salt at Nepean Bay. The coins were accepted by the sealers to be used as ornaments for their wives. It was known that some of the lubras had come with the men from Van Dieman's Land. When the first settlers arrived they found such men with Tasmanian lubras and children well settled, farming and fishing.

CONVICTS on Kangaroo Island.

Later stories abounded that the women had been kidnapped from the mainland and that tribes would not pursue in their canoes because ancestral spirits lived on the island. It is recorded by 1837 that the lubras would boat across to visit their Ramindjeri tribal families at Encounter Bay on the mainland. Sarah, the aboriginal wife of one of the sealers would visit her uncle and family members so it would seem that some contact with the mainland tribes was taking place. Some of the 'convict' men's names were Jacob Seamen, Nat. Thomas, Robert Wallen & George Bates.

addendum.....
December 2012....

More detailed research is being gathered with some accuracy by the Kangaroo Island Association residents. These corrections have been noted briefly here as provided from K.I. Association..

“At the time of the first ship arrivals in 1836 of the South Australian Company & the Colonial Commission, the existing islanders settled and farming were not runaway convicts. They comprised of sealers and whalers settled in various locations, farming & fishing. They had left their ships when calling at the island over different years and settled. The aboriginal ‘wives’ and children were descendants of both Tasmanian & Southern Australia mainland tribes. The wives having been purchased!”

refer to the book-Title: ‘The man who hunted Whales: A tale of Kangaroo Island & a doomed ship’. Author Dorothy Heinrich. Dewey No. 994.0209 ISBN:9780646553009(pbk).

The above notes differ from the reminiscences of William L. Beare, an 11 year old boy, resident with his family on Kangaroo Island, having arrived on the ship, ‘The Duke of York’ in 1836,.. See page 59.

NEW COLONY
OF SOUTH
AUSTRALIA
Public Meeting.

A Bill having been brought into Parliament under the sanction of His Majesty's Government, for founding a Colony in South Australia, and authorizing His Majesty to appoint Commissioners for the disposal of Public Lands, and the Management of Emigration, there will be held on

Monday next **30th**
June

IN THE GREAT ROOM AT

EXETER HALL,

AT ELEVEN O'CLOCK

A Meeting of the Members and Friends
OF THE
South Australian Association,

For the purpose of explaining the Principles, Objects, Plan, and
Prospects of the New Colony.

W. WOLRYCHE WHITMORE, Esq. M. P.

IN THE CHAIR

Seats will be reserved for Ladies. --- The Chair to be taken at Twelve o'Clock precisely.

COMMITTEE OF THE SOUTH AUSTRALIAN ASSOCIATION : -

AUBREY BEAUCLERK, Esq. M.P.
ABRAHAM BORRADAILE, Esq.
CHARLES BULLER, Esq. M.P.
HENRY BULWER, Esq. M.P.
J. WALBANKE CHILDERS, Esq. M.P.
WILLIAM CLAY, Esq. M.P.
RAIKES CURRIE, Esq.
WILLIAM GOWAN, Esq.
GEORGE GROTE, Esq. M.P.

Treasurer,
GEORGE GROTE, Esq.

ROWLAND HILL, Esq.
MATTHEW D. HILL, Esq. M.P.
WILLIAM HUTT, Esq. M.P.
JOHN MELVILLE, Esq.
SAMUEL MILLS, Esq.
SIR WILLIAM MOLESWORTH,
BART. M.P.
JACOB MONTEFIORE, Esq.
RICHARD NORMAN, Esq.

Solicitor,
JOS. PARKES, Esq.

1835.

G. POULETT SCROPE, Esq. M.P.
DR. SOUTHWOOD SMITH.
EDWARD STRUTT, Esq. M.P.
COLONEL TORRENS, M.P.
DANIEL WAKEFIELD, Jun. Esq.
HENRY WARBURTON, Esq. M.P.
HEN. GEO. WARD, Esq. M.P.
JOHN WILKS, Esq. M.P.
JOHN ASHTON YATES, Esq.

Honorary Secretary.
ROBERT GOUGER, Esq.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

THE COLONIZATION COMMISSION AND THE SOUTH AUSTRALIAN COMPANY.

The earlier planning for a new settlement was based upon an idea first put forward by the English gentleman, Edward Gibbon Wakefield and his many like minded friends including George Fife Angas, Robert Torrens & Robert Gouger. They formed the South Australian Association. Their ideals & plans were to start up an independent colony but the British parliament insisted that any settlement would be jointly run. The government set up the 'Board of the South Australian Colonization Commission' in conjunction with the newly titled 'South Australian Company' that was inaugurated in London on the 9th October, 1835.

Mr. George Fife Angas at the helm.

Edward Gibbon Wakefield withdrew his support from the plan as he considered the land was to be sold too cheaply but he was certainly at St. Katherine's Dock to farewell the 'Coromandel' along with the other dignitaries assembled.

The South Australian Company was formed with support and investment from wealthy British men of the day. They set up a prospectus for the commissioners to sell shares in the company to others by offering options to secure, once surveyed, parcels of unseen land in a new colony and to share in the income from the company's proposed enterprises. [Preliminary land orders were offered for sale in England to raise money to found the colony. This entitled the purchaser to first choice of a country section of 134 acres and a 1 acre town allotment]. The finance raised initially would help pay for the emigration, with free passage for the working class who in turn were essential to provide the skilled labour. These labourers would commence to work for the Company & landholders for a fair wage until the toiler, if they wished, could afford to become their own master. This exciting opportunity for young skilled labourers in Britain to become independent settlers, improve their opportunities & lifestyle, & to perhaps develop a business or farm excited many who were living in either crowded cities or with no likely prospect of advancement. The expectations were they remain in employment for the investors for at least three years, then, if they prospered in the grace of time, they in turn would also create continuous capital for the Company's shareholders by virtue of rising land values & saleable products flowing back to Britain. This new colony would be a free society. There would be no convict labour and all religions of faith were welcome to preach & practice their own ideology.

The South Australian Company planned to establish a whaling station, they planned to open up large farming tracts for wheat & sheep, they planned to build flour mills and they planned to pursue any other prospect that showed promise. The South Australian Company, in the first instance, decided that their first headquarters should be established on Kangaroo Island. This was a safety precaution until a firm decision on the ideal location for the new colony was to be made by Colonel William Light, the appointed Surveyor-General.

The Provisions and Rules set out were strict and the Guidelines & Conditions were detailed.

- The South Australian Company – The Commissioners were sworn in on May 11th, 1835. England.
- Mr. George Fife Angas, Esquire, the Foundation Chairman.

Source: Colonization Commissioners Minute Book. May 4th 1835 to July 3rd 1840. State Records Office, Netley. South Australia.



New Houses of Parliament rebuilt AFTER FIRE OF 1834 and the Westminster Bridge over the Thames, London.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



New Street, Lambeth, Surrey. United Kingdom.



Bishop's Walk, Lambeth. Surrey.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

ANGAS PAPERS 254. entitled 'Form'. Mortlock Library of Adelaide, South Australia. This example was worked upon in London at the South Australian Commission Head Office in Adelphi Street, London. The personal papers are now housed in the Mortlock Library Archives.

[The following is a draft that George Fife Angas composed as an Application Form for possible emigrants. The final 'Form' was reworked & reworded slightly, but the essence remained the same. These forms, with details entered, were presented in England to persons when applying for an embarkation ticket. Many applicants were illiterate so would have presumed upon friends or the parish vergers to fill in details. I have never been able to locate the final used forms in England or Australia in any Records Offices. Suzanne Hirst, 1999.]

FORM FOR PERSONS DESIROUS OF OBTAINING A FREE PASSAGE TO SOUTH AUSTRALIA TO BE FILLED UP AND RETURNED TO THE SECRETARY TO THE COLONIZATION COMMISSIONERS FOR SOUTH AUSTRALIA, ALDELPHI TCE, LONDON.
THE SAME FORM WILL DO FOR A MAN AND HIS WIFE AND THEIR CHILDREN UNDER FIFTEEN - ALL OTHERS WILL REQUIRE DISTINCT FORMS.

NAME OF APPLICANT

TRADE OR CALLING

PLACE OF RESIDENCE

MARRIED OR SINGLE

AGE.

MAN'S AGE.

WOMAN'S AGE.

CHARGE FOR THE CHILDREN BY WHOM DEFRAIDED (SEE REGULATION).....

NAMES AND ADDRESS OF SOME LATE EMPLOYER WITH THE TIME THE APPLICANT WORKED FOR HIM.....

NAME AND ADDRESS OF THE MINISTER OF THE PARISH IN WHICH APPLICANT RESIDES.....

I do hereby declare, that the above statement is true, that I have carefully read the preceding Regulation for the selection of Emigrant Labourers, and that in applying for a Free Passage to the Colony, I am really and truly acting in accordance with the spirit of those Regulations which I understand to be this ----- that the privileges of a Free Passage, if granted, will be allowed me in the expectation that I go to the Colony as one willing and intending to work there for Wages, until, by such means, I shall have saved sufficient to enable me by the same means to employ others.

(Signed by the applicant.)

CERTIFICATE TO BE SIGNED BY TWO RESPECTABLE HOUSHOLDERS.

We certify that we are well acquainted with the above name Applicant, and that we believe the above statement to be striuctly true ; - further, that we believe the Applicant to be honest, sober, industrious and of general good character and likely to maintain self in the Colony.

Signature

Signature

Place of Abode.

Place of Abode.

CERTIFICATE OF PHYSICIAN OR SURGEON.

I certify, to the best of my belief, that the above Certificates are authentic and that the Persons whose Signatures are affixed to them are worthy of credit.

Signature

Place of Abode.

I certify, to the best of my belief, that the above Certificates are authentic and that the Persons whose Signatures are affixed to them are worthy of credit.

To be signed by the Magistrate of the Parish in which Applicant resides.



It is particularly requested that no Gentleman will certify this return, unless thoroughly convinced of the truth of the statements contained in it.

The Company also proposed that if there were many young married couples with children emigrating on a ship then a school teacher should also be among the emigrants to teach and guide the children with reading, writing and scholarly lessons to equip them well for the new colony.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Instructions for the founding of the city from the Commissioners were:

- A commodious harbour, safe and accessible at all seasons of the year
- A considerable tract of fertile land immediately adjoining
- An abundant supply of fresh water
- Facilities for internal communication
- Facilities for communications with other ports
- Distance from the limits of the colony
- The neighbourhood of extensive sheepwalks
- A supply of buildings materials such as timber, stone or brick, earth and lime
- Facilities for drainage
- Coal

1835 Extract., letter from Robert Torrens, Esq., to Lord Glenelg dated 14th Dec. 1835 sent from South Australian Colonial Office, Adelphi-terrace, London.

*"Should your Lordship approve of this arrangement, the commissioners would appoint **Colonel Light**, First Officer of the surveying staff, and encouraged by the kind attention your Lordship has hitherto paid to their suggestions, they venture to recommend the appointment of Mr. **James Hurtle Fisher**, solicitor, York-buildings, New-road, to the office of Colonial Commissioner and Registrar, and that of Mr. **Charles Mann**, solicitor, 24 Cannon-street to the office of Advocate-general and Crown solicitor.....The commissioners would also request permission to recommend **Captain Lipson**, R.N., to the appointment of naval officer and Harbour-Master: and they are anxious again to solicit your Lordship's kind attention to the application of Mr. **Robert Gouger** for the office of Colonial Secretary.....in suggesting these salaries, the commissioners have kept in view the absolute necessity of reducing the charge on the colony as low as is consistent with obtaining the services of efficient men. They would recommend that no fees be allowed in any office: that the salaries to the colonial officers shall not commence before arrival in the colony, but that such officers, with their families shall receive a free passage....."*

'General preliminary instructions issued to all Company ships sailing for South Australia.'

The following in particular to the 'Africaine'.

BROWN PAPERS 1834 - 1836 PRG 1002/1 Vol 1.

Letter of Instructions from the Colonization Commissioners for South Australia to John Brown, Esq., The Emigration Agent.

You will proceed to the Colony in the 'Africaine' - On the passage you will give instructions to Mr. Everard, the Surgeon, on the Management of the labouring Emigrants. On arrival at Nepean Bay You will give directions for the emigrant labourers and the Commission Stores to be disembarked there or you will proceed to some other Port as under all circumstances may at the time appear most desirable.....

If you should reach the Colony before the Colonial Commissioners while the emigrants are waiting for the appropriation of the lands, you will find employment for such as many apply for it, in assisting the Surveyors, or in laying out streets and roads, or in any other manner.....You will pay the labourers at a fair rate by orders for rations from the Storekeeper, Mr. Gilbert, who is hereby authorized to attend to such orders.

You will see that temporary shelter is provided for all who may require it.....

Given at London, this 20th day of June, 1836. By Order of the Board.

Rowland Hill. Secretary.

P.S. A copy of the agreement with the owners of the 'Africaine' accompanies these instructions. From this you will see that on arrival at Nepean Bay you are to decide to what Port the vessel shall steer:- This arrangement is made in the expectation that the situation, selected for the first Town will be known at Nepean Bay on your

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

arrival there, and if so there can be no doubt that the best course will be at once to proceed to that part of South Australia.

If the site of the first Town should not be known at Nepean Bay it will be desirable if you take on board part of the Meat and perhaps some other stores which was directed should be landed from the 'Cygnet' at Nepean Bay - You can at the same time, if you think proper, unship some of the Bread which you have on board the "Africaine", - Mr. Gilbert is hereby authorized to supply your wants. These supplies will enable you to issue the rations which you have been instructed to give.....etc.....

.....in agreement with the owners of the "Africaine", the Steerage Passengers are entitled to sleep on board during the thirty laydays - And that if you require it, they must also be victualled at a certain daily charge -

Signed....Rowland Hill.



St. Pauls Cathedral and city skyline of London.



Bunhill Fields Cemetery, 8 deep.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



The Tower of London beside the muddy, tidal Thames River, London.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

It is probable that a list of required trades and skills were posted on the billboards and application sheets. From the passenger list for the 'Coromandel' it has been noted that some entered a different skill to that which they were to follow in the new country. Examples are John Watts listed himself as a tanner but he was a qualified tailor. Robert Horsell entered labourer, but his trade was cobbler, shoe repairer. *If their trades & skills were already filled they probably opted for a vacant opening.*

Application for Free Emigration.				
No.	Signed	Month	Name and address	and details.
553.	Mr. Hutt	July	R.J. Horsell	labourer, 6 White's Garden, Bethnal Green Road, 25 years, Wife 24yrs. 1 male child 15 months. Coromandel 3 rd September, Embark. 291
567	Mr. Hutt	August	William S. Simons.	smith and bell hanger, 4 Arnold Place, Duckhead, Tooley St. 26yrs, m.: Emb.303. Coromandel.
568	Mr. Hutt	August	Joseph Simon`	smith, 5 Kings Arms Court, Hickmans Folly, Bermondsey, 22yrs. m: Emb. 304. Coromandel.
577	Mr. Hutt	August	John Watts	tanner, 43 Bethnal Green Road. 24yrs, Wife 20yrs. 1 male child, 4 months. Emb.339 Coromandel.
607	Mr. Hutt	August	Wlm Othams.	painter & glazier, 25 Foxley Place, Camberwell. New Road. 24yrs. Wife 23yrs. Male child 4 mths. Emb.. Coromandel.

South.Australian Archives, Netley, Adelaide, South Australia. m.f. sighted 1991 Suzanne Hirst & Ross Watts.

South Australian Company, Treasurer's Report April 5th,

Received March 28th from J. Hutt Esq; £19.0.0

Passage money from Parents for children 'Coromandel'.

Note: Children between 2 years and 15 years to pay for passage.

(the following entry is an early list in the books and not the final compliment of passengers.)

AGENTS were active all over England and Scotland recruiting emigrants to South Australia.

1836 Edinburgh, Carlisle, Brighton, Dorchester, Cambridge, Barnet, Exeter, Chatham, Bedford etc:

passengers for the 'COROMANDEL'

Emigration Fund paid for Adults --- males, 57; females, 56;

Children – males, 5; females, 6;

Children under one year – males, 1; females, 4;

Adults of superior class – 4 males; 2 females;

Child of superior class – 1, male;

COLONIZATION COMMISSION ACCOUNTS.

<u>COLONIZATION COMMISSION ACCOUNTS.</u>				Included references to the 'Coromandel' ship	
Sept 7 th , 1836	A. Welch.	mattresses	12	Coromandel	16. 8. 2
Oct 19 th	J & W. Jackson	mattresses	18	Coromandel	15.15.0
	Spike & Co.	scuttles	4	Coromandel	10. 2. 8
	B. Edgington	tents for emigrants		Coromandel	135.11.6
	Allen & Co	medical stores		Coromandel	10.19.4
	Evans & Co	surgical instruments		Coromandel	4.14. 6

April 5th 1837 W. Borradaile & Sons Co. Bill due 15th April for Expenses of Surgeon at Cape of Good Hope. 14.17. 8

Bill due 17th May 1837 for

Five ? stock p? "Mary & Jane" 158.13. 7

Capt. Winter Bill due 15th May 1837 for 1/3 freight And P ? age p "Mary Jane" 63.16. 0

Signed off by Robert Torrens.

other materials purchased were for the building of government house, offices, stores and barracks, to ship out to colony also included tin for rooves, sashes and frames for windows and doors, glass fittings, nails and ironmongery and corrugated iron for four buildings, 30 feet X 40 feet and 15 feet high.....water closet with tank complete for the Governor's house.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

*April 5th1837,entry *Surgeon, W. Borradaile & Sons, 'Mary & Jane' & Capt. Winter* further information on page 37.

10-8-1836. That it be recommended to the Board to order 4 patent scuttles at two guineas each for the "Coromandel".
signed. Robert Torrens, Secretary.

Source: Colonization Commissioners Minute Book. State Record Office, Netley, South Australia. Page 108-Expenses sheets, May 11th 1835 to July 3rd 1840.
see Note page 69. Suzanne Hirst.1991.

with reference to the **Order for patent scuttles** for the *Coromandel*.

Portholes in nautical language were referred to as scuttles. Perhaps four were built into cabins on the Poop deck or below for the Steerage.

1836	Commission Ships.			Passenger & Goods.	
Africaine	London	28 th Jan.	Goods	£ 482. 1. 6.	
Tam o'Shanter	London	19 th July			
Buffalo	Portsmouth	4 th August			
Wm. Hutt	London	12 th August			
Coromandel	London	9 th September	Stores	£ 106. 5. 1.	
			Provisions	£ 65. 0. 0.	
			X Goods	£1963. 0. 0.	£2134. 5. 4.
John Renwick	London	14 th October	Livestock	£ 121. 0. 0.	
South Australia	Plymouth		Goods etc	£1774. 7. 5.	

Source. Angas Papers, George Fife Angas own notes. Mortlock Library, Adelaide. South Australia.. Suzanne Hirst.1995

London 25th August 1836.

BILL OF LADING:- Shipped in good order, and well conditioned by Godwin and Lee for Mr. J. White in and upon the good ship 'Coromandel' whereof is master for this present voyage "William Chesser" and now riding at anchor in River "Thames" and bound for South Australia.

One hundred and ninety eight Packages, being marked and numbered as in the margin, and are to be delivered in like good order, and well conditioned at the aforesaid port of South Australia.

(The Act of God, King's enemies, fire and all and every other dangers, and accidents of the seas, rivers and navigation of whatever nature and kind whatsoever excepted) unto Mr. Jno. White or his Assigns.

Freight for the said goods PAID HERE ship lost or not.

With primage and average accustomed IN WITNESS whereof the Master or Purser of the said ship hath affirmed to four Bills of Lading, all of this tenor and date, the one of which four Bills being accomplished the other three to stand void.

Dated, London 25th August, 1836

Not accountable for leakage and contents unknown to (signed)

Wm. CHESSER

Reverse side of this Bill of Lading reads;

The landing of the outward cargo is to be at the risk of the shippers of company, and application shall be made to the captain for the delivery of the goods therein mentioned within seven day of the ship's arrival at her port of discharge, and if such delivery be not made, the Captain be at liberty to proceed with the ship on her intended voyage to Calcutta and then land the cargo.

Wm CHESSER.

Source: 'JOHN WHITE - THE FATHER'. pages 2 & 3. small booklet. Mortlock Library of South Australia and Pioneers Association of S.A. 1994

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



St. Katherine's Dock, opened on Saturday 25th October, 1828. The above etching 1830's.

Writing in 1851, Henry Mayhew, in his 'London Labour and the London Poor', paints a fascinating picture of life at St Katharine Docks:

"The lofty walls...enclose an area capable of accommodating 120 ships, besides barges and other craft.

Cargoes are raised into the warehouses out of the hold of the ship without the goods being deposited on the quay...in one-fifth of the usual time. Before the existence of docks...eight days were necessary in the summer and 14 in the winter, to unload a ship of 350 tons. At St Katharine's, however, the average time now occupied in discharging a ship of 250 tons is 12 hours, and one of 500 tons, two or three days."

St Katharine Docks were designed primarily to handle valuable cargoes such as ivory, shells, sugar, marble, wines, rubber, carpets, fragrant spices and perfumes. Indeed it was said that in no other corner of Britain could the vast wealth of the country be seen so easily.

When the new docks opened, it cost £1 to dock and undock a vessel, provided she stayed no longer than 24 hours. With such competitive charges and low road transportation costs to the markets, St Katharine's had a few prosperous years.

Casual Labour at St Katharine Docks - A Workforce on the Edge

Surprisingly, records show only 100 full-time officers and 120 labourers working at the docks. The balance was made up with casual labour - Mayhew reports the highest number of workers employed in one day in 1863 was 1,713, and the lowest, just 515.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

He paints a dramatic picture of people working in the docks in the mid-19th century:

"...we find men of every calling labouring at the docks. There are decayed and bankrupt master butchers, master bakers, publicans, grocers, old soldiers, Polish refugees, broken-down gentlemen, discharged lawyer's clerks, suspended government clerks, almsmen, pensioners, servants, thieves - indeed, everyone who wants a loaf and is prepared to work for it. The London dock is one of the few places in the metropolis where men can get employment without either character or recommendation."

In Old and New London, he wrote of the working day:

"This labour...must still appear so arduous (yet) 3000 men could be found every day in London desperate enough to fight and battle for the privilege of getting two-and-sixpence (12½p) for it; and even if they fail in 'getting taken on' at the commencement of the day, that they should then retire to the appointed yard, there to remain hour after hour in the hope that the wind might blow in some stray ship, so that other gangs might be wanted, and that the calling foreman might seek them there..."

"...many men sometimes remain there in the pouring rain, rather than lose the chance of a stray hour's work. Some loiter on the bridges close by, and presently, as their practised eye or ear tells them that the calling foreman is in want of another gang, they are only six or eight at most can be hired out of the hundred or more that are waiting there. Again the same mad fight takes place as in the morning."

The book paints a sorry picture of a society living on the edge. It points out that a single day of east wind, which prevented ships from reaching dock, could put 8,000 men out of work, with no income when they were not working.

"It is a terrible proof how many of our population live on the very brink of starvation, and toil, like men on a leaky boat, only to keep off death."

Besides which 4/6 per Week

SCALE OF VICTUALLING EMIGRANTS
 WHO HAVE A **FREE PASSAGE** GRANTED THEM BY
His Majesty's Colonization Commissioners for South Australia,
 ON BOARD THE SHIP
COROMANDEL,
Of 662 Tons Register, lying in the ST. KATHARINE DOCKS,

Bread.	*Beef	*Pork.	Pre-served Meat.	Flour.	Rai-sins.	Suet.	Peas, or Cavala Rice.	Tea,	or Coffee,	or Cocoa.	Sugar.	Cheese.	Rice.	Pota-toes.	Vine-gar.	Wine.	Water.
lbs.	lb.	lb.	lb.	lb.	lb.	oz.	pint.	oz.	oz.	oz.	lb.	oz.	lb.	lb.	gill.	pint.	quarts.
2	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	1	...	4	...	...	...	...	3
2	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3
...	1	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	3
2	...	...	...	...	...	...	...	...	...	1	...	4	...	...	...	...	3
...	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3

* Prime new Irish East India Beef and Pork.

Women receive the same rations as Men. Children to receive rations in proportion to the charges made for their passage.
 Maltese Barley will be served out; and when the Potatoes are expended, 1 lb. of Rice will be substituted for 3 lbs. of Potatoes.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Source: A661 B1 Mortlock Library of South Australia.

GENERAL RULES FOR THE EMIGRANTS ON BOARD THE COROMANDEL.

Deck divisions	1 st The Starboard	2 nd The Larboard.
	comprises	comprises
	The Berths from No 1 to	The Berths from No 20 to
	No 19 & No 51 to No 63	No 38 to No 39 to No 50

Mess Divisions

Starboard

	Mess No 1.	Berths Nos. 1, 2, 3, 4, 61, 62, 63,
No 2.	“	Nos. 5, 6, 7, 58, 59, 60,
No 3.	“	Nos. 8, 9, 10, 11, 12, 13,
No 4.	“	Nos. 14, 15, 16, 55, 56, 57, 70,
No 5.	“	Nos. 17, 18, 19, 51, 52, 53,

Larboard

Mess No. 6	Berths Nos. 47, 48, 49, 50, 69
No. 7	“ Nos. 23, 24, 25, 26, 20, 21, 22,
No. 8	“ Nos. 27, 28, 29, 30, 31, 32, 45,
No. 9	“ Nos. 33, 34, 35, 36,
No. 10	“ Nos. 37, 38, 40, 41, 43,

Authorities on the Emigrants Deck.

Assistant Superintendent.	W. Malpas	(No. 32 [?])
Deputy Assistants.		
Starboard Deck	Mr. Thos. Henderson	(No. 70)
(Fol 1 go to Fol 2) Larboard Deck	Mr. Jas. Chambers	(No. 25)
Captains of the Messes.		
Messes No. 1	William Pearce	(No. ? 3)
No. 2	Jas. O'Brien	(No. 7)
No. 3	Edwd. Dunn	(No. 11)
No. 4	Thos. Henderson	(No. 70)
No. 5	John Black	(No. 17)
No. 6	John Harrison	(No. 47)
No. 7	J. Chambers	(No. 25)
No. 8	Aug. Winter	(No. 29)
No. 9	Will. Barnes	(No. 33)
No. 10	Geo. Middleton	(No. 40)

Cooks of the different Messes.

The cooking is to be taken in rotation.
Weekly by each occupant of the different Messes, and the occupants of each Mess are to determine the question of rotation amongst each other.

Powers and Duties of the different authorities.

1st. Mr. Malpas has a General Power of deciding on all cases which may arise between decks in relation to the Regulations or of dispute among the Emigrants with the exception of such cases as are by the Regulations themselves expressly required

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

- to be reported to Mr Cotter _____ (continued in Fol 3)
- (Fol 2) 2nd Mr. Chambers and Mr. Henderson are to see generally to the performance of the underwritten Regulations and in particular those which relate to the hours of rising and of meals – to the use of lights, - to the cleanliness, propriety of language and general morality – all serious cases are to be reported to Mr. Malpas and are by him to be reported to Mr. Cotter. -----
- 3rd The Captains of the Messes are to be deemed accountable for the general behaviour of their respective messes, they are daily to refer to the seals of victualling, to receive from the Mess Cooks – take charge and to be accountable for the distribution of the Rations of their respective Messes- to see to the hours of rising and of rest and of meals and that the watches of each division are properly kept and that the lights are properly used and put out at proper hours. -----
- 4th The Mess Cooks of the week are to [attend the authorities of the ship at the Hatchways when serving] [out provisions. To receive the rations of their respective Messes and] [to hand the same over to the Captains of their respective Messes.] They are ----- to prepare all meals for the Mess they belong to – to take them to the galley at proper times and to bring them to the Mess from thence when cooked they will also be required to keep the Mess tables and Deck clear and clean. (continued in Fol 4)
- (Fol 3) General Regulations.
- 1st The Assistant and Deputy Assistants are not to use any personal violence in the execution of their duties (except in cases of absolute necessity) and in all instances of disobedience of orders they are required to report to Mr. Cotter -----
- 2nd The Emigrants generally are to pay all proper respect to the orders of the Assistant and Deputy Assistants and to use respectful language to them --- All cases of neglect of orders or of threatening or abusive language or of violence used towards them are to be reported to Mr. Cotter and will incur severe punishment -----
- Times, Meals and Cleanliness.
- (Fol 4) 3rd The Emigrants are to rise at 6 o'clock in the morning (4 Bells Morning Watch) and all in bed after that (continued in Fol 5) time are to be reported to the Assistant- The cabins and persons of the Emigrants and of their children are to be cleaned and the Decks scraped and swept before 8 o'clock and the Breakfast is to be served at 8 o'clock precisely things are to be cleaned and cleared away and the (8 Bells Morning Watch) and the Breakfast tables cleaned before 9 o'clock. Dinner is to be served at 12 o'clock precisely and the tables & Deck are to be cleared and cleaned before 1 o'clock – Tea is to be served at 4 P.M. and is to be

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

cleared away at ½ past 4 and the lights are
to be extinguished and all persons are to be in
their cabins by 9 o'clock -----

Health

4th The Beds will be required to be brought on Deck
daily at 9 o'clock in fine weather – All clothes
likely to become sour must be washed – The
washing days are to be Tuesday and Friday only,
and all clothes must be washed and ready to be
hung up to dry by 8 Bells on those days –
The Deck and cabins are

(Fol 5)

(continued to Fol 6)
no further folio pages located.

Source: Elly Wild ©1998 'William Slade Simons & the Ship Inn'. draft. & Angas papers, Mortlock Library, Adelaide. S.A. sighted 1999.

The common seaman's diet each day was 1 lb (450 g) of ship's biscuit, 4 lbs (1.8 kg) of beef, 2 lbs (907 g) of pork, 2 lbs (907 g) of peas, 1.5 lbs (680 g) of oatmeal, 6oz (170 g) of sugar and 6oz (170 g) of butter, and 12oz (340 g) of cheese a week. However, these provisions were not fresh and often rotten after months at sea. The biscuit, also known as 'hard tack', would often contain weevils or maggots and sailors would tap their biscuits on the table to knock most of the weevils out before eating. In addition to the food, the sailor also received a gallon of beer a day.

SCALE OF VICTUALLING EMIGRANTS.

WHO HAVE A **FREE PASSAGE** GRANTED THEM BY
His Majesty's Colonization Commissioners for South Australia,
ON BOARD THE SHIP

COROMANDEL,

Of 662 Tons Register, lying in the ST. KATHARINE DOCKS.

- *Prime new Irish East India Beef and Port. Children to receive rations in proportion to the charges made for their passage. In cases of illness Barley will be served out; and when the Potatoes are expended, 1lb. of Rice will be substituted for 3lbs. of Potatoes.*
- *The usual supply of medical comforts will also be put on board for use, in case of sickness.*
- *The medical comforts to be issued as the surgeon may deem proper.*

DAILY MEALS.

BREAKFAST..... Tea and Sugar
DINNER..... According to the above scale.
SUPPER..... Tea and Sugar.

List of other articles that will be provided by the owners for the Passengers.

One wooden mess bowl }
One do. platter }
One mess bread basket } For each mess of Six Passengers.
One tin quart pot }

GODWIN & LEE,
117, Bishopgate Street. (London).

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

"We saw on board a model of a church, the whole material for which was on board" *Morning Chronicle*. 29th Aug. 1836 p3f

"On board were 156 passengers and general cargo, including a special consignment for the Government Stores, including Manning houses, banknotes, £10,000 worth of specie and a number of surveyor's tents."

Source: Angas Papers, page 336, Mortlock Library, Adelaide, South Australia.

"The Coromandel's master was Captain William Chesser and her freight consisted largely of building materials". Among her passengers was Edward Stephens, cashier and accountant of the South Australian Company, who was going out to establish the colony's first bank. He was accompanied by a clerk, William Malpas. With them they had the frame of a prefabricated banking house, iron chests, ledgers and suchlike requisites and 10,000 pounds in bank notes and specie."

Source: 'Colonial Dynasty' written by Margaret Goyder Kerr. Published by Rigby, 1980. pages 15 & 16.

PRG174/13 Reel 15 Number 1-568 Angas Papers, Morlock library, South Australia.

Page 335 "The Metropolis" (newspaper cutting)

'The South Australian Commission gave a dinner on Saturday at Blackwell on board the "Coromandel" to about one hundred and fifty young married persons and thirty six children, on the point of sailing for the new colony. The 'Coromandel' is the tenth ship that has gone out under the same auspices, and it is believed that before the close of the present year more than a thousand emigrants will be actively employed in founding the city of Adelaide - The emigrants going out in the 'Coromandel' are all under twenty six years of age. They are principally labourers but there are some mechanics and a few Lincolnshire shepherds. The following particulars of the vessel and its occupants are taken from daily papers:'

" The ship itself is nearly new, and extremely commodious, being nearly nine feet high (between the main and the upper deck). The whole of this space is devoted to the emigrants, each married couple having a distinct enclosed cabin to themselves - a plan never before attempted on similar occasion, and productive of the greatest satisfaction. The neat and compact manner in which these cabins are fitted up excited general approbation, especially among the female visitors, who exhibited no small curiosity in the inspection. A diet table, upon a liberal scale, was presented to each passenger; so that they know precisely the allowance to which they're entitled, and have a right to demand its strict observance. The women receive the same rations as the men, and the children a proportionate allowance. Many of the emigrants appeared to be persons of a superior grade, some possessing small capitals; and all, before their application to embark were granted, produced unquestionable testimonials of their good character....."

Have seriously searched for these testimonials in South Australia & England. Informed each time they no longer exist. The final Testimonials are a sad loss because they listed parents, where born, reference of good character by church, employer etc. Suzanne Hirst.

continuing Angas Papers page 336.

1836. Newspaper extract:

'A very interested scene was yesterday presented on board the Coromandel, a fine ship of 800 tons (burden) engaged by his Majesty's Colonization Commission for South Australia to convey the first cargo of emigrant labourers to the new Colony. The arrangement for this establishment and the appointment of the different officers for its Government, our readers are aware, have long time since been manufactured, and the Governor, with numerous officers and some wealthy emigrants have already sailed. The present cargo comprises above seventy young married couples, many of whom have children, selected from the most useful classes of agriculturists and mechanics who go out with the distinct understanding, receiving a free passage, that they and their families are to be maintained by the Colonial Government until they shall be able to obtain employment at

28

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

adequate wages. They are, in fact, the sinews without which it is impossible any new Colony can succeed and the want of which has mainly led to the difficulties encountered in the settlement of Swan River (*Western Australia*)...

.....They seemed to have come from various parts of the country and many were very young.....one couple attracted more than ordinary notice --- they both applied singly at the office in Adelphi Terrace to join the adventure ---- they were unknown to each other ---they were told their being single was a bar to their wish but if they chose ---- within twenty four hours they were 'twain' and as a married couple were received on board.

Those attendant to the general comfort of the passengers were Colonel Torrens, Mr. Gibbon Wakefield and Captain Berkeley. Amongst guests were Mr. Ward, MP; Mr. Atwood, MP; Mr. Lytton Bulwer, MP; and other.....On board also was Mr. Cotter, a surgeon, to whom the health of the emigrants was entrusted and who acted as general superintendent. There was also a gentleman named Stephens on board who carried out with him the whole of the material for a banking house, to be established under the auspices of the South Australian Company.

The house (*bank*) itself is included with his luggage, having been built of wood and so framed as to be put together the moment it is landed. He also carried out engraved bank notes, similar to our Bank of England notes, from one to ten pounds, the payment of which the government guarantees. A church, capable of containing upward of three hundred persons, with a steeple, also built of wood and constructed so as to be easily erected, is also on board.....The tables for the dinner were laid on the deck of a hulk alongside which the 'Coromandel' is moored.....at four o'clock the whole of the new colonists with their children were seated.the great majority were in buoyant spirits, but some evinced an aspect of feeling arising no doubt from their approaching separation from kindred and friends, many of whom crowded around them. Three women were so much affected they were carried off the deck by their husbands, but they were soon restored to self possession and acknowledged their foolish weakness, as they admitted their minds had long been made up to the propriety of the step they had taken.

The dinner consisted of roast beef, boiled mutton, vegetables, puddings, pies and other good old English fare, all cooked at Lovegrove's, was spread before them & abundantly quaffed with beer and wine. The guests at the same time were regaled on the poop at the conclusion of the feast by Colonel Torrens who offered toast...."The King", which was drunk with three times three....the band of the Royal Artillery, present throughout the day played the Royal Anthem. Colonel Torrens...."The Queen" & at the same time announced the King had been pleased to give orders that the first city in the colony of South Australia should be named after his wife, Adelaide. Received with three hearty cheers and one more cheer. *End Notes of Interest - Royalty.*

Colonel Torrens continued "The young and married couples who are about to sail from their fatherland to the land of their adoption" (*enthusiastic cheers*) " they were going to a climate of the most delightful and the most healthful in the world ("*I hope so*" from a female emigrant")...where industry would be sure to reap its reward and where prosperity must crown their efforts -with perseverance and good conduct independence would be inevitably secured (*again "I hope so"*).....continuum.....

"in marriage the first step to fortune is a large family....a mine of health and happy would be the man who had his quill full of children" (*laughter*)...every young married couple who was going out would make more room for those left behind; who, no doubt, on hearing the cheering news of their success would be eager to join them in their newly adopted country & create a second England, surrounded by old friends, family & kindred".

Further toasts, Mr. Ward, MP; Mr. Attwood MP; a friend of the working classes., The health of the ship's Captain, the health of Colonel Torrens & Mr. G. Wakefield.

The day was altogether one of unmixed gratification as the guests quitted the ship until the morrow when they expected to set sail.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

“The Emigrants were divided into ten Messes each containing six berths. The captain of each mess drew the rations, and took them to be cooked in the galley. Each man and woman was entitled to daily, $\frac{1}{4}$ oz. tea, or $\frac{1}{2}$ oz. coffee, or 1oz. cocoa., $\frac{1}{3}$ pint of wine and 3 quarts of water. On alternate days, 2lb. bread, 1lb. beef, $\frac{2}{3}$ lb. pork, $\frac{1}{3}$ a pint of peas or Cavala rice, $\frac{1}{4}$ lb. sugar, $\frac{1}{4}$ lb. rice, $\frac{3}{4}$ lb. potatoes and once or twice a week $\frac{1}{2}$ lb. preserved meat, $\frac{3}{4}$ lb. flour, $\frac{1}{4}$ lb. raisins, 1 oz. suet, 4 oz. cheese and $\frac{1}{2}$ gill of vinegar.

Source: Migrants Ships 1836-1850 by Ronald Parsons, Gould Books, Gumeracha. S.A. 1983 p.34.

All food was cooked in a common galley, frequently housed in a separate structure on deck, with the fireplace entirely enclosed in brickwork to reduce the danger of fire. The cook was nearly always assisted by a few migrants and in some ships a cooking party actually prepared the food under the guidance or supervision of the ship's cook. The prepared food then had to be taken below to the various messes where it was apportioned to the passengers. The migrant responsible for the collection and distribution of the food was elected and it was a very onerous task.



Blackwall, England.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

an observer bidding farewell to a ship leaving the dock.,

".....the deck was covered with emigrants, who were singing a charming hymn, in whose beautiful harmony all took part; spreading the music of their voices upon the calm, still air that wafted it around....As the distance between us increased, the anthem died away until it became inaudible. It was the finest chorus I ever heard,--performed in a theatre of unrivalled magnificence...."



Gravesend 1830's. Etching by William John Huggins.

General observations of life on board sailing ships.

Ships officers and fully paying passengers were accommodated in separate cabins at the stern of the ship. This area called the Poop deck or Quarter deck, a raised rear deck. All other passengers were below in steerage –

Women and children were provided with closets for ablutions with their own toiletries, - a wash was a sponge dipped into a wooden bucket of seawater. The women and children's water closet was also located between decks. A wooden seat with a hatch that lifted up to the swelling, roaring sea below, the chute discharged the matter straight down to the ocean.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Men were hosed down with sea water by the ship's pumps up on deck. Salt water over time often irritated the skin, which in turn could develop boils. Men's toilet was performed from the deck over the leeward side of the bow as did the sailors. Dependant upon weather conditions and during storms the male passengers would also use the steerage toilets when all were battened down below.

Lighting was provided by thickly glassed metal framed oil lamps which were hooked to the deck beams and swung in the motion of the sea swell. They gave off an odorous smell from the fumes.

In steerage, decking was built between the beams which provided space for berths on each side and the central aisle held a long trestle table the full length with fixed plank seating either side for mealtimes and other pursuits.

Ventilation in steerage was only by opening the entry hatches each day. During rough stormy seas when decks were awash the hatches were closed to prevent sea water rushing in and down below. The air in the steerage became fetid when all were confined for a few days and even on fine days with the hatches open it was barely tolerable.

Babies were born below in steerage and there was little privacy. Many would gravitate to the upper deck if able. Although a ship's surgeon sailed with the passenger ships, there was no separate ward to care for the ill.

All, including children could be witness to any burial at sea when a body was committed to the ocean.

Fresh drinking water was carried in barrels but over many days would become stagnant and was only made useable by adding some wine or vinegar.

Everyone was allocated an amount of alcohol which remained unspoilt and there were times when children were settled to sleep with a tippie of wine or spirits. This was the way of life back in Britain due to wine, spirits and beer being generally safer than the water in large cities."

LONDON, 27th - 29th August, 1836. for boarding. 'Coromandel' ship, then left St. Katherines Dock, at Thameside/ Left Blackwall, 1st September. Onward down Thames river to Gravesend, 4th Sept. To

Margate, where Pilot ship guides around Goodwind Sands & sails to

(freezing cold waters which conceal treacherous sands. 'The graveyard of ships').

Deal, Kent. Left Deal, wind change, back to Deal.

8th Sept. tacking between Dover (England) & Calais (France).

10th Sept. Off from Beachy Head, then winds towards Barfleur Point (France) & aft of Isle of Wight.

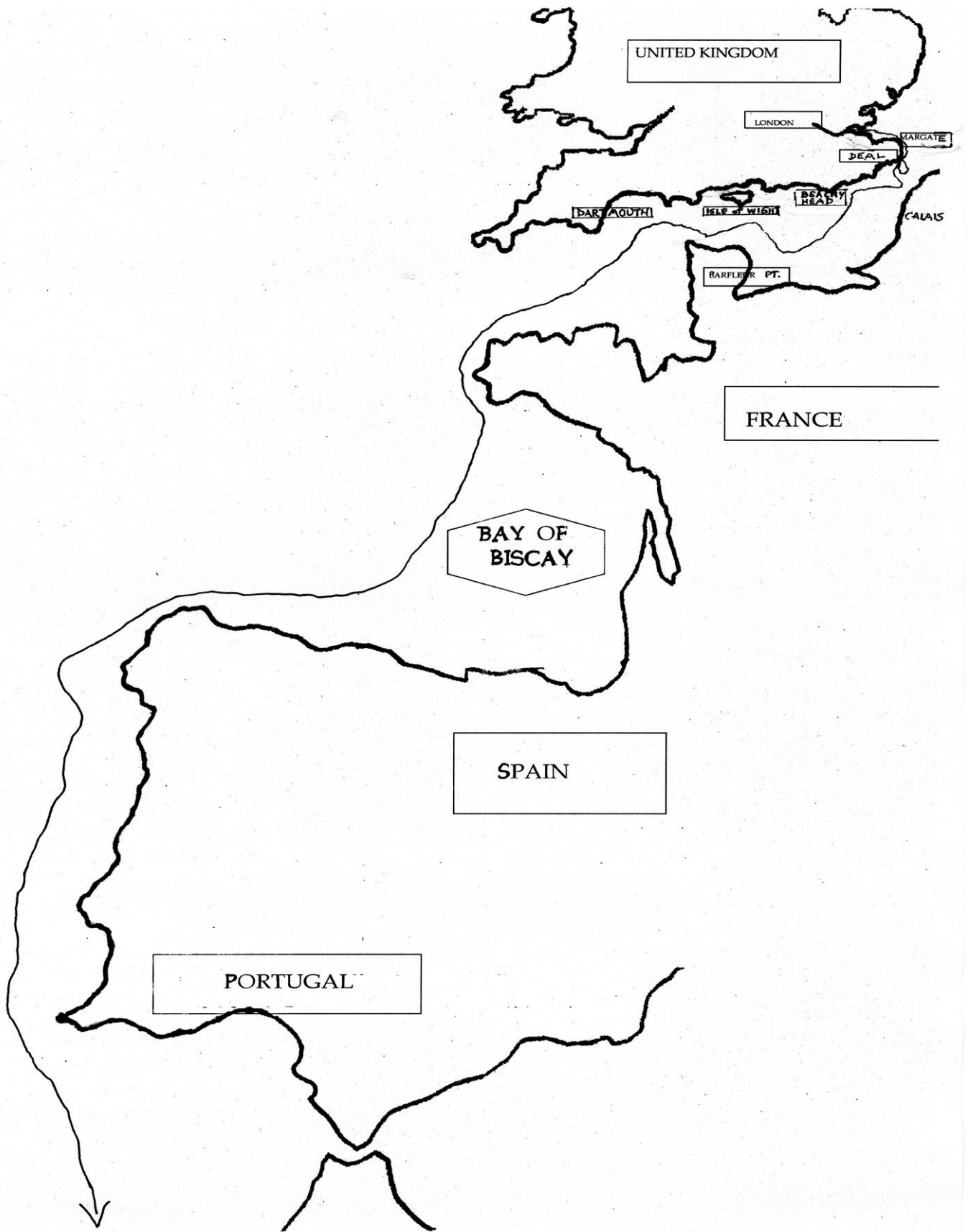
Wind blows ship back towards English coast line. Sight Dartmouth, then winds turns ship & finally away from United Kingdom.

'Coromandel' sails down past Bay of Biscay,

past the coast of Spain & Portugal.

Onwards towards the Canary Isles.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Extracts from Johannes Menge's diary and letters held at Mortlock Library, South Australian Archives, Adelaide. Written in 'old' German, translated roughly and made somewhat cohesive in English.

Source: Menge Papers Mortlock Library/Rep. of family, Bernard O'Neil, MA, MPHA. ©

"27th August 1836

I was invited 27th August to a feast on the 'Coromandel' in (St. Katherines Dock) on the Thames. We should sail next day but it blew (lasting a while) and keeping us (one night) at Blackwall and also (again) when we came to Graves End" not until the

"4th September 1836 we were under sail (from Graves End).....managed only Margate where winds were against us and also again on the 5th so the anchor held us firm. On the 6th with a Pilot we negotiated the 'Goodwin Sands' near Deal. On 7th we left there with NW wind through the Channel, saw the visible villages and greenery as we sailed away and into the evening. Along there the wind was more to the west so we had our first mountains (of sea), then we were once more with the North wind on the 8th and again drifted slowly. We could however do nothing further between Dover and Calais then by means of a changing wind floated by Beachy Head on the 10th. The North West wind drove us before Pt. deBarfleur near to Cherbourg in France. On the 11th were pushed back towards the Isle of Wight with a SW and alongside the English coast (we seemed to be) returning towards our starting point when we again turned and saw Dartmouth before us. The wind came from the North once again and finally drove us away from England. We sailed around the island Uschant (Ils.Ouessant offshore from Brest, Bretagne) on the 13th with good winds from coast to the 16th then we worked around the Bay of Biscay. Almost the entire personnel of emigrants were alternately seasick, however along the coast of Spain and Portugal we have quite soft eastern wind and up to present day is pleasant.(the passengers) lively & diverted & weather exceptional...although it is warm – each evening is a rustling, cool wind."

Source: Menge Papers Mortlock Library/Rep; Bernard O'Neil, MA, MPHA. ©.

The marriage documents placed in the Holy Trinity Church register. m.f. Reference Nancy Baldock Librarian of the Genealogical Society. S.A. Journal. 1999.

Coromandel, on the high seas, Sunday, September the 18th, 1836. Latitude 42° 16' N and Longitude 14° 20' W.

By virtue of my authority as Captain of the said ship, and at the request of
Bachelor and Spinster

Emigrants to South Australia on board the said ship. I do hereby authorize and empower

Thomas Young COTTER Esquire, Superintendent of the said Immigrants, for me, and in my place, and stead, and in my presence,

to officiate for me in the reading of the marriage Service of the Church of England

and to marry the said Parties according to the rules of the said church. William Chesser

In the presence of Almighty God we solemnly declare that there is no just cause of legal impediment why we should not be married to each other.

Declared before me, William Chesser, Captain of the above ship.

John Steer and Jane Ann Bryant

William Wiseman and Sarah Breach.

(signed)

(both parties seeking marriage.)

I, the undersigned William Chesser of the ship *Coromandel* do hereby certify that

Bachelor and Spinster,

both Emigrants on board the said ship for South Australia were with my permission and under the sanction of my authority and in my presence and with their mutual consent married

according to the rites of the Church aboard the said ship in the presence of the several parties thereto whose names are hereunder subscribed witness my hand on board the *Coromandel* the 18th day of September 1836.

William Chesser

In testimony of our consent witness our hands the day and year above written.

(signed)

(both parties)

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013. No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The above marriage was tied in the presence of the undersigned.

Emma Harrison Stephens
Edward Stephens
Johannes Menge

Charles Mann
Thos. Young Cotter
Jane Cotter.

Witnesses.

[Originally it was thought that the second female witness signature read Ann Cathery, so she was also added to the earlier passenger list. On sighting of the original papers, the signature is that of Jane Cotter, wife of Thomas Young Cotter. It was also incorrectly stated that Johannes Menge was a female, misread as Johanna. All of the witness's were cabin passenger]. Suzanne Hirst. 2013.

23rd September. Madeira & Teneriffe. 1836

"...many of the settlers seek to fill the days through music and dance by the evening moon – now they are suffering with nausea. The island groups the length of the west coast of Africa show attributes of volcanic origin. From the Azores, Canary, Cape Verde to the Ascension Island". Source: Menge Papers Mortlock Library/ Rep; Bernard O'Neil, MA, MPHA. ©

Observations noted from another journey to South Australia.

"hatches were open every day when possible, that the bedding was aired, the accommodation below deck was kept as clean as possible and that everyone would be encouraged to take a walk on deck each day unless the weather was too rough".

Johannes Menge letter to his sons & friends.....

[three weeks at sea] ... "for me this trip is certainly a great pleasure, as it is for most of my companions, because I have had no seasickness; although in the last four days many have found it good to play music and dance in the evening moonlight to get rid of their nauseousness. You have seen our ark and know its cells; I was in error when I told you there would be seventy couples. In meeting them I have already come across three dozen infants, as well as several unmarried men and women, of which last Sunday our surgeon, joined two pairs in marriage, reading the English marriage vows. I witnessed it with my signature. Nevertheless we have all sorts of people on board; when I need some religion there are several religious families amongst us, who praise their God and Saviour, loving and praising through song and prayer; I also sing with them every evening, and on 'the Coromandel' I am becoming well acquainted with the English religious melodies as I did in London because they are sung in full four-voice harmony." ".....l'Anglaise and I have it so easy, because at night nothing is stolen from my pockets and because for the first time I can travel without worrying".

Elly Wild's ©1988 'William Slade Simons and the Ship Inn'. quotes from Johannes Menge's letters -

"24th September pass Canary Island."

"30th September, 1836. I see the alteration of climate for the people is (difficult) to accommodate. Almost our entire female sex are sick and several males. It is remarkable to me that there is sunstroke now as well as seasickness. Hopefully the dancing in the evening will stop because some ladies have already fainted forcing the music to stop...."

"5th October. 1836. A ship appears going to England – our Captain sent our letters and mail over."

"8th October, 1836. Windstille – light wind does not direct our ship to the Gold Coast – off from Africa it blows. We have lost our Tradewinds. – Hot weather".

"10th October, 1836. We are driven now from Africa towards America with South wind and have not connected with the Equator. Frequent rain accompanies us. The ship is covered with long clouds and the wind blows".

(re-phrased)..... "on the worst day was the 3rd October when we sailed only 15 miles in 24 hours.

(related in a later letter: "Our best trip in one day was on the 31st October when we sailed 202 miles in 24 hours"))

Source: Menge Papers Mortlock Library/ Rep; Bernard O'Neil, MA, MPHA. ©

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

past Spain & Portugal, past the Canary Isles, Cape Verde, down past Africa, the Gold Coast (Ghana), past Ascension Isles & on to Cape Town.

Other observations noted from other journeys to South Australia.

"flying fish which threw themselves onto deck or were caught in the rigging, dolphins, sharks, Cape pigeons, petrels and Albatross with up to 10 feet wing span".

"Everything on board, including boxes were cleated to the deck to prevent them sliding during rough weather. Everything must be made a fixture as a vessel could alternate [lowering and uppering] every minute when the vessel was rolling. Creaking of the rigging, boxes of crockery smashing their contents within, sailors heave-hoeing with the rigging and the rattling of chains amongst people, including sailors, being violently sick".

"Large hatches were open day and night making it perishing cold at times on the journey, the hatches need to be closed when rain was imminent or wild high seas were threatening. This make below decks insufferable"

*"washing on deck was by means of a tub filled with water, it was a quick plunge in as the queue of men waiting in line was long"....
"the men followed the sailors way of dropping their trousers and hanging out over the rail for toilet....the women and children had use of a water closet below, some small privacy maintained, but the lifted lid exposed the heaving sea below....."*

".....soap was still a luxury for most, and even if taken on board a ship would be quickly attacked by the ever present rat; most people managed to wash with a salt water sponge for the duration of the voyage. For many, at first, this resulted in an outburst of irritating boils, not helped by the change in the diet and they suffered much discomfort. Some ships managed a makeshift shower for the women, by the method of a bucket tipping water through the top of a barrel which was minus its top and bottom over which canvas was draped around, forming a private shell. For the men and children, on warmer days, it was a case of turning the fire hoses upon them, the pumps being manned by a roster from among the male migrants. This was fine when travelling through the tropics but washing down on the decks during days of chilling winds was joyless and a quick sponge down was probably the choice.

Source. Migrant Ships 1836-1850 by Ronald Parsons, 1983. Gould Books, Gumeracha. S.A. p.34

'Coromandel journey continued'....

"11th November, 1836. We are not yet at the Cape and our trip is long through the quiet weather. Many sick and a small child has died. Men with bait and fish hooks have caught four dolphin, a shark, and three albatross, one with a 10 foot long wing span. Since passing the line we no longer complain of the warmth now the night is even cool".

Source: Menge Papers Mortlock Library/ Rep:Bernard O'Neil,MA, MPHA.©

"17th November 1836 will bring us to the Cape of Good Hope.... Until now the dancing has been continuous almost every day but is becoming weaker because many women are sick. Now 2 small children have died....."

"19th November...went through the bay at noon and dropped anchor by 2 o'clock before Cape Town & Table mountain.

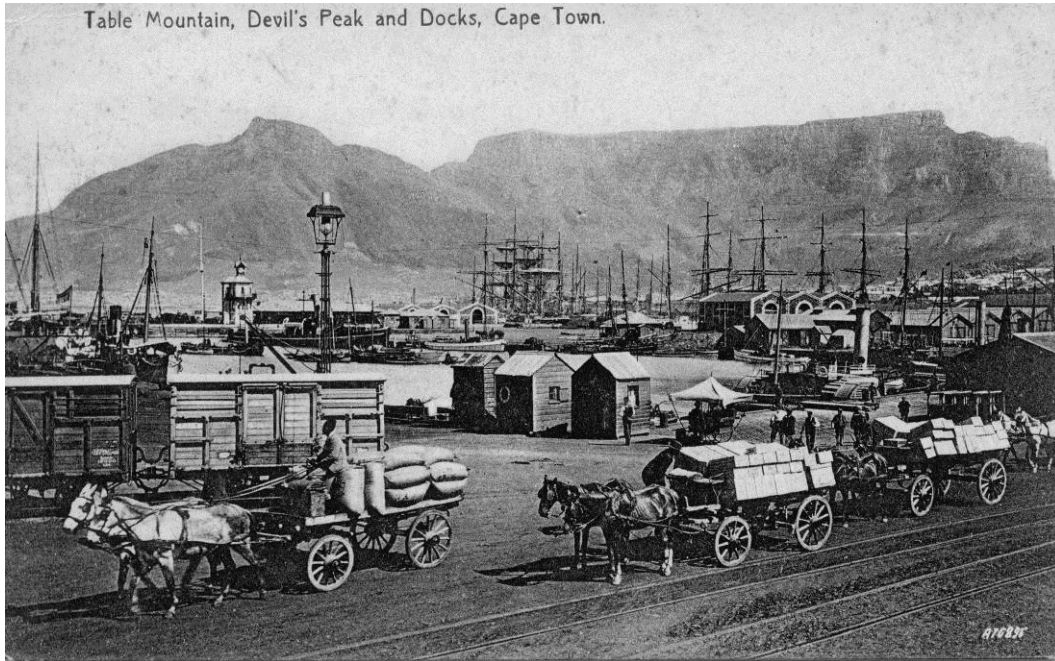
Source: Menge Papers Mortlock Library/ Rep:Bernard O'Neil,MA, MPHA.©

Captain Chesser defied his shipping instructions by staying in Cape Town longer for the good of the passengers, some who were suffering with very poor health. He had no-one of authority to grant him permission to delay but had been expecting the H.M.S. Buffalo with Governor Hindmarsh to have called in at Cape Town en route with Orders, but instead the appointed Governor, John Hindmarsh took his ship via Rio de Janeiro where he bought a couple of riding mules for use in South Australia. When the 'Coromandel' called in at Cape Town she had on board some seriously ill passengers weakened from unpalatable and inadequate rations, so Captain Chesser made the decision to drop anchor and remain there until his patients were much improved.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Observations noted from another traveller on a different journey.

"Table Bay Cape Town – spectacular backdrop in near distance mountain range dominated by flat top of Table mountain.

The harbour provided poor protection from strong winds. (the safer harbour is around the bluff at Simon's Town).

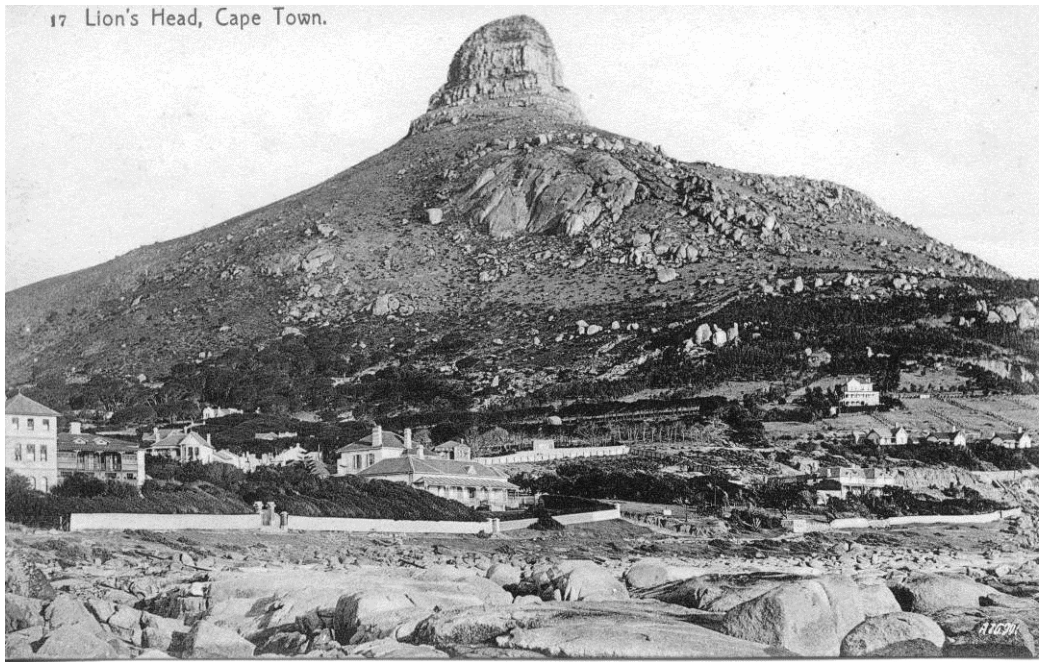
Streets of town laid out in regular fashion with buildings, gardens, castle and fort.

Water casks filled with clean water. Victualled with flour, corn, grain, salt beef...." *Memoirs of Thomas Frost, 1825-1910*

Edited by Geoffrey H. Manning. Publ. 1985...

Johannes Menge was not so very impressed with Cape Town upon his arrival. He spoke of the dusty road from the ship into a dirty town. He found most faces were dour with no warmth of greeting, but he did have introductions to some English gentlemen who made him welcome and bid him stay with them in the town. He climbed the Table Mountain taking Sander, his miner with him and they extracted rocks and specimens for scientific reference and study. Johannes Menge, a very observant scholar, who recorded in details every aspect of life all about him.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

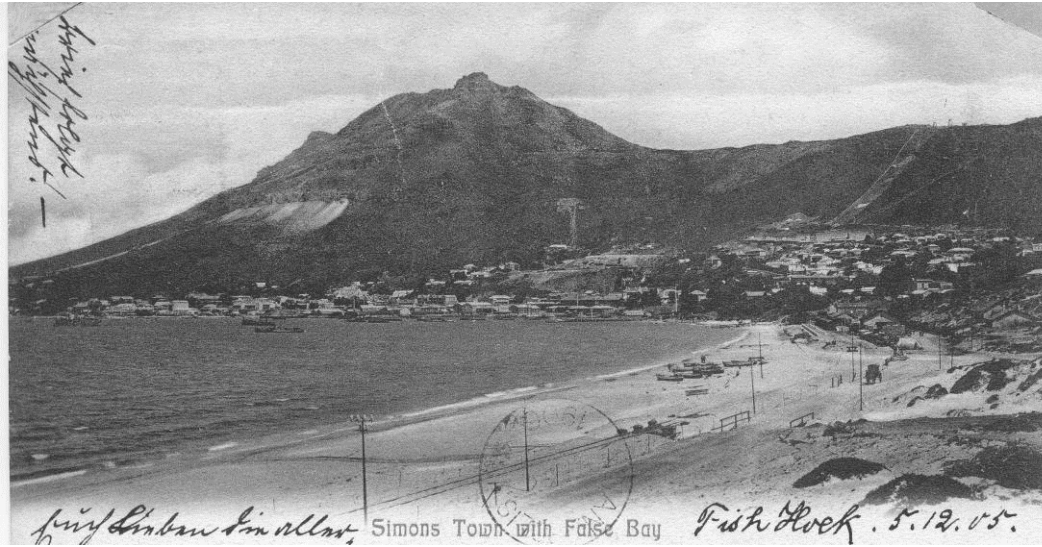


Cape Town was a thriving town with the beautiful flat topped and broad Table Mountain overwhelming with its presence in the background. The quayside was a bustle where many tall ships restocked with stores and replenished their water tanks whilst the passengers had time to walk and exercise their sea legs on land. With pleasure they would visit the marketplace where they could purchase almonds, grapes, apricots, peaches and taste unknown fruits and vegetables which were for sale. There they were delighted to enjoy and refresh their eyes with the beauty of the rainbow-hued flowers including the Putterlickia or pink nutbush, the ericas, protea and the unusual Tambookie thorn. Some passengers brightened up their ship quarters with bundles of Paris, Kingfisher and Brighteyes daisies & sweetened the sour air with the fragrant yellow Gnidia flower. They all purchased what seeds and bulbs they could afford to add to their stock, in the hope that they could successfully grow such vegetables, fruit and flower plants when they arrived at their final destination.

The 'Coromandel' had arrived in springtime. The strawberries were ripe, the skies blue, with gentle wind and warm weather. Whilst the ship re-victualled with fresh meat, vegetables and water the passengers could walk the dirt track from the harbour and into town at their leisure and listened to the various African tribal languages and the Dutch Boer voices ringing about their ears. Charles Mann, carried instructions from the Commissioners in England. This was to pick up a forward ordered supply of bullocks and cows on account of Messrs. Borradaile for the colony, but the orders stated that the freight for transport onwards from Cape Town to South Australia must be one-third less than from England. Charles Mann discovered that the freight charge would in fact be three times more and this placed him in an awkward position. He decided he should make an affirmative decision for the benefit of the Colony in spite of the loaded cost. As Governor John Hindmarsh had not arrived in Cape Town as expected no available authority representing the Commission was there for consultation. Charles Mann turned to & discussed the situation over with fellow passenger James Chambers. They decided to charter the small ship the 'Mary and Jane' to bring a stock of bullocks to provide colonists with fresh meat & James Chambers also purchased a pair of oxen for his own use which he added to the cargo.

Refer back to page20: Colonization Commission Accounts: April 5th, 1837.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Simons Town just around the other side of Table Mountain & Cape Town. South Africa.

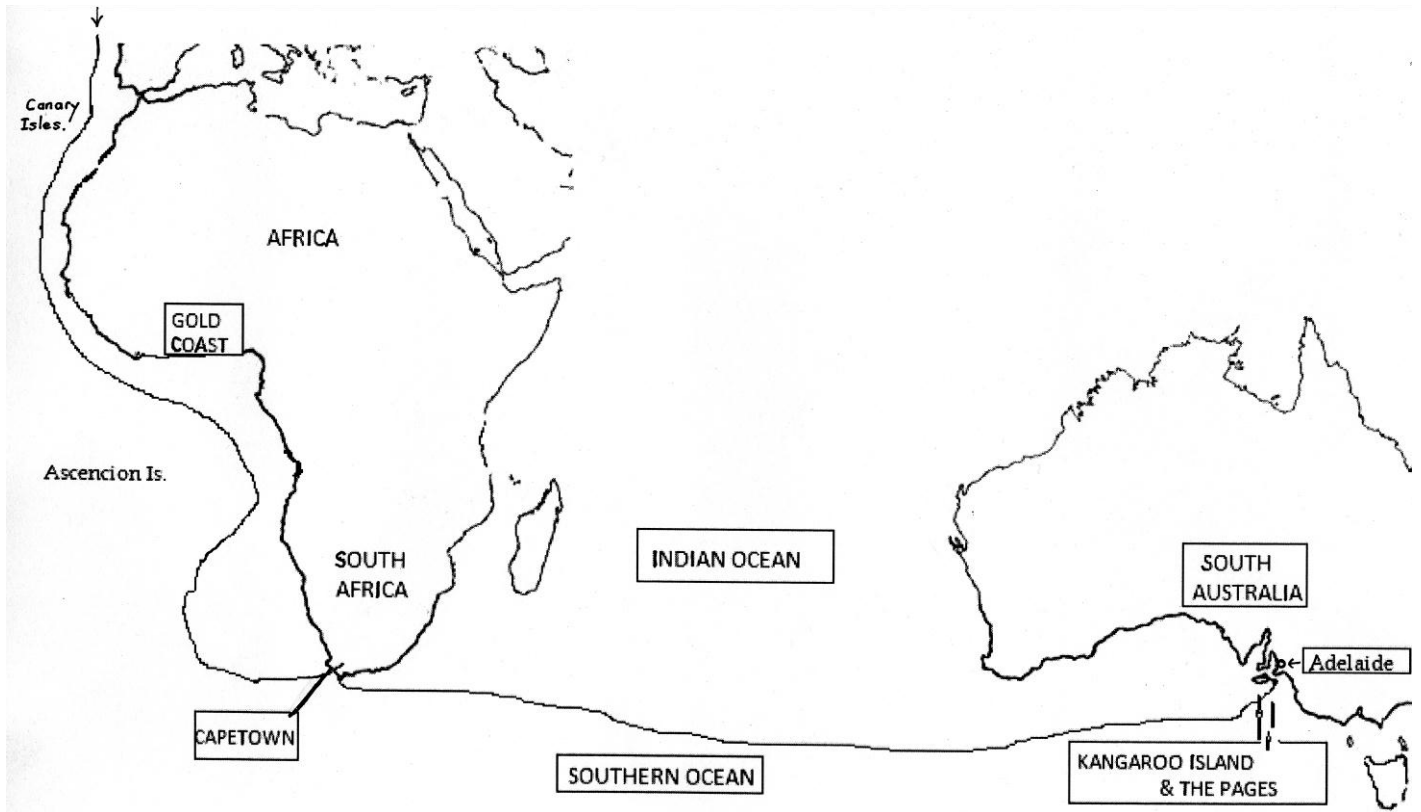
The 'Coromandel' stayed at the Cape for 9 days as up to 70 passengers were ill and needed to restore their health with fresh food, clean water and other provisions.

The ship took on fresh water, fruit and vegetables. The Cape of Good Hope provided supplies of raisins and other dried fruit - apples, pears, apricots plus fresh melons and grapes.

'Sir Benjamin of Durban, South Africa invited all passengers from the 'Coromandel' to visit Government House. Invitation was declined by Captain Chesser as a need to hurry on with their journey'.

Source: J.C. White Memoirs, by Rev. James Udy, 1987.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



'Coromandel' left the Cape of Good Hope on November 28th, 1836. see End Note re Capt. Chesser called before UK. Colonial Commission.

DECEMBER 1836. We travelled the whole way with western winds & sails hoist over the Southern Ocean with music and dance. I with joy, will never forget the drama on the night of the 12th December. Towards dusk the sky, accompanied by a strong north wind became overcast and the clouds became thicker, so that soon after it was pitchdark whereby light'ning began and the wind became stronger, the sea became frothy and it phosphoresced like fire..... ---...the flashes increased & we were from above & below surrounded by the fire. I pitied the people who crawled away and hidden themselves in their cells and who lost this dramatic play". Source: Johannes Menge Papers Mortlock Library/Rep.B. O'Neil,MA,MPHA..©

Private letters. The S.A. Company Manager , Mr. Samuel Stephens. (situated on Kangaroo Island.) Extract only;

Kingscote December 23rd, 1836

to G. F. Angas, London.

(page 2).....The following are advised but not arrived.....'Buffalo', 'William Hutt', 'Coromandel', and Company's whaler, 'Sarah & Elizabeth'.

The "Buffalo" carrying a piano, mule, the appointed Governor John Hindmarsh, family and others did not sail to Cape Town as had been expected. He ordered his vessel to sail across the Atlantic ocean from the African coast to Rio De Janeiro for fresh supplies then direct, by-passing Cape Town to destination Port Lincoln, South Australia, where he expected the surveyors to settle on that place for the site of the new city. Colonel William Light intercepted the ship & directed it to turn and sail

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

across to Holdfast Bay, Glenelg in the Gulph St. Vincent. The Proclamation of the City of Adelaide was declared on December 28th,1836, Glenelg, South Australia.

Colonel William Light, First Surveyor-General fixed the site of Adelaide on December 29th, 1836.

on board the ship 'Coromandel' 1837.

"....on the 9th January we're already near Australia".

"10th January we are passing the Pages" (islands),

"11th January dropped anchor overnight outside Nepean Bay before the rolling low hills.

"12th January we struck the anchor in Nepean Bay, Kangaroo Island & came to safe berth at the landing place".

Source: Johannes Menge Papers Mortlock Library/Rep.B. O'Neil,MA,MPHA.©

Johannes Menges and his four quarrymen were to disembark on Kangaroo Island for some exploration for the Company.

"14th January I had erected my tent on the west of Kangaroo Island....already visited by flies, fleas & insects of all type. I find it very warm but already on my second day of landing a thunderstorm and rain. A storm wind blew in out of the west, by what means (I do not know) the entire country thick with trees and bush gradually were set on fire".

Source: Menge Papers Mortlock Library/ Rep:Bernard O'Neil,MA, MPHA.©

(I will now copy out some further extracts. If the information does not always agree, that is because the sources tend to alter the facts occasionally as people often do with their perspective or memory. All information was gleaned from witness extracts, diaries and on the spot references when found. Suzanne Hirst.)

On the 10th January 1837 the 'Coromandel' rounded The Pages near to Kangaroo Island and came towards Nepean Bay. On the eve of January 11th it was expedient to drop anchor until morning. Then they sailed into Nepean Bay at Kangaroo Island and finally anchored and held firm on January 12th 1837.

1837 Extracts from George Stevenson's journal. (Offshore from Kangaroo Island on the boat 'Cygnet'). [He is referring to Kangaroo Island in the following].

"Tuesday, January 10th, Concluded our inquiry today. (reference to the poor behaviour of Mr. S. Stephens the appointed manager of S.A. company, towards the staff assigned to him). A sad business altogether. But in the Petty Sessions we afterwards held the disclosure of the causes of the differences between the Company's servants and the Manager were a thousand time more afflicting. A system of reckless disregard of everything like even the outward observance of religion prevailed for months. The most absurd regulations were made by the Manager with regard to the wages of the servants being paid in paper, and, in the event of their refusal to take their wages in it, orders were issued that none at all should be paid them. One man whose wages were 16s. had 10s. a week stopped and Stephens complains because he was dissatisfied."

"Wednesday, January 11th.- We were ready to start this morning, but the wind did not permit. I purchased a few articles from the Company's store, among other things a pair of wheels and axle-tree, and would have had more, but, as Mr. Stephens seemed to think he was doing us a favour to sell at all, we declined going further. I

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

drew 50 pound on Sir. James Malcolm's order transferred to me in notes of the Company, and shall get the governor to declare them the lawful tender in the colony. *A ship is in sight.* In some alarm at her position, as she does not seem aware of the reef. She wisely came to anchor however, and Mr. Mann, Mr. Mingay (Menge) and the Doctor (Cotter), came on board (the Cygnet). I am delighted to hear from them that Mr, Edward Stephens has come to Kingscote. He has met with but a cool reception from his brother - no wonder! I have shown Mann the Commissions and inquiry, and he intends to communicate with Mr. E. Stephens frankly on the subject. So much the better."

Source:Extracts from George Stevenson's journal @Sth.Aus. Archives.

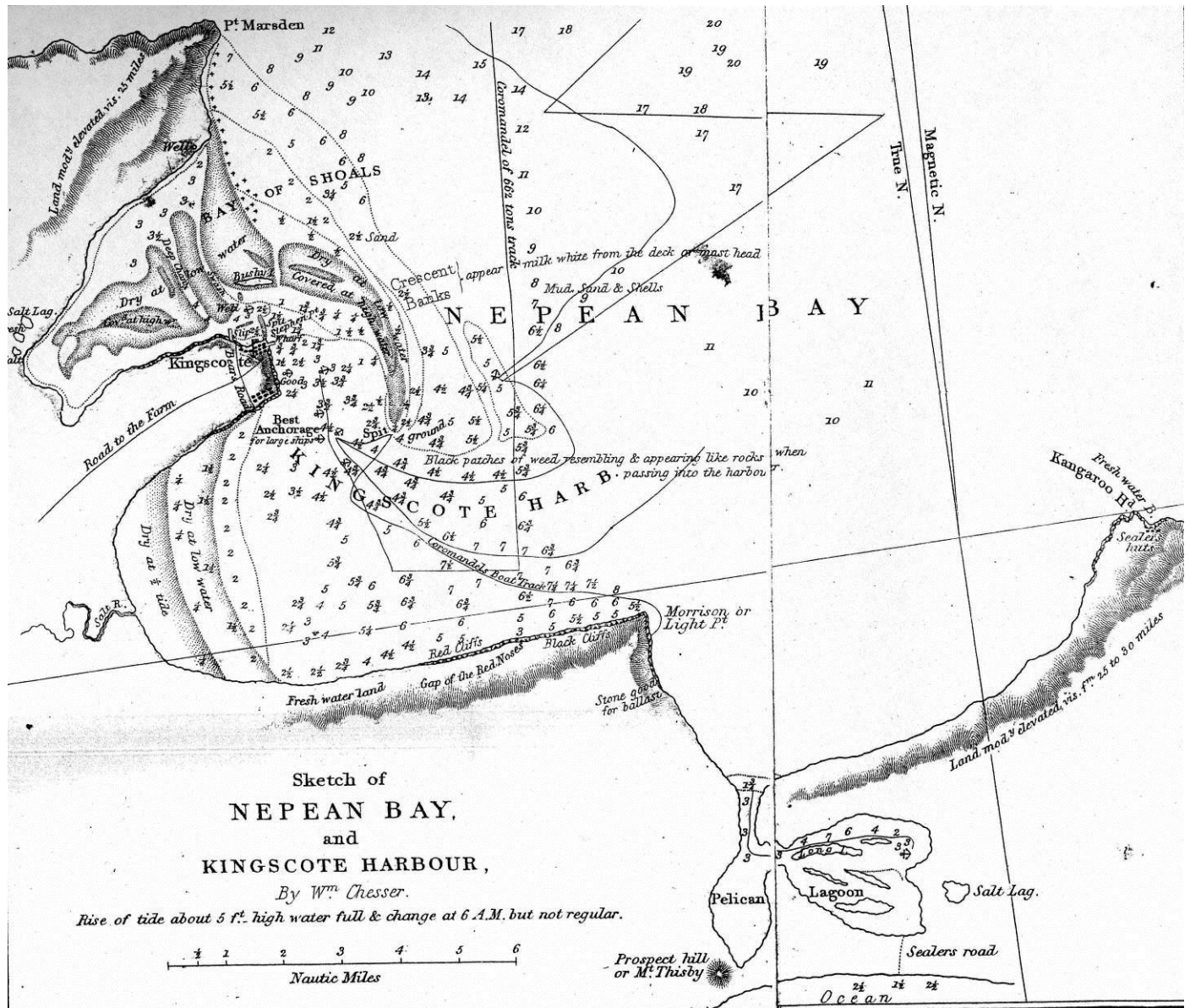
The ship 'Coromandel' was carrying stores for the Head quarters of the South Australian Company, which had been established on the island on the instructions of the Company Head Office located in London. They discharged their goods to the store which was under the control of the appointed Manager, Mr. Samuel Stephens. Among the passengers on board the 'Coromandel' was Mr. Samuel Stephens' brother Edward Stephens the South Australian bank manager for the new colony. Also on board the 'Coromandel' was the South Australian Company's appointed Geologist, Johannes Menges with four German miners, assigned to him as his labourers. They disembarked on Kangaroo Island to work for the Company in the search for minerals and water. Mr. Boots and his wife with at least two others also landed there but the rest of the passengers stayed on board with Captain Chesser. Captain Chesser had been informed that the earlier ships had sailed onwards, across Backstairs Passage up the coast of the mainland to a spot designated by Colonel William Light as being a more likely location suitable for habitation & near to fresh water.

Houses of Parliament, Select Committee of South Australia. Session 1841 South Australia Appendix. **MAP** included;

"Sketch of Nepean Bay and Kingscote Harbour by Captain Wm. Chesser".....Published London, June 5th 1838 by John Arrowsmith, Essex Street, Strand.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Rise of tide about 5ft high water full & change at 6 a.m. but not regular.



Capt. William Chesser of the 'Coromandel' whilst delayed at Kangaroo Island due to unloading stores for the Company Headquarters Store & disembarking some passengers, in January, took out a rowing boat with his skilled sailors and commenced to take depth soundings within the Nepean Bay. Capt. Chesser drew up this map, which not only gave anchorage depths & the passage of the 'Coromandel', but also detailed the recognised land locations and given names. 'Marsden., Well., Salt River., Salt Lagoon., Bay of Shoals., Crescent Banks., Road to farm., Kingscote village., Bears (sic) Road., Stephen Point., Wharf and Slip., The Flagstaff., Red Cliff., Gap of the Red Noses., Black Cliffs., Morrison or Light Point., Pelican Lagoon., Sealers Road., Kangaroo Head., Sealer's huts., and (as written) Prospect Hill or Mt. Thisby and Best Anchorage. He marked depth soundings and noted in great detail his readings, - he observed sand areas of exposure due to tidal movement, he registered weed patches, ballast possibilities and fresh water.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Bay of Shoals.

"Thursday, January 12 - A fair wind. Went on board the 'Coromandel' and took off the dispatches. No letter from Mr. Angas, but Mr. E. Stephens explained that he had been ill and was prohibited from writing. Heaven preserve him for all of our sakes.

Saw Mr. E. Stephens, who said he was most anxious to consult me on the subject of his brother and the Company's affairs in general, and would come up in the 'Coromandel' for that purpose."

Source: Extracts from George Stevenson's journal @5th.Aus. Archives.

Source: The State Record Office, Netley. Colonization Commissioners Minute Book. May 11th 1835 to July 3rd 1840.

Extract from Advocate-General **Charles Mann's** letter which he wrote to Robert Gouger, Colonial Secretary. Glenelg
"Sir, In reply to your letter of the 27th ult. I have to state that the 'Coromandel' arrived in Nepean Bay on January 10th and on the following morning, Capt. Wright of the Company's cutter 'William', with a boat's crew, came on board: that Capt. Wright was invited into the cuddy, where I followed him. He then abruptly stated to Capt. Chesser that the worst spot in the colony had been fixed on for the site of the capital; that the country was a barren waste, without a tree or shrub; that Holdfast Bay was an open roadstead exposed to all the prevailing winds; that the communication with the shore was uncertain; that the cargo had to be discharged on an open beach, and required to be carried half a mile from the boats to high-water mark; that the boats were sure to be broken to pieces on the beach or washed high and dry, where, from the uncertainty of the tides, they would probably remain 10 or 12 days before they could be got off again: that the harbor was still worse - it was merely a mangrove swamp - and that the Tam o'Shanter, the only ship which had attempted to enter it had been wrecked.

The impression made upon Capt. Chesser's mind by this statement may be easily conceived. He considered his ship sacrificed and almost determined on discharging in Nepean Bay. While Capt. Chesser was engaged in the cabin his boat's crew were not idle among the emigrants on deck. What statements they made I am unable to say, but whatever they were, they were sufficient to crush their spirits which up to that moment were raised to the highest pitch by the prosperous termination of a long voyage and the beautiful scenery around them.

They flocked round me on my appearance on deck, asking, "What would become of us?" "What should we do?" "For we have all been taken from our comfortable homes in England and sent with our wives and children to a barren wilderness to starve"

"Charles Mann addressed the emigrants on the deck and largely succeeded in restoring confidence".

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

(The 'Cygnet' with Mr. George Stevenson on board then returned from Kangaroo Island to the mainland, at Glenelg Beach and the 'Coromandel' stayed at Kingscote anchored in Nepean Bay).

The diary continues with Mr. Stevenson on the 'Cygnet' which he is probably using as his office and perhaps, accommodation.

"Friday, January 13- At anchor once more in Holdfast Bay. Found all well and glad to see us again.....The Governor on one side and Fisher and Light on the other are beginning their disputes about the site of the town and Surveying Department in general."

Note from Governor John Hindmarsh possibly to staff on shore.

Source: State Records Netley. State Papers GRG24/1836-1837.

"Buffalo.(ship) Friday morn.

My Dear Sir, Cygnet left Coromandel at Nepean Bay. She comes on in 2 days. She called at the Cape. 'Wlm Hutt' was to follow her immediately with 70 sheep, another ship has been chartered by Borrowdaile for cattle and sheep. Mrs H.(Hindmarsh) had made arrangements for coming ashore this morning to see Mrs. Gouger, but she is too poor a fashion to venture in such a breeze. I hope to see you in the afternoon, Yours Truly, J.H."

On Sunday 15th January, a "typhoon" struck. A heavy sea persisted with driving rain and lightning all around.

15th January on board the 'Coromandel' in Nepean Bay ready to set sail.

The sea was churning, a storm raged for two hours and then subsided but a heavy sea persisted with driving rain and lightning all around. Monday, it dawned with still a heavy rolling sea.



from Kangaroo Island looking towards Backstairs Passage.

(Mr. George Stevenson noted on board the 'Cygnet' now returned to Holdfast Bay, Glenelg Beach.)

"Monday, January 16th - A heavy sea, which cuts off all communication with the shore. The Governor talks of unloading the (Coromandel) ship here. This would be well, but difficult. Yet how some definite determination is to be arrived at I cannot tell. Adelaide at seven miles from the harbour will never do. The harbour, it is said has not fresh water, although, until it is explored {it is not yet half known} that fact cannot be ascertained. We have ascertained that Rapid Valley, Glenelg, and the head of Port Lincoln are the only places in the whole extent of coast that have yet been explored. There is a river navigable for some thirty miles from the sea at Point Drummond. Boston Bay is said to be an admirable harbour with plenty of fresh water and excellent ground. Neither of these places has ever been seen by our Surveyor-General. (William Light) We know nothing more of the Murray or Lake Alexandrina here than we knew of them in England. Verily the surveyors are labouring vigorously in their vocation, but what will be said of all this scandalous trifling at home, puzzles me exceedingly....."

Source: Extracts from George Stevenson's journal © Sth.Aus. Archives.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The ship, 'Coromandel' and forwarding passengers anchored at Kangaroo Island, yet again, were to be further delayed due to the severe, summer storm but finally, on Tuesday, they were able to set sail up Backstairs Passage and across to the mainland.

The following are Known Passenger names found and located from various records by Suzanne Hirst & Ross Watts. Additional names later sourced and added by Bill Othams, Beverly Ovenden, Elly Wild, Bernard O'Neil, MA, MBHA., Alexandra Kelly, Barry Leadbeater, Brian Stace & many others.

Material extracted from various sources including the Mortlock Library, Adelaide., Angas Papers et al. PRG147/13p.350., State Library of S.A., S.A. StateRecords, Netley., Royal Geographical Society., the Pioneer Association of South Australia and the Genealogical Society of South Australia and Family records.

Some listed here may not have sailed. Probable also there are spelling errors or duplication. The names I noted originally are entered in upright Capitals., c.1989.. additional names are italic. These names have been located throughout various searches & also input from others. Not all entries can be proven. S.McD.H.

The 'Coromandel'. Commander. Captain William Chesser.
 Chief Mate. Mr. Edward French.
 Second Mate. Mr. Adams.

Additional Notes ref.passengers.

BARNES	WILLIAM AUSTIN, 23yrs	carpenter,builder	Died May 1890, Hindmarsh. (Adelaide).
<i>Barnes</i>	<i>Catherine (née Brennan) 26yrs</i>	<i>and child Teena. 8mths.</i>	
BLACK	JAMES 20yrs.	labourer	
<i>Black</i>	<i>Caroline (née Whistle) 20yrs</i>	<i>wife of James Black</i>	
BLACK	THOMAS 24yrs.	labourer	
BLACK	WILLIAM <i>Edwin</i> , 22yrs	labourer, <i>tailor</i>	
<i>Black</i>	<i>Mary Ann (née Bird) 26yrs.</i>	<i>and daughter, 22mths</i>	
BOOTS	JOHN, 26yrs	labourer, <i>sawyer</i>	With wife disembarked on Kangaroo Island.
<i>Boots</i>	<i>Charlotte (née Catt), 24yrs</i>	<i>wife of John Boots</i>	
BOTTING	ROBERT, 20yrs	carpenter	
BREACH	SARAH		<i>married on journey to William Wiseman.</i>
BROWN	WILLIAM VOULES	labourer & <i>shopkeeper</i>	Died 1893, Adelaide.
<i>Brown</i>	<i>Harriet (née Perkins) 24yrs</i>	<i>and child William Voules, 16mths.</i>	
BRYANT	JANE ANN		<i>married on journey to John Steer.</i>
BURGESS	EDWARD 23yrs	agricultural labourer	
<i>Burgess</i>	<i>Susannah, 26yrs</i>	<i>wife of Edward Burgess.</i>	
CHAMBERS	JAMES, 24yrs.	agricultural labourer	Died August 1862, North Adelaide.
CLAY	JOHN (25yrs)	carpenter, <i>painter</i>	Died age 81yrs, 1905, Auburn. Sth.Aust.
<i>Clay</i>	<i>Mary, 27yrs</i>	<i>and two sons</i>	
CLEGGETT	CHARLES	shoemaker	(on George Fife Angas original list).
COTTER	THOMAS YOUNG	doctor	
<i>Cotter</i>	<i>Jane (née Nicholson)</i>	<i>and son, Thomas Charles Cotter.</i>	
CROZIER	JOHN	<i>steerage passenger</i>	<i>*see Passenger&Crew entries.</i>
DRISCOLL	JOHN	(Surveyor !) <i>steerage passenger</i>	Died c.1907 Nth Adel.
DUKE	THOMAS CLAY		Died age 83yrs, Penwortham, 1914.
DUNN(e)	EDWARD	farmer	
<i>Dunn(e)</i>	<i>Margaret, 22yrs</i>	<i>wife of Edward Dunn(e).</i>	
DUTHY	GEORGE, 18yrs	Apprentice to Dr.Cotter.	Embarkation No.317 Married twice, Sth. Aust.
ELLIS	WILLIAM WREN	bricklayer	Died Feb. 1892. Bowden. (Adelaide).
<i>Ellis</i>	<i>Jane (née Rison)</i>	<i>wife of William Ellis</i>	
GAMBLE	WILLIAM	<i>m: Adel. 1862, Susanna Stein.</i>	William Gamble Died, Blackwood, age 75yrs. 1903.
GAHAGAN	BENJAMIN, 21yrs	Boot-closer, shoemaker	<i>spelling variants Gahagin, Gahan, Geohagan</i>
<i>Gahagan</i>	<i>Louisa (née Billion), 19yrs</i>	<i>and child (a son).</i>	
<i>Gahagan</i>	<i>Louisa Catherine</i>	<i>this child born c.1836 d.1837</i>	<i>* no death entry. This may be child buried off ship journey</i>
GOODALL	WILLIAM 25yrs	shepherd, <i>mason</i>	
<i>Goodall</i>	<i>.....age 24yrs,</i>	<i>wife of William Goodall</i>	
HAIR	THOMAS	oil and colour grinder	
HARRISON	JOHN, 26yrs	wheelwright	<i>*see further entry end of list.</i>
<i>Harrison</i>	<i>Elizabeth Mary (née Foulkes) 24yrs</i>	<i>wife of John Harrison with daughter, Elizabeth Mary Harrison.</i>	
HAYFORD	JAMES, 26yrs.	lathmaker & <i>hoop binder</i>	

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Hayford	Mary Ann, (née Fortune), 21yrs.	wife of James Hayford & child, Sarah age 2 yrs.	
HAYMAN	HENRY		steerage passenger Died, age 64yrs, Echunga, 1877.
Hayman	Eliza	wife of Henry Hayman	
HENDERSON	THOMAS 36yrs	labourer (gardener)	
Henderson	Janet, (née Allan), 37yrs	wife of Thomas Henderson.	
Henderson	Thomas, 16yrs	son, listed as gardener	
Henderson	Agnes, 15yrs,	daughter, domestic servant	
HILLMAN	JOHN, 22yrs.	labourer.	
Hillman	Anne (née Jeffries) 21yrs.	wife of John Hillman.	
HOARE	THOMAS	-	(a Thomas William Hoare d: age 35yrs, in 1848, Adelaide.)
HOBBS	FREDERICK 22yrs.	navigator	Fred Hobbs died age 66yrs Adelaide, Feb. 1883
Hobbs	Elizabeth Hannah[Ann] (née Lucas) 21yrs.	Wife of Frederick Hobbs.	
HOBSON	ROBERT		steerage passenger
HOLLYER	WILLIAM, 23yrs	stationer	(this name may have been Holloway)
Hollyer	wife age 26yrs.	wife of William Hollyer.	
HOPSON	BENJAMIN 26yrs.	farm servant	only note of Benjamin <u>Hobson</u> in BDM entries. d:1872.
Hopson	Mary 26yrs (née Donovan)	wife of Benjamin Hobson	
HORSELL	ROBERT JOHN, 25yrs	labourer	died Reg. 16 th August, 1900 visiting Melbourne, Vic.
Horsell	Sarah (née Billette), 24yrs.	and child, Robert James Horsell, 15 months.	
HOWELL	ROBERT	a Robert Howell died age 54yrs., Alberton, 1874.	steerage passenger
(Howell	Mary	possibly sailed with husband Robert Howell. (Not confirmed.)	
HYDE	MARGARET, 18yrs	housemaid	
HYDE	WILLIAM	sawyer	
Hyde	Bridget (née Hayes), 22yrs	wife of William Hyde, and son, 6 months.	
ISAACS	LEWIS	plasterer & bricklayer	
Isaacs	wife of Lewis Isaacs	and four children.	
Isaacs	Caroline	daughter of Lewis Isaacs.	
KIDNER	Mrs. SAMUEL	noted in newspaper account only	this entry in S.A. paper of a later date. see p48.
LEVY	HENRY, 20yrs	butcher	a Henry Levy died 1877, Palmerston. Northern Territory.
Levy	..... 18yrs,	wife of Henry Levy	
LEWIS	JAMES, 24yrs.	gardener	
Lewis	Eliza Margaret Hutton (née Bristow), 26yrs.	wife of James Lewis.	
MACKIE	S.		steerage passenger
MALPAS	Miss Elizabeth, 18yrs,	sempstress/teacher	sister of William Malpas.
MALPAS	MATTHEW	machinist	steerage passenger This may be an error or duplicate by G.F. Angas.
MALPAS	WILLIAM, 22yrs.	machinist	Assistant to S.A. Bank Manager. d: 1899
MANN	CHARLES, 38yrs.	solicitor/appointed Advocate General.	m: Ann Malpas. Charles Mann died May 1860 (Adelaide).
MANTON	ELIZABETH	servant	
MANTON	GEORGE Hutchins Toon, 25yrs	biscuit maker	Died June, 1891. Mt. Barker. S.A.
Manton	Jane,	wife of George with sons, John & William Manton.	
MATTHEWS	JOHN	gardener	
Matthews	Elizabeth	wife of John Matthews	
MEDLEY	SUSANNA		m: Robert Thomson 1858, Gawler.
MENGE	JOHANNES	geologist/mineralogist/teacher/linguist	Died 1850's Castlemaine. Victoria.
MIDDLETON	GEORGE	bricklayer/stone mason.	George Middleton died 1881. S.A.
Middleton	Margaret (née Hay)	wife of George Middleton.	
Middleton.	Emily, Mary, Margaret, & Sarah	children of George & Margaret.	
NORTON	ROBERT	gardener/carter	Died July 1891. Norton Summit. S.A.
Norton	Mary	wife & child Mary Norton.	
O'BRIEN	JAMES	painter & glazier	First Immigration Agent.
OTHAMS	WILLIAM	painter & glazier	Died April, 1886, Adelaide.
Othams	Ann		
PARSONS	J.	according to newspaper list only!	This name refers to a deserting sailor? p.52
PAYNE	WILLIAM	carpenter	
Payne	Maria		
PEARCE	WILLIAM	labourer	of Methodist Religion.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

PINK	HENRY	boot & shoemaker	
RAINHAM	WILLIAM	smith	
ROLFE/ ROFF	ROBERT	mason	possibly lived at Bowden.(Adelaide).
ROFE	JAMES		m: Eliza Gillard, 1845, Holy Trinity.
SANDERS	J.	<i>a John Sanders</i>	m:1/ Jemima Floyd, 1843 Holy Trinity. m: 2/ Susan Morcomb.
		<i>or a James Sanders</i>	m: Agnes Shillabaar in 1845 at Penton Vale.
SHEPPARD	JOHN		noted only in a later newspaper account.
SIEVERS	Albert	labourer.	Died 56 yrs age, 1852, Adelaide.
SKINNER	WILLIAM	labourer	
STACE	JOSEPH	brickmaker	James Joseph Stace d: July 1873, Nth Adelaide.
Stace	Eliza	wife of Joseph Stace.	Eliza Stace died February 1837at Glenelg.
STEELE	SAMUEL	labourer/farmer	
STEER	JOHN	farm servant/store assistant	married on journey to Jane Ann Bryant.
STEPHENS	EDWARD	South Australian Bank Manager	Methodist. Appointed J.P. on arrival.
Stephens	Emma	wife of Edward Stephens.	
SYMONS/SIMONS	JOSEPH	smith	
Simons	Mary Anne Simons.	wife of Joseph Simons	
SYMONS/SIMONS	WILLIAM SLADE	smith & bellhanger	
Simons	Pleasant	wife of William Slade Simons.	
TEMPLAR	JOHN		Embarkation No. 315. Two entries for a John Templar.
VINEY	WILLIAM	carpenter & joiner	Died Dec. 1881. S.A.
Viney	Ann	wife of William Viney	
Viney	Ann & Elizabeth	children of William Viney	
WATTS	JOHN	tanner/tailor/brickmaker	Methodist. Died June 1895, Little Hampton. S.A.
Watts	Nancy (nèe Ann Avery)	and child, John Avery Watts.	
WHITE	JOHN C.	baker	Methodist preacher.. Died June 1904. Interstate.
White	wife of John C. White.	and two children	
WIDGER	THOMAS	carpenter & sawyer	Embarkation No. 305. with wife & child.
WIGGINS	THOMAS	carpenter & sawyer	Died 1916. Adelaide.
Wiggins	Thomas	butcher	.....this may be a duplicate entry.
WIGZELL	CHARLES		Embarkation No. 335
Wigzell	wife	wife of Charles Wigzell	
WILKEY	RICHARD	brickmaker/farmer	Charles Richard Wilkey.
Wilkey	Rachel	embarked as C. R. Wilkey's wife but not married at that time.	Rachel Way.
WINTER	AUGUSTUS	draper/schoolteacher	Died 1881. North Adelaide.
WISEMAN	WILLIAM	bricklayer	married on journey to Sarah Breach.
WOOD	JAMES	plumber	noted a James Wood entered twice. May be duplicated.
YOUNGHUSBAND	ROBERT	mariner	

It is necessary to keep in mind that almost all the men on board had wives with them and also some children, but not always noted.

The four miners who were assigned to work with the appointed Mineralogist, Johannes Menge by George Fife Angas in Britain. The men came as single passengers. They were from the Hartz area of North Germany. +see details of their marriages following pages.

MEYER	H.	German miner and labourer
STACHELROTH	F.	"
SICKERDIK	H.	"
SANDER	H.	"

reference earlier to these passengers:

HARRISON JOHN & ELIZABETH

John HARRISON Application # 584 Embarkations # 319 travelled with wife Elizabeth Mary nèe Foulkes & daughter Elizabeth Mary. John Harrison was a wheelwright.

A son was born on the 17th January 1837 on board ship after leaving Kangaroo Island and sailing across Backstairs Passage to the mainland. Child named, John Coromandel Harrison.

THREE CHILDREN DIED ON BOARD THIS JOURNEY. None identified at this time.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

*A Gahagan child, Louisa Catherine born 1836, died 1837.

No entry sighted in South Australian BDM records for this child.

THE LAST TO DIE WAS JUST AS THEY APPROACHED KANGAROO ISLAND.
AN INFANT IS NOTED AS BURIED ASHORE BUT NOT STATED EXACTLY WHERE.
MAY HAVE BEEN NEAR TO THE "PAGES" (two tall rocks with sheer sides that offer no beach landing), or perhaps instead, near to this point but ON KANGAROO ISLAND.

No further details found for any family identification. 2012.

[Absconding seamen, James Marshall, sixty years later interviewed by a newspaper reporter & by now an old man, reminisced: "A child died when nearing Kangaroo Island and the father, a cooper, put it in a cask. The Captain hove to for the body to be buried at "that place"!

Source: newspaper The 'Observer', 24th April, 1897. page 16, column a.

(it does not necessarily hold that the father was a 'cooper' as most on board were tradesmen & multiskilled).

The 'Coromandel' ship left the safe anchorage of Nepean Bay and sailed across and up the Backstairs Passage past Cape Jervis and entered the Gulf of St. Vincent. The passengers would have all been on deck looking towards the land that would be their new home. They would eagerly look for the first signs of anchored ships near a white sanded beach, with sand dunes behind, then a belt of reeds, shrubs & tall trees beyond which lay thick forestation and bushland. In the distance was a continuous row of low mountains and hills surrounding the vast plain. They would see some activity with shelters built beyond the dunes, stacks of goods and chattels under cover of canvas scattered about and aborigines standing beside old chums and new chums waiting to greet them. A very tall flagstaff had been planted in the ground for all to see.

Source: 1837 Extract from Mr. Young Bingham-Hutchinson's diary on board the 'Buffalo' at anchor in Holdfast Bay, Glenelg.

"Tues Jany 17th" - at 4.30p.m. the 'Coromandel' of 660 tons with C. Mann Esq., and 70 or 80 young married couples arrived here. Pinnacle aground."

"Tuesday, January 17th". (Mr. George Stevenson noted on board the 'Cygnet' in Holdfast Bay, Glenelg Beach.)

The 'Coromandel' came in this evening. The Captain of her has been thoroughly frightened by little mischievous Stephens at Kangaroo Island, and has protested against discharging his cargo here. I was obliged in consequence to protest on the part of the underwriters against all loss or damage to them occasioned by landing on the open beach." (Captain Chesser did not wish to sail into the inlet further up the coast to unload passengers and goods. It was known that the smaller vessel 'Tam 'o Shanter' had foundered and bottomed and the 'Coromandel' was a larger ship. The Captain did not wish to invoke insurance claims against himself & his ship by such a possibility and decided to chance the unloading at the beach.) *see Tam o'Shanter END NOTES.*

The 'Coromandel' anchored safely at the Glenelg foreshore in Holdfast Bay. Most of the passengers with some goods would have disembarked at first light on the following morning. Among the ships in Holdfast Bay at this time was the 'Buffalo' and the soldiers and crew of that ship were ordered by the appointed Governor, Captain John Hindmarsh, still living on board his ship to help unload the 'Coromandel' of its cargo and passengers in exchange for barrels of fresh water. Passengers were entitled to stay on board the 'Coromandel' for a certain number of days until they had established their tents, shelters and goods on the shore. They were also issued with victuals to tide them over before having to source their own food. The shock of arriving in the fierce heat of summer would wilt their energy, but to be on land once more and to breathe the clear air would do much to invigorate them. Their hope, courage and determination would sustain them as they tackled the daily tasks of surviving.

an observation of an immigrant from another ship in the bay....." on deck in fine weather Ladies knitting and sewing....view from Holdfast Bay of treed plains to the Mount Lofty Range".

NEWSPAPER LIST OF COROMANDEL PASSENGERS. This list was written well after & contains unconfirmed & incorrect entries.

A partial list of passengers on board ship 'Coromandel' noted later in the (Adelaide, South Australia) local paper, *Which states: Arrived Holdfast Bay. 1837 Jany 12th* (this date refers to Kangaroo Island). The 'Coromandel' Ship anchored at Holdfast Bay, 17th January 1837 where the majority of passengers disembarked.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Amongst passengers were; T. Wiggins., T. Black., W. Black., W.V. Brown., John Crozier (to Sydney thence overland *see p55*), Fred Hobbs., Rbt. Howell., J. Parsons., Joseph Stace., Wm. Viney., C. Wilkie., Hayman., Mrs. W.V. Brown., R. Hobson., Augustas Winter., Robt. Norton., John Sheppard., Rachel Wilkie., Mrs. Saml. Kidner., S.Mackie., Susan Thompson (nee Medley)., Thomas Clay Duke., Mr. John Watts., Mrs. John Watts (nèe Nancy Avery).

It was about this time, have finally arrived & on shore that passenger Eliza Stace, wife of Joseph Stace, died. Her burial site not confirmed at most likely, Glenelg.

extract of diary notes by Dr. William Wyatt, later of 'Kurralta' Burnside. Text of Diary is in the South Australian Record, London. Arrived on 'John Renwick'. © They brought in with them, cashmere goats, rabbits, turkeys & geese.

9th February, 1837 we ("John Renwick") anchored in Holdfast Bay and found there the 'Buffalo', 'Coromandel', 'Cygnet' & 'Rapid'.

10th - Went ashore with our fellow passengers and while the ladies were shopping, B. and I attended a meeting the result of which was, that the harbour and town were most admirably situated and a vote of thanks was passed to Colonel Light for his great exertions in fixing such a delightful location, in so comparatively short a period.....

11th February, 1837. "Went on shore this evening to join a dance of the Coromandelians.....The party was got up by Captain Chesser of the 'Coromandel'. Most of the ladies and gentlemen of the Colony, with many of the emigrants(*sic*) were present and we kept it up jovially until it was rather late...."

Later the Sydney Monitor newspaper of 13th March, 1837 reported to its readers "About eighty young couples of the labouring classes came out to South Australia in the 'Coromandel', and having erected their temporary habitations of bulrushes (which fortunately are very large and plentiful) all near to each other, the name of Coromandel Row was given to it. A ball had kindly been given them by the Captain of the Coromandel, Wm. Chesser, on shore, previously to his taking his leave, at which all the cuddy passengers, and many others of the respectable classes, both ladies and gentlemen attended. Nothing could exceed the propriety of the behaviour of the settlers and their wives on the occasion. On the passage out their conduct was equally praiseworthy".

14th February, 1837 "...at noon we paid a visit to the Coromandel.....the 'John Pirie' came in today so there now in Glenelg Bay (Holdfast Bay) the 'John Pirie', 'Buffalo', 'Coromandel', 'Cygnet', 'Isabella', 'Rapid', a little cutter of the Company's ('William'), our own 'John Renwick', and in the *designated* harbour (*Port Misery*), the 'Tam O'Shanter', 'William Hutt', and the 'Africaine'.

Extracted from correspondence sent back to his friends in England, from Dr. William Wyatt, late of Plymouth, the surgeon from the ship 'John Renwick'. ©

Those first immigrants for the new colony, who arrived mid 1836 & onwards, disembarked onto Kangaroo Island, where the South Australia Company initially prepared to set up their headquarters and store. As those first travellers received good reports from the Surveying party of the friendliness of the Kurna aboriginal tribe and the good prospects the mainland seemed to offer, the majority then sailed across to the bay Colonel William Light had named as Holdfast and its beach he called Glenelg. They settled in about the Patawalonga Lagoon and set up their tents in the sand dunes at Glenelg beach and waited. Everyone immediately planted seeds for growing vegetables & fruit and they also observed the ways of the aborigines and what tucker they sourced. It was to be Colonel William Light's decision where to establish the site for the new city of Adelaide. He and his small band of surveyors tacked up and down the coast checking out terrain looking for fresh water sources, walking inland seeking farm land & prospects of level terrain with fertile, abundant bushland. After sending parties inland towards the Mount Lofty following a river and noting lovely parklike features with magnificent

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

trees (*Eucalyptuscamaldulensis*) Colonel Light and his men finally confirmed they were well satisfied with this choice.

Bunches of watercress grew beside the fresh water streams and samphire grew in abundance at Glenelg which made an excellent pickle. The observations of the Kurna tribe were that the naked men were tall and strong carrying spears and waddies - the women were beasts of burden carrying any food, skins, holdalls, with infants at heel and a baby on the back slung into a woven mat or o'possum skin. The aboriginal women and children were especially frightened of the arriving white people and were astonished at the ships. They hung well back whilst their men approached and interacted fearlessly.

"From the Glenelg beach to tents- walked across wide sandhills and sandy terrain and settled about a $\frac{1}{2}$ mile inland near large eucalyptus (gum) trees for some shade from a hot sun. Walked through high dry grasses, over two summer-dry gullies, the heat oppressive, flies and hordes of mosquitoes, centipedes, scorpions, large ants and small frogs. Near to the first pitched tents, brought out on ship by some immigrants and the rough huts built by others with some straight tree poles available and long sedge-grass & reeds for roofing thatch. The floors of clay rammed hard and if available, covered with oilcloth nearby was a fresh water lagoon, bullrushes up to 8 feet in height, Wild ducks, waterfowl, cockatoos, parrots, local plovers, quail, emu, bustard, pelicans, swan, kangaroos and fish numerous. All good eating. Some had brought goats and fowl on the ships and these were quickly enclosed on the land. Ground was dug for gardening for plants and seeds brought from the British Isles and from Cape of Good Hope..... in the distant hills saw wicked fires burning fiercely and at one time closer to the habitation, fire across the grasses and plains with gum trees flaring up, which left beyond with a black and deserted look but one benefit noticed was that the persecution from the insects ceased for a time. A few passengers also brought pets and small animals with them and the new settlers camping soon had fowl, ducks, rabbits, dogs. There were sows with piglets, cow with calf & nannygoat with kids whilst some acquired what they called kangaroo dogs which worked with the aborigines. The settlers enjoyed kangaroo meat as much as the aborigines and it was selling from the 'butchers' for the same price as mutton, 1/- a pound of weight".

"some tents were canvas stretched over ship spars, some over cut down tree trunks which were placed in holes and wrapped with ticking which had contained the luggage on the journey."

"the women cooked outside on open fires, sitting on stumps, often with a baby in arms as they watched and stirred a cooking pot hanging & supported on a bracket over the heat. If the weather was hot or wet, they held an umbrella above their heads for protection."

"After the ship 'Africaine' left Holdfast Bay in 1837 for Launceston in Van Dieman's Land (Tasmania) she brought back many cattle and just as every new settler had developed their gardens and the beans, peas, potatoes, cabbages and watermelons were starting to flourish within a few days, nearly all were destroyed by the wandering cattle".

Capt. Hart commanded the vessel, a barque 'Isabella' which left Portsmouth, England in September 1836. Among his passengers were John Barton Hack and Henry Jones. They sailed to the new colony via Simonstown, Cape of Good Hope, South Africa.

[Simonstown beside False Harbour just around the bluff from Cape Town.] There they purchased animals and stock to be forwarded on by an hired vessel to follow.

Capt. Hart, John Barton Hack & Henry Jones continued on in the 'Isabella'. As they neared their destination of South Australia, Capt. Hart suggested a detour to Launceston, Van Diemen's Land to purchase fresh supplies. They finally brought the 'Isabella' to Holdfast Bay with a hundred of sheep, 7 head of cattle, a team of 10 Red Devon bullocks, plus goats, large wagon, dray, plough, seed, wheat & provisions.

When they landed at Holdfast Bay on February 9th, 1837 the sheep caused havoc on the sands as the helpers tried to shepherd and keep them together until a crude stockade was made for penning.

[Captain John Hart was to later settle at Port Adelaide and become Premier of South Australia on three separate occasions].

The site for the city had been chosen and the settlers were encouraged to make their way inland. From the larger ships now at anchor in Holdfast Bay, the longboats came in as far as the sandbar, sailors then carried goods and passengers through shallow water or on flat timber rafts. Many able men waded through the shallows carrying goods upon their heads, or carrying the wife & then the children to the beach. There was no shelter on the beach and passengers made makeshift homemade protection with canvas & sheets and were scattered about in the sand hills with their packages. Once they had settled, many started the walk through the rough terrain and bush, stumbling over the scrambling, wiry vines (*muehlenbeckia* & *echinadia nutans*) that tangled at their feet, struggling through the densely treed area with wattles (*acacias*), beautiful eucalyptus trees (*Eucalyptus leucoxylon*, *microcarpa*, *odorata*) with thick foliage & tall grasses which they came to refer to as the Black Forest. The instructions were to walk towards the prominent distant hill of Mt. Lofty and then veer left when they sighted the signal mast installed in location to mark the place for the proposed town. A track was slowly becoming defined as more emigrants arrived and many trudged backwards and forwards from the coastal dunes to the inland settlement carrying their goods away from the shore. Enterprising people built crude, rough carts and wheelbarrows & they were, in turn, paid to move the heavier packages. Bullocks and horses were arriving from ships & were walked onto shore. There they were harnessed to carts and drays to convey the heavier and larger goods and to carry the women and children for the seven miles trek through the bush.

BUT THE TROUBLE WITH THE PORT.....the passage to the Port River was an issue for the first few years..... Until the way was widened with pegging out and clearing of some mangroves only the smaller vessels found it a safe anchorage and an initial first small port landing was marked & staked out with timber pilings and became labelled as Port Misery. From here, to access the higher dry ground it was through a quagmire of mud as the bullock carts loading up goods and chattels and well as people churned up the soft ground. The new chums were attacked by leeches and a myriad of mosquitoes and well as being stung by the cost of the fees from the bullockies. A rough road, wound its way to the new settlement. Many deigned to walk so it was no surprise that public houses soon established their hostelry along this summer dusty, or winter boggy track through the dense bush and tall trees. The tidal creek was subsequently named as "Tam o'Shanter Creek". Even up until 1844 many larger sailing vessels still offloaded at Holdfast Bay with rowing boats bringing goods and people as far as the sandbar, about 20 yards out from shore. When the tide was low many waded to the beach or during high tide used flat bottomed barges to reach the shoreline. The first poorly sited Port Adelaide landing place, colloquially named as Port Misery was later closed and relocated nearby in Gawler Reach, on the Port River. The McLaren wharf was built by the South Australia Company and officially opened by the second Governor, George Gawler on October 14, 1840. Still presenting a difficulty was the link between the wharf and dry land across the mangrove swamp. A long elevated causeway was built to ensure a safe way from ship to shore.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



Captain William Chesser and the 'Coromandel' barque were well due to leave for the onward then homebound journey but the following situation had arisen

WARRANTS had been placed on the 31st January 1837 by Captain Chesser for deserting crew with the authorities.

Warrants for absconding sailors from the 'Coromandel'.

CAPTAIN CHESSER Versus

named were	JAMES BARRETT	JOHN WILLIAMS
	EDWARD READ[Y]	RICHARD JONES
	JOHN CO[U]NEND	JAMES POWELL
	JAMES MARSHALL	ROBERT CRANSON [RANSON]
	JOHN PARSONS	? CAMERON. 8/6d ?

William Chesser Commander of the ship 'Coromandel' maketh oath and saith that James Barret a Sailor on Board the said Ship has absconded therefrom without the leave or consent of this Deponent (*one giving testimony for use in a court*) and has not since returned to his duties on board the said Ship (*signed*) William Chesser.

(the same was then repeated for each of the following names only:- James Marshall, John Williams, Richard Jones, James Powell, Robert Ranson. This splits the warrants into two groups.

- 1....Cameron, Read(y) and Counend.
2. Barrett, Marshall, Parsons, Williams, Jones, Powell, (C)Ranson.

A letter written in Captain Chesser's own hand stated that

"ten men deserted in Holdfast Bay and two had left ship on Kangaroo Island."

He requested that Governor Hindmarsh send out a search party.

Governor John Hindmarsh issued the warrants for their arrest and offered a reward of £5 per head.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

(n.b. 'voir'dire' means in a criminal court, a case within a case. The inference being that the evidence tendered raises the question of whether there is another case to be answered with a suspension of the jury and the charges of the first case held until the second case has been resolved) but in the above entry it would appear to imply, the appointed representative.

The original warrants named ten men. It is noted that Cameron is not included with the above discharge. No further information has been sourced. It could be that he returned to the 'Coromandel' made his peace & sailed with her.

THE VARIOUS TALES

[it was suggested that the 10 deserters followed the Sturt Creek up from the Patawalonga Lagoon at Glenelg. They followed its course towards the sloping hills but may have worked across & further inland to the Brown Hill creek where they camped the first night. As searchers were out looking for them in the scrub and densely timbered land they clambered on upwards with their stolen provisions and hammocks. Dr. Strangeways was involved with his dog but the wildlife about may have well clouded any trail. The absconders moved across the hilly range to a hillside bank with a small rocky gully and some small caves. They could now reconnoitre and watch the bay of Holdfast in the distance for many days. They watched the 'Coromandel' sail away and came down towards the rough bush encampment at Glenelg where they approached Governor John Hindmarsh trotting around on his horse. He had sight in only one eye from earlier naval war wounds so they had to attract his attention, whereby they voluntarily gave themselves up to him and the authorities.

The court case against them had lapsed with Captain William Chesser having set sail to honour his employers contract elsewhere and so the charges could no longer be enforced against the deserters. They were free to settle in the new colony and establish themselves in their own right. The place of hiding up in the Adelaide hills was thereafter named Coromandel Valley.]

info. from Brenda Baker, Para Hills. S.A.

Different variations of this story refer to the absconding sailors making their way up the south side of the Sturt Creek onto what is now called Cherry Gardens. From there the valley offered a fine clear view of the Gulf St. Vincent. A large Eucalyptus tree burned out by bushfires was said to provide a hiding place in the hills for the sailors when the marines were scouring nearby.

Other version makes reference to spilt flour found beside Brownhill Creek, the course, if followed continues up the escarpment to some old caves well hidden in the lee of Belair & Blackwood hills face. Mention is also made of steps being cut into a large, dead eucalyptus tree trunk which provided a high lookout to keep watch on the bay. More dramatic is the story that Dr. Strangeway's dog came near to exposing the hiding sailors, but having been cared for by one of the sailors he was able to hush it and send it off before discovery.

HOLDFAST BAY

1837.

Governor John Hindmarsh sent emissaries on the ship 'Regia' to Sydney with letters of introduction to Governor Bourke and the request to purchase stock and items for the new colony. A letter of reply was received at Holdfast Bay Glenelg. The letter, dated 10th March 1837 from Sydney, New South Wales was signed by his commissioners for purchasing supplies. They were named as William G. Field, James Fisher and John Erving Barnard. They advised that prices were much higher than expected and for quality and value they had to cut back on their orders. Governor Bourke was absent visiting Port Phillip, (Victoria) but they had been received with the utmost courtesy and support. ".... 'prices exceedingly high – not concluded any bargain as to bullocks for slaughter, feel we shall satisfy your Excellency in our choice. Bullocks weighing 600-650 pound offered for £10 per head...(offered reduced to £9. then £8)....." ".....had taken a short journey into the country to examine different herds. Draught horses very scarce....have given an order for some. Bullock carts and waggons in train, to be completed by April 1st. ...flat

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

bottomed barges and also building materials...etc. The 'Regia' had not room for more than 20 bullocks, too small a number to ship....."

Letter written by William G. Field on his return to South Australian shores, dated 23rd April 1837, delivered from the Brig "Rapid" at Glenelg to His Excellency, Gov. John Hindmarsh. Reads in part "from Port Jackson – boisterous passage of twenty two days – consequence lost one of the horses belonging to the Land Department,,,, fortunately the inferior one... remaining nine on board in good condition.... Have been heavy and frequent gales... (would have lost more) " but for zeal and skill of Henry Cox one of the two horse keepers... and the exertions of Brig's crew." "....documents...an account of proceedings.....chartered "Royal George".....ship will sail about a week or 10 days after us"...(this ship to carry the purchased livestock, carts & waggons from New South Wales). "...among the list of our cargo.....box of specie containing five hundred pounds in silver and part of sum remaining after purchase of supplies, the remainder of which will be brought by Messrs. Fisher & Barnard".

COLONIZATION COMMISSION London, January 3rd, 1838.

"A letter from Messrs. Godwin & Lee (20th ult). was read applying for balance of passage money per "Coromandel" and offering a guarantee against any claims by other parties. (Minutes Dec. 6th).

A letter from Mr. Mann 19th March with reference to detention at the Cape was also read.

The guarantee to be accepted if satisfactory to Mr. Freshfield.

Source: The South Australian Record. page 37, Mortlock Library, Adelaide. mf. 11-1-1838.

1992.

London, January 11th, 1838.

To the Editor,\Sir, Allow me to inquire through the medium of your journal whether the Colonization Committee of S.A. have acknowledged in any way the kind and fatherly conduct of Captain Chesser, the late Commander of the 'Coromandel' towards immigrants on board the ship.....

Source: The South Australian Record, Page 151, Mortlock Library. mf.

THE COROMANDEL.

We have been requested by the passengers who arrived in the colony by the 'Coromandel' in January, 1837, to insert the following testimony in favour of the conduct of Captain Chesser, who appears to have been but ill rewarded at home for his services:-

Adelaide, July 14th, 1838.

'We, the undersigned, passengers by the ship 'Coromandel' from England to South Australia, have heard with strong indignation that the following charges have been brought against Captain Chesser, commander of that vessel, viz.:-

1. That the detention of the 'Coromandel' at the Cape of Good Hope was unnecessary and uncalled for.
2. That the supply of provisions by the brokers being ample, and the quality good, no further expenditure on that account was needed.
3. That the vessel was detained in the colony for the accommodation of the passengers.

We therefore record our testimony to the untruth of the above-mentioned statements, knowing, as we well do, the facts of the case, and the reasons that have actuated the calumniators of Captain Chesser's character.

We assert that the detention at the Cape was not only absolutely indispensable for the health of the emigrants generally; but that upwards of seventy of them were so ill with scurvy that it was necessary for the safety of their lives that the vessel should put into port.

The provisions were not only insufficient, but some of them of a most inferior character, and unfit for human food.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The detention of the vessel in the colony was not in any way occasioned by undue attention to the passengers on the part of the Captain, but was in a great measure to be attributed to the neglect and improper conduct of the second officer and the seamen.

In recording this opinion of Captain Chesser's conduct we do so without any solicitation on his part, and from a conviction that his conduct throughout the period of our acquaintance was uniformly that of a skilful seaman, a man of honour, and a gentleman. In resisting the cupidity of the brokers of the ship, and in his unremitting attention to those entrusted to his care, Captain Chesser evinced a firmness of character and a kindness of disposition well worthy the imitation of those who may be similarly circumstanced, and we feel that he is entitled not only to our thanks but to those of the Colonization Commissioners.

As a small tribute to Captain Chesser, and as some compensation for the injury that has been done him, we tender him our most sincere sympathy and beg his acceptance of a purse of Fifty Guineas.

(Signed). T. Y. Cotter, Surg. Supt.
Cabin Passengers

Jane Cotter,
Charles Mann
Edward Stephens.
Emma H. Stephens.
Jose. Menge.
Wm. Malpas. Asst. Supt.

And signed also by the majority of the emigrants who arrived in the vessel. Southern Australia, 21st July, 1838.

PASSENGERS & CREW. *just to mention a small few.....*

Note. Of those who disembarked from the 'Coromandel' on her arrival at Kangaroo Island on 10/11th January 1837 as mentioned before were passengers:

John Boots and wife. John Boots served as lay-preacher for Methodist chapel joining Mr. East already conducting religious services on the island. Mrs. Boots helped with Capt. Bromley's school on the island. They left the island for the mainland by 1843. Mr. & Mrs. Boots later left the state to live in Maldon in the state of Victoria.

and also on Kangaroo Island for a short time were passengers:

Johannes Menge, Appointed Mineralogist by S.A. Company. Chosen for his qualities & skills in London by George Fife Angas, along with four German quarrymen/miners H. Meyer, F. Stachelroth, H. Sickerdik. & H. Sander.

also on Kangaroo Island

Two sailors who absconded, as per statement by Capt. William Chesser. but which men have not been identified.

*Note:
passenger:*

John Crozier remained on the 'Coromandel' & sailed with Captain Chesser around to Sydney where he disembarked in 1837. Captain John Crozier, RN, had been commissioned to survey all ports of Australia to map them for the British Admiralty. He commenced his task from Port Jackson in New South Wales. On 26th April 1837 Captain John Crozier in H.M.S. Victor anchored in lee of Granite Island, within Encounter Bay, South Australia. He named this anchorage point within the bay as 'Victor' Harbour after his ship.

Source: South Australian Gazette & Colonial Register:- He wrote: "This really appears a splendid harbour, with an outer roadstead or sound which I have named 'Capel's Sound' after my worthy Commander-in-Chief; we being the first ship that has been here I named it 'Victor Harbour'. I understand that two rivers run into this part of Encounter Bay with bars of sand at their mouths requiring you to haul the boat over. The land all very good in the neighbourhood. A vessel from Sydney has formed a whaling establishment in this harbour and has left two boats fishing.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Very good water found in wells dug close to the shore, I intend surveying this harbour and sound tomorrow at daylight and perhaps induced to remain two days for the sake of the Colony and will report accordingly".

A John Crozier died, age 73 yrs at Oaklands, Sth.Aust. 1887.

Encounter Bay was previously named & mapped in 1806, by navigator Captain Matthew Flinders on his exploratory journey in his British survey ship. It was here that he met up with the French navigator, Nicolas Baudin sailing in the opposite direction. They, at that time, exchanged civilities before continuing on with their individual explorations. Captain Matthew Flinders named the bay, Encounter Bay. A South Australian cartographer scribed all ports in the province of South Australia with the spelling of 'harbor'. Thus all are registered as Victor Harbor, Outer Harbor and Franklin Harbor and have never been altered official to the accepted traditional English spelling of harbour as taught in Australian schools.

Of those who disembarked at Glenelg beach – this a small, minor list only;

passenger: as noted first disembarked 1837 on Kangaroo Island but left after a short stay.....

Johannes Menge. c.48yrs of age when emigrating. Became very active about the South Australian state and was well recognised and known for employing all of his extensive skills. He explored & searched for minerals & specimens which were noted in great detail, the records with data & information are housed at the South Australian Mortlock Library, North Terrace, Adelaide. It is very possible he was the first to discover opals north-east of Adelaide in 1849.

He lived on his own piece of land, north of Adelaide at Gawler for a time and wrote of his success at growing certain food plants & his close observations of all things were recorded in knowledgeable detail. He was gifted in some languages & was an extremely well educated & travelled man. For a time taught young German scholars in the Hahndorf College in the Adelaide Hills. Left the state to travel to Castlemaine in Victoria to join others in the search for gold. It was here that this eccentric but distinguished man died in October, 1852.

passenger:

Source: Uniting Church in Australia, "History of Methodism in South Australia by Rev. James Haslam, 1886.

John C. White.

22nd January 1837. In a large tent near an old Gum tree, Mr. John C. White, a preacher who arrived on the ship 'Coromandel' held the first Wesleyan Methodist service. He had been a local preacher in the City-Road Circuit, London.....Mr. White's own words. "We cast anchor at Kangaroo Island where we left Bro. Boots and his wife and sailed for the mainland. The Port was not at that time sufficiently well known to be available large vessels.....On Saturday after our arrival several passengers, with their luggage, were put on shore and, as there were no dwellings to be had, I and my wife, with two small children found a camping place in a belt of bushes on the sandbank, just above high-water mark. We stayed there all day on Sunday and on the Monday morning, having constructed a rough kind of sledge, managed to drag our belongings by hand about a mile inland. All hands then set to work to cut saplings and bushes with which to construct temporary huts.....in the meantime a large square-framed tent had been erected, which was occupied by Mr. (Edward) Stephens, who very kindly invited me to preach in it on the following Sunday. I did so. and thus had the high honour of inaugurating Methodist services in South Australia".

passenger:

Mr. Augustus Winter, became a School master & served at Makgill (Magill), Macclesfield, Balhanna, Aldinga & Roseworthy.

passengers:

William Slade Simon and his wife Pleasant. A Smith & Bell hanger they had lived at 4 Arnold Place, Duckhead, Tooley Street, (Bermondsey), London. On arrival worked as a blacksmith on his own land in Waymouth Street which he purchased for seven pounds & ten shillings after the survey completed of city blocks.

One year later he sold it for 150 pounds. This family moved to Albert Town and built the 'Ship Inn' in 1838 on the new Port Road which had been laid down by the South Australian Company.

passengers:

Joseph Simons & wife Maryanne. Joseph Simons a brother of William Slade Simons. This family lived on the Park Lands.

Were among those who received a letter in November of 1838 requesting them to move from the Park to another place or be fined.

passengers:

Henderson family consisted of Thomas age 36yrs, wife Janet, 37 yrs, son Thomas, 16yrs, and daughter Agnes, 15yrs.

Agnes Henderson was listed as a domestic servant on ship manifesto. Both Thomas the father and Thomas the son were listed as gardeners.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

passengers:

John Watts, wife Ann (known as Nancy) & infant son John Avery Watts, formerly from Bethnal Green, London set up at Hindmarsh town and were making bricks from the clay in the banks of the Torrens river. Listed among those helping to build the first Congregational Mud Chapel at Hindmarsh town. John Watts a tailor, employed by George White. Tailors' shop of Hindley and also Rundle Street, city. John Watts & later, many family members were lay preachers of Methodist persuasion. The Watts family resided at 4 Adam Street, Hindmarsh town until 1856 at which time they moved to the hills of Adelaide & onto Dawesley hamlet & Native Valley. Here the growing family became brick manufacturers of note & the business continued until 1985.

passengers:

Robert John Horsell, wife Sarah & infant son Robert James Horsell, formerly of White's Garden, Bethnal Green, moved about from Adelaide city, to Moonta, Encounter Bay, Callington, Mt. Barker and finally back to the city. After wife Sarah died, Robert John Horsell, lived with various family members and died at a daughter's home in state of Victoria.

Able bodied seaman and deserter, who deserted the 'Coromandel' at Holdfast Bay, Glenelg beach in 1837.

James Marshall, born 1816 in Hunmanby, England. He was 21 years of age when he deserted the ship..

When reminiscing in 1897 (recorded in The Register newspaper) "that when nearing Kangaroo Island a child of a passenger died. The father being a cooper placed the body in a cask. The Captain hove too the ship. The father with sailors went ashore to bury the child".

(Parts of his recollection regarding the desertion (which was written about in local newspapers) does not tie in with the facts noted in the diary's of literate men who recorded events on a day to day basis and were witness during that period. These references & quotes are noted elsewhere within these papers).

After all charges of desertion were dismissed James Marshall went to help build iron stores at the first Port landing site, at that time called Port Misery because of muddy, swampy ground and the hordes of mosquitoes. From there he went to Yankalilla for Mr. Barton Hack and helped build stockyards. From there across to the Mount Lofty Ranges for timber splitting for slip rail fences. Finally employed for eight years carting on the Port Road until moving up country to the Gilbert district about the township of Riverton. He married Mary Anne Carpenter, June 1837. They raised four daughters and three sons. Lived out his days in Riverton with a son.

Seaman and deserter, who deserted the 'Coromandel' at Holdfast Bay, Glenelg beach in 1837.

John Parsons. After charges were dropped he ran an hotel at Alberts Town (now called Alberton) which he named the 'Coromandel'. On the outer wall was erected a half model of that ship. When John Parsons moved down to Port Adelaide he built the hotel 'Australian Pride' and the model went with him.

brief details of the four quarrymen/miners.

Quarryman/miner- Johann Heinrich SANDER, age 43yrs, single, father not recorded, married 8th Feb. 1849,

to Juliane Matthes/Fleischer, 29yrs, widow, father not recorded, at Church Lobethal. Dist. Adel.

Child: 1. Maria Elisabeth Sander, b: 23rd Nov. 1849. Blumberg. Dist. Adel. She married, 1868, age 18yrs to Johann Carl Lange, he 19yrs, single, at Lutheran Church, Blumberg.

Heinrich Sander died 72years, nr. Blumberg, Dist. Talunga. 17th Feb. 1873.

Quarryman/miner-Friedrich STACHELROTH/Stachelroch/Stachelbroth/Stechelnoth surname entries for children born.

Caroline also named as Ernestine Caroline etc; her surname entries were Brettke/Brettig/Brattig.

When married named as follows. Friedrich 'HACHELROTH', 30yrs, single. father not recorded, m: 2nd Feb. 1843, Caroline Ernestine 'Brettke', 21yrs, single, father not named at Lutheran Church, Hahndorf. Dist. Adel.

Ch: 1. Ernestina Caroline, b: 28th Sept, 1848, Lobethal. Dist. Adel.

2. Anna Victoria, b: 26th Jan. 1854, Morphett Vale, Dist. Adel.

3. Lisseta Hulde Emilie, b: 11th Feb. 1856, Lobethal. Dist. Onkaparinga.

4. Emma Othalege b: 15th Dec. 1859, nr. Mt. Torrens, Dist. Nairne.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Have not sighted a death entry for Friedrich Stachelroth under any spelling.

Quarryman/miner-Johann Carl Heinrich SICKERDICK marr: as Heinrich Seckerdik, 39 years, single, father not recorded, married 17th Feb. 1848, to Marie Elizabeth Seidel, 26yrs. Single, father not recorded, at Church Lobethal. Dist. Adel.

- Ch: 1. Anna Marie, b: 9th Nov. 1848, Schonthal, Dist. Adel.
2. August Wilhelm, b: 29th Jan. 1853, Lobethal. Dist. Adel.
3. Christian Frederick, b: 31st May, 1858., nr. Lobethal, Dist. Nairne.

Johann Carl Heinrich Sickerdick died age 86 yrs, 1893. His wife Marie Elizabeth died 1905, Lobethal.

Quarryman/miner-Diedrich Heinrich MEYER married as Diederich Heinrich Meyer, full age, single, 15th March 1847, to Anne Adelheid Muller/Miller, at Holy Trinity Church, Adelaide.

- Ch: 1. Anna Louina Rebecca b: 10th April, 1848, Lyndoch Valley.
2. Heinrich Johann Christoph, b: 19th Oct. 1849, Lyndoch Valley.
3. Adelheit Catharina Elisabeth, b: 14th August, 1851 at Hoffnungathal, Dist. Adelaide.
4. Friedrich Diederich, b: 21 July, 1852, Lyndoch Valley.
5. Dietrich Jacob Johannes, b: 11th Feb. 1854. Lyndoch Valley.
6. Agnes Marie Charlotte, b: 31st Jan, 1855, Lyndoch Valley.
7. Gotthardt Joseph b: 27th June, 1856. Lyndoch Valley.

Deidrich Heinrich Meyer died age 72 years, Everard Central,. District Gilbert. 18th November, 1889.

Sth . Aust. POPULATION ESTIMATES COUNT	end of 1836 December 31 st . –	941
	1837	2,220
	1838	5,774
	1839	14,030
	1840	17,366

note written on Kangaroo Island;

“The city land for the province is already selling well. To the capital went the name of Queen Adelaide. The mainland is some miles from here up the St. Vincent's Gulf near Sturt's river. The area is a beautiful plain with fruitful ground”.

Source: Menge Papers Mortlock Library/ Rep: Bernard O'Neil, MA, MPHA. ©

KANGAROO ISLAND & The first Immigrant families included the Beare Family;

Reminiscences of 1836, William L. Beare. Arriving with his family on the first ship ‘Duke of York’ settled with family at Kangaroo Island on 27th July 1836...he noted

“...on the third day some islanders, runaway convicts turned up...brought some wallaby and lots of vegetables and introduced us to their black wives. T. Whalley had been on the island since 1814 and Billy Day since 1816.....”

further information noted from 'The Economist', July 8th, 1837.

in the Angas Papers at the Mortlock Library, South Australia.

Kangaroo Island.. “December 10th, 1836...from Kingscote we walked inland for a distance of ten miles. Walked five miles through brambles & over logs of dead timber.....arrived at a river called by the ancient settlers, the Three Wells (three wells of fresh water along its banks). Depth of 2 to 3 fathoms for about eight miles,(remarkably) the water sometimes in place salty other parts fresh...covered in blood from the bush thorns and thorns on the path some so strong as to pierce the soles of our shoes.....startled by a sow with four young pigs...arrived at farm situated in a most beautiful park, timber twenty feet round and ninety feet high. Welcomed by four large dogs....Messrs Whalley and Day produced a leg of pork and some nice home-baked bread.....we found four acres of wheat, large kitchen garden, large lagoon of fresh water.....we beheld pigs, poultry....they lived with three black women, two natives of the mainland and one of Van Dieman's land. ...took tea made from the native tree.....house is built timbers driven into ground like piles, pointed with clay and thatched.....in front, fenced yard and in centre the fire,.....the smoke

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

from which prevents any insects entering the house. Mr. Whalley prepared a "damper" before baking within hot coals.... their bread...."

16th May 1837, Kangaroo Island.

extract from Johannes Menge's diary & letters 1837

"Some days ago from my tent I visited the dwellings of some islanders, 12 miles from here. They have made themselves a type of farm and have been on this island already 18years.The native women wear fur of wallaby, they must feed their men, (the islanders), they skilfully set traps.....they remain away several days until they have caught their booty(wallaby) – fresh meat must immediately be eaten."

For travelling about the island some preparation must be taken against the risk. Thickets where Australian thorn shrub (bursaria spinosa) seems to have domination, also carry water.

Source: Menge Papers Mortlock Library/ Rep:Bernard O'Neil,MA, MPH.A.©

"We have been favoured," says the Cornwall Chronicle, "with a communication from the new settlement per last arrival.....the appearances of the buildings is at present of a singular character, some of them being composed of mud and grass, others of rushes; some of them, however are more sightly being composed of wooden frames, neatly covered with canvas or of panels screwed together, these last descriptions are the most convenient, from 4 to 6 roomy apartments in them. The parsonage, Mr. Osmond Gilles and Mr. Hack's are of this construction. The church, a frame building, sent from England per 'Coromandel', is not yet put in commission, in consequent of the want of bullocks to transport it from Glenelg to the site intended for it.

The country has been refreshed with a fall of rain that has beneficially altered its appearance. Grass was in abundance upon which the sheep throve exceedingly.

Some town allotments have been sold by the original purchasers at an average advance of 60%. One town acre allotment sold for eighteen guineas. The Company's principal establishment is at Kingscote, one of the points at Nepean Bay in Kangaroo Island at which there are from 300 to 350 inhabitants. Mr. Stephens, the colonial manager has at present the superintendence of it; already has a road been cut through thick forest to a farm nine miles distant from the settlement. Several German families are among the emigrants who adopt their national dress and make rather a singular appearance, especially the females.....The Company has established a black whale industry at Encounter Bay. Samuel Smart, esq; late of Launceston is appointed Sheriff of the new settlement."

Source: The Sydney Colonist, June 22nd. Printed in the London Morning Chronicle. October 31st, 1837.

SURVEYING STAFF OF COLONEL WILLIAM LIGHT, Chief Surveyor and City Planner of Adelaide.

Deputy Surveyor - G.S. Kingston.
Assistant Surveyors – Boyle Travers Finnis.
W. J. S. Pullen.
William Jacob.
W. H. Neale.
W. Cloughton.

LOCAL SHIPPING.

In 1837, the South Australian Company, alongside of the cutter 'William', added a second small cutter named the 'Mary Ann' purchased from Tasmania. She could carry 25 tons of cargo.

From 1837 onwards the ships arriving at the beginnings of the settlement were many and constant., cutters, schooners, brigs, barques, ships, not only with passengers and large complements of sailors but with goods, chattels, stock & equipment some sourced en route from Cape Town of South Africa, Calcutta in India, Hobart & Launceston in Van Diemen's Land and Port Jackson in Sydney of New South Wales.

1838 another cutter 'Waterwitch' of 25 tons was chartered by the Company to be used for survey work in Encounter Bay by a naval officer, Mr. W.J.S. Pullen. In her he sounded out the entrance of the River Murray and marked the channel there.

Three more vessels were purchased in 1838, the cutter 'Ranger' built at Port Adelaide, the schooner 'Victoria', built in Tasmania and the cutter 'Hero' built on the banks of the Manning River in New South Wales. She was first registered at Port Adelaide on the 30th October, 1838.

In 1839, four more vessels were added: the schooner 'Jane Flaxman' built at Port Adelaide, the cutter 'O.G.', built on the banks of the Patawalonga at Glenelg, the cutter 'Alice' built at Port Lincoln and the cutter 'Francis' built at Encounter Bay.

At first they were mainly used for survey work, sounding depth of water in coastal areas, marking safe places to anchor and taking land parties to various coastal points to assess suitability of the land.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

In 1840 the 'Waterwitch' was used by the South Australian government to take stores & despatches to the head of Spencer Gulf for Edward John Eyre, the explorer. The cutter then furthered sailed around to Streaky Bay on the west coast to meet up with Eyre and his party of overlanders to provide them with further stores for the exploration along the Great Australian Bight.

ADELAIDE a short TIME FRAME.

1838 January 29th foundation stone laid by Gov. J.H. Hindmarsh - Trinity Church, North Terrace.

1838 January, Overlander Charles Bonney arrives with stock.

1838 April 3rd, Overlander Joseph Hawdon arrives from Sydney with cattle.

1838 August 14th, Overlander Capt. Charles Sturt with cattle.

1838 October, arrival of 2nd appointed Governor, George Gawler and wife at Glenelg on the 'Pestonjee Bomanjee'.

Many residents rode on horseback down to the bay at Glenelg to welcome them.

SCHOOLS – *partial list only*

1. Congregational Chapel Schoolroom, North Terrace, Rev. T.Q. Stow.

2. South Aust. School Society. Mr. J.B. Shepherdson, Master, schoolroom North Terrace, (opposite Trinity Church).

3. Classical & English School. Mr. Drummond, schoolroom, Angas Street.

4. Grammar School. Rev. G. Spey, Gouger Street.

1838 Colonel William Light resigned from his commission due to intense pressure from some quarrelling citizens. They continuously undermined his efforts and interfered with his position.

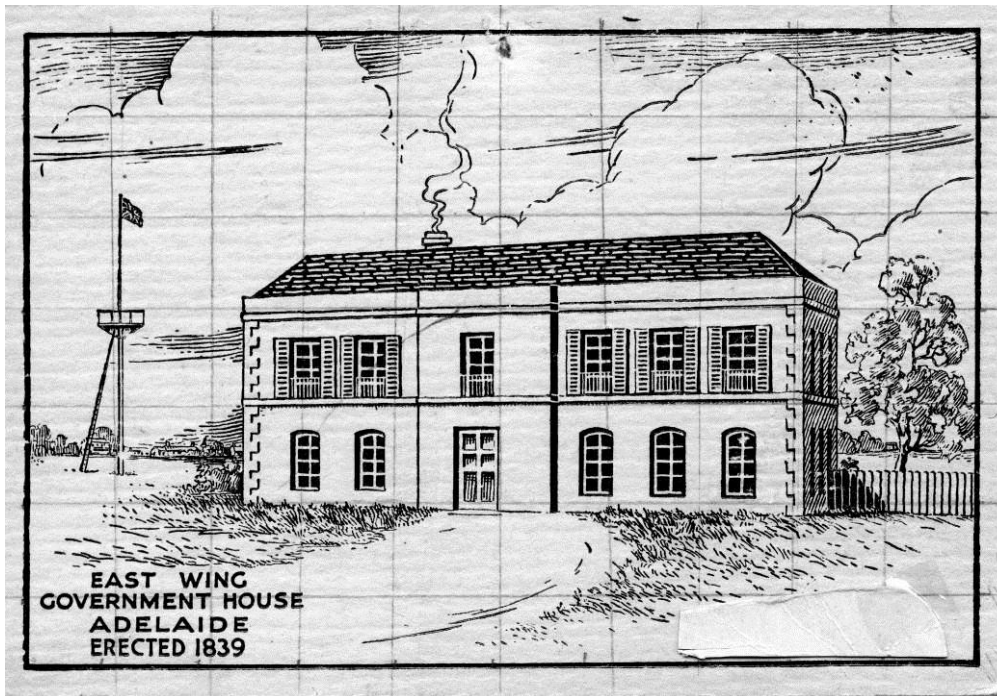
Some of the clergy, doctors and government officials disapproved of his sharing his home with a female companion, Maria Gandy who had sailed with him to South Australia on the ship 'Rapid'. He was quite ill but worked on solidly to finish his grand plan & his working team remained totally loyal. The general populous admired & loved him.

1839 Colonel William Light died October 5th 1839. Aged 53 years. Of exhaustion from continual & constant hard work & long suffering the illness of tuberculosis. All aggravated by stress after losing much of his life's work, plans & paintings when his home was destroyed in a fire in his developing city.

Buried in Light Square, Adelaide. The entire population who were in the city at this time turned out for his internment which completely startled the authorities who had undermined and queried his valiant efforts persistently. Those same officials immediately came forth and gave glowing testimonials with speeches of praise having being shamed into showing their respect for a brilliant idealist, pragmatic thinker, a conscientious surveyor and a forward thinking town planner.

Light Square was a natural bush park scattered with tall, shady eucalyptus trees within the heart of William Light's Adelaide Plan.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.



1839, March - Nathaniel Hailes recalled arriving wrote,..... "Though the road from Glenelg to the site of Adelaide was little more than a torturous, winding track created by the footsteps of numerous earlier pedestrians & the few haulage animals and vehicles that served the town. I enjoyed the experience of my first walk in the new colony. The narrow track meandered along amid and apparently boundless maze of strongly scented shrubs and magnificent gum trees. The branches of the trees were crowded and enlivened by flocks of parrots, cockatoos and parroquets, whose coloured and varied plumage rendered the scene immensely picturesque.....Flocks of screaming chatter birds frolicked Here and there a laughing jackass gave forth its mocking laugh, as if to scoff and ridicule each new trespasser to its territory.

The first sign of civilisation to be seen was a number of rudimentary huts along the town's northern boundary. They were made of reeds from the nearby Torrens River, and, as I later discovered, were collectively referred to as Buffalo Row.....

..... Soon after passing these huts more buildings came into view, firstly small huts and cottages, then, sprinkled here and there a few more substantial buildings. One quite enormous structure belonging to the South Australian Company, another good brick house to Mr. Hack, another to the enterprising Mr. Gilles, one to Mr. Thomas and a couple of new taverns. But in the main, the rest of the dwellings were small and made of very light materials and the number of canvas tents and marquees gave some parts of the settlement the appearance of a camp. Most of the newcomers settle down on what is called the Park Lands, where they are handy to the rivulet and they construct a Robinson Crusoe sort of hut with twigs and branches from the adjoining forest. Adelaide, as I found it in the month of March, 1839....resembled an extensive gypsy encampment. Not a semblance of a street existed on the land, although all the main streets had been duly laid down on the plan. It was in fact an extensive woodland with here, a solitary tent and there, clusters of erratic habitations....It was easy to lose oneself in the heavily wooded city even in the daytime and at night it was scarcely possible to avoid doing so. The maze-like character of the spot was great enhanced by a multitude of wattles, which occupied spaces between gum or she-oak trees. Many instances occurred of people have to "bush it" all night within the limits of the town or going "bewildered" to residences to enquire the way home.....

Source: Recollections: Nathaniel Hailes' adventurous life in colonial South Australia, edited by Allan L. Peters, Wakefield Press, ©

1839, S.A. Register, St.13th July-7 miles inland from the bay, at the site of the city.

"erection of the frame cottages sent out by honourable Commissioners in the 'Coromandel' and other vessels for emigrants. Erected on the corner of the Parklands where the West and North Terraces meet and nearby to the River Torrens for water supply.

The rows of rough housing were named.....Buffalo and Coromandel Row. 16 X 14 feet wooden rooms. The designated area became known as 'Emigration Square'.

These were emergency dwellings until the new comers were settled and able to provide their own accommodation. As they moved out, newly arriving migrants moved in.

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012, September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

For the warmer months some new settlers also copied the style of making a wurlie as the aboriginals did, by weaving and thatching any foliage at hand such as reeds, lighter tree branches, bark from the tree trunks – the bark provided shelter from the wind and allowed rain to run off. Others had brought with them canvas tents or tarpaulins to make a quick shelter, but being exposed to all weathers, especially torrents of rain, no tent cloth could prevent rain entering the inside – many slept with umbrellas over their bodies with a sea of mud floating about their bedding – those with the necessary skills built mud walls, which they rooved with thatched reeds.

The aboriginal men were observed using a stick to dig notches in trees by chipping out a piece of bark to place their foot in as a step until they reached a branch of the tree. Then they would seek out young birds in hollows and o'possums for food.

They would cross the wider streams by seeking a large fallen tree which lay over the water & nearly reached the opposite bank. Some aboriginals were also observed to be very strong swimmers.

FLEURIEU PENINSULA

At Port Victor, Encounter Bay Capt. J. Blenkinsop had established a whaling station in March of 1837 on the mainland which he shortly after moved across onto Granite Island. The fishery was named “Anna Vale” after his wife.

About the same time the South Australian Company set up its planned whaling station in the lee of the Bluff on the mainland of Encounter Bay.

The local Ramindjeri group at Port Victor & Port Elliott were of the larger Ngarrindjeri Aboriginal tribe and they called this place, 'Poltong'.

A whaling station was also established two miles east of Cape Jervis by 1840 at Fishery Beach. This was active until the 1855.

The main road over the Fleurieu Peninsula to Port Victor beside Encounter Bay from the Adelaide Plains meant clambering up the Adelaide Hills and across the rolling land via Willunga township. Even so, this did not offer a direct route along the coastal edge because of the escarpment at the top of Aldinga Plains. A more lengthy and winding route had to be made overland towards Encounter Bay which meant the newly purchased lands towards the coastline were often inaccessible with deep ravines.

As land grants were purchased at the auctions, in many cases sight unseen, walking or horse tracking over rough terrain to locate and access the land could be extremely difficult & exhausting. It was firstly, a hardship to get up the steep hills which encircled part of the Adelaide plains if heading for the direction of the Murray river flats & lakes or onwards to the tip of Fleurieu Peninsula. A continuous struggle through the virgin bush & scrub, deep gullies, stony water courses & at all times needing to focus on an accurate reading of the surveyors' maps into the unfamiliar terrain. After viewing & walking their purchased acreage, making temporary shelter & fences, the new owners then had to decide what their land could support by way of farming. This be whether animals, grain or both. Then necessary to retrace their steps back to the Adelaide settlement to turn once more about as they overlanded their family, goods, seed, animals and tools to their selection.

To find an easier passage over the Fleurieu Peninsula from the Adelaide Plains, onto & as far as Encounter Bay many land owners looked towards the sea coast for access. Using small ships to enter the bays and inlets, encouraged by the excellent & detailed coastal charts drawn up by Colonel William Light, new farm holdings and settlements were evolving with bays established at Port Noarlunga, Aldinga, Port Willunga, Myponga Beach, Yankalilla(y) Valley, Second Valley, Rapid Bay & Cape Jervis.

Jetties were built for small craft and the farmers would send their produce down to the beach to be on-loaded to firstly, the small cutters and later the ketches and schooners which sailed back around to Port Adelaide for either local selling or for exporting goods further afield. At these timber jetties, the varied produce from the farm could include colonial wine, tobacco leaves, livestock, milk, potatoes, wheat, barley, oats & also prepared milled flour as well as Wattle bark which would be used in the tanneries on hides and skins. These new landholders and tenants made the best of their opportunities as freemen & the successful ones bought out some early 'triers' on smaller holdings to gradually build up their properties & support their extended families.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Captain William Chesser was called before the Colonization Commission Committee on his later return to England, circa 1838. He was accused of having detained his ship unnecessarily at the Cape (of Good Hope, South Africa) and for spending money on extra provisions. He was informed that the supplies issued to the ship were sufficient and of good quality as per Godwin & Lee, the purveyors and victuallers. It was 3 months or so before his South Australian passengers heard of this reprimand and the accusation against his good name through the newspaper reports. They wrote a collective letter which was printed in the newspapers locally and also sent by ship to London for printing.

The grateful passengers put together a presentation gift to honour his excellent behaviour and the care he had given for their welfare. They were aware he was returning to Adelaide on a second journey which they expected would be the 'Coromandel', but Captain William Chesser had been demoted to & was now the Master of a smaller ship the 'Mary Ridgway' of 217 tons. He returned to Australia from London accompanied by his wife and arrived in Port Adelaide on the 2nd August, 1839 with 3 passengers. His destination was to continue on to Port Phillip Bay, (Melbourne) to deliver goods. The Coromandelians (of the Sept. '36 to Jan. '37 journey) held a dinner in his honour in Adelaide and presented him with gifts and a testimonial to show their gratitude for his care and to show that he was held in highest regard. Captain William Chesser sailed on around the coast to Melbourne, but by this time he was gravely ill with consumption (tuberculosis). He died on board ship in Port Phillip Bay. Captain Chesser's funeral was "the first naval funeral in Port Phillip Harbour" with representative parties from other ships. Masts flew with set flags, on the orders of their captains, to bid him farewell.

Buried in the Old Melbourne Cemetery, Episcopalian. Old Grave Number 379. State of Victoria.
A heavy sandstone slab on ground reads –

'Sacred to the memory of CAPTAIN WILLIAM CHESSER who departed his life, February, 1840 age 45 years'

ADELAIDE CITY nomenclature FROM THE 'coromandel' 1836 JOURNEY.

"Coromandel Place, Chesser Street and French Street, all three being contiguous and forming part of an early subdivision of Town Acres 145, next to Grenfell Street in Adelaide.

This Acre Section was first owned by Dr. Cotter, the ship's surgeon on the first journey 1836/7. Chesser street named after the respected Captain of the ship & French Street was named after Edward French, who, on that first voyage came as Chief mate, and then later as the Captain on 'Coromandel's' third voyage in 1840.

Edward French returned to Adelaide to settle. He married Dr. Cotter's sister and was to later become first Mayor of Port Adelaide."

Source 'Colonizing ships' by Ewens. Reference to name usage with direct link to 'Coromandel' 1836/7 voyage.

WILDLIFE & WILDFOOD FOUND IN THE AREA OF ADELAIDE, NEAR HILLS & THE COASTLINE.

Bilby (Pingko), goanna, brush tailed and ring tailed possum, kangaroo, wallaby, echidna, hairy nose wombat, snakes & grubs, platypus, potoroo, bettong, bandicoot, emu, bustard, various reptiles, fresh river fish- callop (golden perch), cod, yabbies, mussels, various birds, the likes of the parrots, magpie, wattlebird, crested pigeon, butcherbird, eastern spinebill, honeyeater, tawny frogmouth to duck, pelican, turtles, crabs, sea fish. Then the Quandong fruit (santalum

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

acuminatum), native cherry (*Exocarpus cupressiformis*), wattle (*Acacia*), Muntries, various edible grasses, seeds & honey from the native beehives. Not so edible were the spiders, scorpion, centipede & leeches.

FLORA found on the Adelaide Plains and in the foothills. A partial list.

Calostemma Purpureum(lilies), *Muehlenbeckia*, Saltbush, *Danthonia*(wallaby grass), *Einadia nutens*(*Rhagodia*-scrambling groundcover), *Lomandra austrostipa*, *Stipa*(spear grass), *Xanthorrhoea*(grasses), *Acacia* species(wattle), *Bursaria spinosa*, *Melaleuca lanceolata*(dryland Tea Tree), *Allocasuarina verticillata*(drooping Sheoak), *Casuarina stricta*(Sheoak), *Callitris preissi* spp. *preissi*(native pine), *Banksia marginata*(silver banksia), *Euc. microcarpa*(grey box), *Euc. Leucoxylon*(SouthAus. Blue gum), *Euc. odorata*(peppermint box), *Euc. calamduensis*(river red gum), *Euc. porosa*(mallee box), *Euc. fasciculosa*(pink gum),

THE TRIBES.

The new settlers disturbed the many local aboriginal tribes who had accepted their coming into their lives without anger or fight. Those of the Adelaide Plains called Kurna (pronounced Garn-na), the Adelaide Hills tribe called Peramangk, the tribes from the Murray river & Lakes, the Ngarrindjeri, across on the Fleurieu Peninsula, the Ramadjeri (Ramindjeri) and other groups. As the settlers moved out and took up land further afield, including the northern districts, the Yorke's Peninsula, the later named Eyre's Peninsula & onwards and outwards the new chums were to disrupt and destroy many tribal groups who had always been generally mobile, who walked & lived with the land as the seasons changed. These tribal groups traded & interacted with numerous other tribes scattered farther afield, who only occasionally took to fighting and who left no large destructive imprint upon the land. The settlers had taken away their hunting ground, their food sources, put up fences and applied the Law of the British government for any trespass and hunting of farmed animals. The new chums claimed ownership & control of the fresh water sources, they cleared the land of its natural food and vegetation and so with the general herding of the tribes into smaller and smaller settlements thus caused a general depression & malaise which eventuated in the decimation of their numbers. They fell victim to all types of diseases which killed them including the 'common cold' as well as other general ailments that were alien to them introduced with the new arrivals on ships from far off lands.

This occurred also within the Adelaide plains and the nearby surrounds. The Kurna were forced to withdraw & camp in a designated area on the western Park Lands, a parcel of land named the Native Land. The permanent, fresh water hole which kept them alive during the middle of any fierce summer when the river dried up was taken from the tribe to be included into the design of the newly established Botanical Garden. Complaints were printed in the local news-sheets about the aboriginals' perceived poor quality of life. How miserable they were, dependent upon blankets, baccy, rice, flour, grog and their lack of hygiene. The complaint they were contaminating the settlers' drinking water. That river of fresh water running through the centre of the newly planned city which shrank into water holes during summer was tainted due to those tribal children playing and swimming as their generations past has always done.. The river the Kurna tribe called Karrawirra Parri but the settlers named it the Torrens.

In the original planning of the State, the Colonization Committee had allowed for the appointment of a Protector of Aborigines. The mandate for this protection was very loose in terms & open to different interpretation. There were those who felt all the tribes should be left in peace, but the planners in turn, had never anticipated that the habitat & lifestyle would be destroyed by the very arrival of the colonists. There were others that believed they should be schooled, be given religious training & generally indoctrinated into the colonist's way of living. There were some who made effort to learn the local dialect & commenced writing down the (spoken only) language. In particular, two German pastors with helpers opened a school, 'Piltawodli' in the parklands & began to teach the aboriginal children to read and write in their own language as well as English. This school was later ordered to be closed and the Kurna language not to be used. Others felt that it would be wise for the Protector of Aborigines to herd the tribes into reserves & settlements away from any bad influence, which, of course meant removal from their ancestral lands & hunting grounds. The removal of their daily activities, the corroborees, the walkabouts, the hunting, the camping grounds & the destruction of their tucker source meant a loss of freedom & their way of life. Many were moved into government villages, some maintained limited nomadic life but received handouts & others became city fringe dwellers.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

THE DISASTER of the "Tam o'Shanter"

This is the reported accident that alerted Capt. Chesser not to expose the "Coromandel" to probable danger.

Some Captains chose to sail their ship further up the coast to the mangrove Reaches where a marker showed the indistinct entrance to what was first named as Jone's Creek when mapped from an earlier navigational expedition by Captain John Jones in 1834. This was then reviewed from September 25th, 1836 for about three uncomfortable days & nights by Colonel William Light with a companion, sleeping & eating in their craft covering their bodies at night under tarps to allay the torture of insects. The need was essential to find a suitable site for shipping with a safe port. Colonel Light felt that the '16 Mile Creek' could be marked & dredged for future access to the larger river nearby, this being situated about 8 miles from his favoured site for the city of Adelaide. Later smaller craft & ships did commence using this tidal reach to access the designated place to land their cargo and passengers, but when the larger 'Tam o' Shanter' made this approach.....

The '**Tam o'Shanter**' had arrived at Nepean Bay, on November 20th 1836. December 14th 1836 she sailed up the Gulf and dropped anchor off Holdfast Bay remaining there four days. She then continued up the Gulf of St. Vincent to the designated entrance via a tidal creek that washed through the mangroves and towards the Port River. On **December 18th** moving into the creek the ship became stuck on a sandbar and bottomed for three days. She was in such a leaky condition that she filled with water. She became bogged in the sticky, swampy glug and bottomed out until a high tide. She had tilted over and sent much of her onboard deck cargo into the salty water causing great distress to passengers dependant upon these items. Tool chests, trunks of clothing, books, precious items which, even if frantically caught up by manned small craft, soon rusted, stained and rotted whilst others goods simply disappeared down into the smelly brine including much building material. John White (a builder) had chartered space on board this ship for implements, stock, house-building material, weatherboards, cement, etc., he also brought out nine men, some with families, three of the family names being Brown, Vering and Sydenham. The goods stored in the hull were soaked in sea water and John White and his men spent day and night manning pumps to discharge the seawater as they unloaded to shore what they could save. Eventually some wood washed up on the beach, and was later collected to be brought around the coast to what is now called Henley Beach. It was then conveyed by men upon their backs across the then wide swamp and part of it used in the build of the first house at the Reedbeds built by & for John White .

c.f., White Collection item 117a. rephrased. Pioneers Assoc. of S.A.

Letter written Jan. 2nd 1837.

"Dear Brother, I was very glad to hear from.....We have met with dreadful misfortune since we left you on Kangaroo Island, for when the vessel was passing over the bar into the River she went aground and we were stuck three days..... it took ten men at the pumps to keep the water out and at one time there was 9 feet of water in the hold & much of the cargo was spoilt.we had to construct rafts with timber and in placing my goods upon them many were lost.....Your tools have suffered dreadfully. The old Tam is supposed never to go to England any more.....we have landed the cargo at a dreadful place, being obliged to lug everything through a bog, a quarter of a mile wide, to dry ground.

I had to pump in my efforts to save my property for 48 hours almost without rest until I was done over.....We are lying in the open air, almost devoured with mosquitoes and other vermin.....don't make the worst of our misfortunes because if it get to England it will do a deal of harm and prevent many intended settlers from coming out.....affectionate Brother, John White. "

c.f., White Collection item 53. Pioneers Assoc. of S.A.

COASTAL SHIPPING IN SOUTH AUSTRALIA.

Coastal vessels in 1840 were twining and frowning not only to the Encounter Bay & Kangaroo Island but across to the two Peninsulas', over to Boston Bay, Port Lincoln on and to other points along the coastline either side of Gulf St. Vincent and Spencer's Gulf. The smaller coastal ships also went further afield with produce & travellers to Port Phillip Bay (Victoria), Port Jackson (New South Wales) and to Launceston & Hobart on Van Dieman's Land (Tasmania).

Some larger vessels traded as far as New Zealand & even to Mauritius, from there to bring back sugar and molasses.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The details of the vessel named Coromandel that travelled to Australia were:

Coromandel

A wooden 3-mast ship of 662 tons, built in Quebec in 1834 (Geo Black)

This vessel arrived in Australia on the following dates:

12 January 1837	Adelaide	Captain Chesser	to Adelaide.....
1 October 1838	Sydney	Captain Neale	<i>do not have any record of her berthing in Adelaide.</i>
24 June 1840	Sydney	Captain French	to Adelaide.....

The second journey to Australia by the 'Coromandel' was in 1838 with Captain Neale. She was for Sydney, New South Wales.

The third journey the 'Coromandel' made to Australia, first calling in at Port Adelaide, then around to Sydney and on to N.Z.

Coromandel

Ship: 662 tons

Captain: Edward French

Surgeon Superintendent: Dr Alston

Sailed London 10th Dec 1839 - arrived Port Nicholson 29th Aug 1840

"Emigrants embarked from St Katherine's Docks 9th Dec 1839 at 4 o'clock"

The Coromandel travelled via Sydney, Australia where it took on board 200 sheep, 20 bullocks and 4 horses.

<i>Name</i>	<i>Age</i>	<i>Occupation</i>	<i>Comment</i>
<i>Cabin Passengers</i>			
Baker	Major		Travelled from Sydney
Bales	Mr		
Beardmore	Dr		
Bligh	Mr		
Crawford	Mr		
Earp	George B		
Foster	James Ramsay		
Guyton	William		
Minet			Travelled from Sydney
Petrie	Hon. H		Travelled from Sydney
Ridgeway	Isaac		
Smith	James	23	
<i>Steerage Passengers</i>			
Annear	James	25	Carpenter
	Ann	23	
	Daughter	16 months	
Butler	Thomas Charles	31	Carpenter
	Louisa	27	
	Walter	17 months	
	Louisa		Born at sea

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Cherry	Edwin	32	Wheelwright & Smith	
	Ann E.	30		
	Daughter	7		
	Son	5		
	Daughter	3		
Green	Elizabeth	22	Sempstress	
Hook	Bennett	29	Sempstress	Widow
	Rachael	12		
	Emily	8		
Pawson	Friend	5		
	John	32	Carpenter	
	Mary Ann	29		
	William	12		
	Sarah Ann	9		
	John	7		
	Jonas	5		
Pilcher	Joseph	2		
	Stephen	44	Labourer	Widower
	Susan	17	Sempstress	
	Stephen	11		
	John	8		
Swallow	Edward	23	Bricklayer	
	Ann	23		
	Son	6		
Walker				
Walsh	Edward	33	Carpenter	
	Mary Ann	31		
	Eliza	12		
	James	10		
	Catherine	4		
	John	10 months		

Copyright Denise & Peter 1999, 2000

FREE PASSAGE – the changes:

The end of the Emigrant Labourer Free Passage Scheme to South Australia was in the December 1840 due to the lack of funds. At this time there were approximately 17,366 persons in the new colony of South Australia, which included 5,000 labourers and their families. Other various schemes continued but they included some payment for passage. Many institutes and parish churches in United Kingdom raised the funds to help those who wished to try for a new start in the colony. The Parish chest helped send out families and extended families of all ages, which in turn relieved the church from duties to support their parishioners under the Poor Law Acts.

Type of cargo that was carried on some ships to Holdfast Bay &/or Port Adelaide near Outer Harbor.

Ships arriving at South Australia from other overseas ports listed in 1840 were from London, Plymouth, Greenock, Perth, Kirkaldy, Liverpool, Leith, Dundee, Dublin, Cork, Mauritius, Singapore, Calcutta, Canton, Cape Town, Bourbon, Balli,*(sic)* New Zealand and elsewhere. Up until the entrance into the Port River had been made large enough and the McLaren wharf built at Port Adelaide by 1840's, not all of these ships anchored at the port. Holdfast Bay was still the chosen anchorage for many up to the year of 1844.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

An example of the type of & quantity of **cargo carried on board a passenger** ship to Adelaide, South Australia. Printed in The Greenock Advertiser, 25 May, 1841 UK. (These extracts from another ship's journey with additional description of her cargo of goods carried out to the shop keepers in Adelaide) **The India** arrived in Port Adelaide on 23 February 1840.

extract from a passenger's diary on the sailing ship "India"....." I scarcely got 10 minutes sleep on account of the violent noise of the creaking of the vessel & the waves lashing against the sides. While lying in my berth I was a good deal frightened expecting every minute to hear the crash of the mast giving way. About 7 o'clock I went on deck and there beheld the raging of the gale. The main mast which only carried reefed topsails was bending like a willow and appeared to me ready to come away. Every time the ship descended into the hollow of the sea the waves dashed over her bow & covered all the forecabin with water. At our hatchway on the main deck the water was sometimes near a foot deep when it dashed against the bulwarks".*continuing*....."we were within a mile of Kangaroo Island and could see distinctly the bold rocky shore. In a couple of hours after, we saw another island belonging to the group of Althorpe. Beyond this, several smaller ones appeared and the mainland was dimly visible on the horizon beyond".

Listed below is some of the cargo IMPORTS

- 56 Boxes and casks of sundries □ 24 Wheels □ 11 Cases Sundries □ 30 Boxes Raisins □ 150 Bags Salt
- 6 Cases & 1 packets of sundries □ 2 Cases 2 Carts □ 23 Cases & 1 cask sundries □ 4 Trunks merchandise
- 2 Bales & 2 Boxes merchandise □ 1 Box merchandise □ 25 Firkins 8 Boxes Sundries □ 1 Pkg chairs
- 2 Bales 7 Pipes Sundries □ 3 Crates Sundries □ 200 Deals □ 4 Boxes Pipes □ 20 Pots Earthenware
- 45 Casks Provisions □ 50 Firkins Butter □ 3 Half puns hams □ 1 Pun Ham □ 50 Boxes hams
- 1 Cask Whiskey □ 2 Quarter casks wine □ 22 Casks wine □ 2 Casks salmon □ 34 Sundries
- 60 Bundles Iron □ 8 Pkgs ironmongery □ 74 Pkgs sundries □ 72 Pkgs sundries
- 3 Bales Merchandise □ 50 Boxes dried herrings
- STORES
- 120 Gallons Brandy
- 50 Gallons Gin
- 40 Gallons Whiskey
- 80 Gallons Rum
- 6 Quarter Casks Wine
- 8 Tobacco

Then the 'INDIA's agents in Port Adelaide, Murray, Greig, and Co. placed the following two advertisements in the South Australian Register on 28 February 1840.

□ Ex 'INDIA' - *On sale by the undersigned- Several trunks of very superior ladies and gentlemen's boots and shoes, 25 crates and 3 pipes of superior china and earthenware, a choice assortment of summer clothing, blue jackets and trowsers(sic), etc., a large and splendid variety of silk, satin, and wrought goods of every description and newest fashions, which will be particularised in future advertisements; also bales of bleached canvas, linen and cotton tick, white duck, dowlas, diapers, twilled linen sheeting, brown linen boiland, fancy prints, striped and checked ginghams, & c., an invoice of toys, stationery, consisting of wrapping paper, writing paper, memorandum and other books. 200 Gross of tobacco pipes.*
Murray, Greig, and Co.

□ *On sale by the undersigned - a large quantity of batten deals and battens, cut and uncut; new catineal, Lochfine herrings, Cork and Hamburg butter, split peas, pot barley, Westphalia hams, beef in tierces, pork in barrels, patent salt, gunpowder, fine Manilla sugar, rum, negrohead tobacco, champagne, sherry in wood and bottle, bottled stout, Manilla cigars, ship's bread, a copper boiler and furnace; also two rams and two ewes in lamb of the Leicester breed.*
Murray, Greig, and Co.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

END NOTE.

A little bit of ROYALTY.

The naming of the city as Adelaide and the main thoroughfare as King William Street & Road.

King George 1V (the Regent king) died leaving no living legitimate heir to the throne. His one daughter Charlotte, married to Leopold, Prince of Saxe-Coburg, had two miscarriages and died after the birth of her stillborn infant in 1817. George 1V would not father any further 'legitimate' heirs. His reviled wife Queen Caroline, was long departed to the Continent sometime after the birth of Charlotte.

After Charlotte's death two of George 1V's brothers married on the same day into recognised European Houses of Sovereignty. Their aim to bring forth a legitimate heir to the throne. They had already fathered many children but all were considered by law as illegitimate as both these Dukes' co-habitated with 'commoners'.

the brothers.....

Prince William, The Duke of Clarence. William married Princess Adelaide of Saxe-Meiningen in 1818.

Prince Frederick, The Duke & Duchess of York had no legitimate children who survived.

Prince Edward, The Duke of Kent, youngest brother of George 1V. Edward, in 1818, hastily married Princess Victoria of Saxe-Coburg-Saalfeld whose brother was Leopold, Prince of Saxe-Coburg-Saalfeld, the widower of the late Princess Charlotte, deceased daughter of King George 1V.

King George 1V died in 1830 and his brother, the Duke of Clarence became King William 1V, but he & his wife, Queen Adelaide had no living issue. Two daughters died in their infancy & Queen Adelaide had many miscarriages. It was William & Adelaide's names that were to be bestowed upon the planned city in the colony of South Australia when first proposed in 1835.

[Prince Edward, The Duke of Kent & Princess Victoria had one daughter named Alexandrina Victoria b: 24th May, 1819. Her father died shortly after her birth. She was heiress presumptive until she became 18yrs of age on May 24th, 1837. Her uncle, King William 1V died 20th June, 1837. Alexandrina (Drina) chose her second name of Victoria for her title. Queen Victoria's coronation was on the 28th June, 1838. Her favourite uncle, Leopold, introduced her to his nephew Prince Albert of Saxe-Coburg & Gotha. On marrying Queen Victoria on the 10th February, 1840 he became HRH, Prince Albert. The title of Prince Consort was not formally granted until 1857.]

Other 'COROMANDEL' SHIPS AND THEIR RECORDED JOURNEYS.

This may be our 'Coromandel' commandeered along with many ships to move the masses of starving and evicted Irish people away from the United Kingdom. S.H.

1847 PORT OF QUEBEC arrivals 2nd July, COROMANDEL from Dublin. / with destitute Irish immigrants. Showing the Date of Arrival, the Port whence sailed, the Length of Passage, the Detention in Quarantine, the Number of Souls embarked, the Mortality on board at Sea or at Quarantine.

Date of Arrival at Quebec	Vessel's Name	Whence	Length of Passage to Quarantine, in Days	Detention in Quarantine in Days	Souls Embarked		Deaths	
					Cabin	Steerage	On Board	
							On the Passage	At Quarantine
02 Jul	Coromandel	Dublin	45	4	...	446	10	2

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

The following data and incidental information has no likely connection to our 'Coromandel' story.

The details of other vessels named Coromandel that travelled to Australia were:

>>

Coromandel

A wooden 3-mast ship of 639 tons, built in Rotherhithe in 1820

This vessel arrived in Australia on the following dates:

5 December 1838 Sydney Captain W. Loader

10 July 1840 Melbourne Captain Loader

29 August 1840 Sydney Captain Loader

18 November 1840 Melbourne Captain Loader

3 April 1849 Adelaide Captain Norman *From Plymouth UK. to Port Adelaide. No passengers listed.*

9 May 1849 Melbourne Captain Norman

8 January 1855 Adelaide Captain Byron* *see following notes*

>>

Coromandel Official number 10516

A wooden 3-mast ship of 766 tons, built in Greenock in 1843

This vessel arrived in Australia on the following dates:

5 January 1850 Adelaide Captain Gray *From London to Port Adelaide.*

3 August 1852 Melbourne Captain G. Poole

23 August 1852 Adelaide Captain G. Poole

7 October 1852 Melbourne Captain G. Poole

>>

Good luck with your search.

Gillian Simpson

Public Enquiries Librarian

Australian National Maritime Museum

GPO Box 5131

Sydney NSW 2001

Australia

Ph: (02) 9298 3731

Fax: (02) 9298 3730

COROMANDEL from London via Plymouth Captain W.H. Norman arrived at Port Adelaide 3/04/1849. No passengers listed. This is not the [George Black]: 'Coromandel' ship.

COROMANDEL from London. left on 5/09/1849 under Capt. J. Gray. Arrived Port Adelaide 5/01/1850. This is not known to be, nor confirmed the [George Black] 'Coromandel' ship.

N.Z. Maritime Shipwrecks.

COROMANDEL ID 588881730

Type Barque. stranded on Buller River and also capsized later in Wellington Harbour.

Date 1896

Illustration pp 24-25

Source NZ shipwreck gallery 1983 (Ref. ID 888810062)

COROMANDEL ID 588880042

Barque. Illustrated page 145

Source: White wings. Vol 1.

Emigrant ship to NZ 1840-1902 Vol 1. (Ref. ID 888810001).

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Maritime Wreck: Kirkpatrick Collection. Original art, drawing, graphite by Edward William Cooke, October 22nd.1856, Hull of wrecked ship 'Coromandel' on a beach. East Indiaman, Great Yarmouth, Norfolk England.

The Times, Oct 6th, 1856, "Shipwreck on the Norfolk Coast – heavy gales. 'Coromandel' 600 tons was wrecked.....

National Maritime Museum .U.K.

Journey of a 'Coromandel' to South Australia. Details are;

S.A. Register Thursday 22nd February, 1855 SHIPPING INTELLIGENCE., "Coromandel" barque, 700 tons, Byron, master from South Hampton – Newman & Sons, AGENTS.

many passengers disembarked at the port of Adelaide..

The Coromandel on this journey carried hundreds of passengers including a large number of family groups which indicates Irish emigrants. There is conflicting information as to tonnage. S.A. Register refers to 700 tons BUT this following information registers a different tonnage.

South Australia Return of Ships and Emigrants despatched by Public Funds to South Australia, in 1854, 1855, and up to the 31st March 1856.

Name of Vessel	Tonnage		Date of Departure	Date of Arrival	No. Of Days on the Voyage	Name of Surgeon Superintendent	Number of Emigrants			Number of Deaths on the Voyage					
	Old Measurement	New Measurement					Total Souls	Adults		Total Souls	Children under 14		Total Souls		
								M	F		M	F		M	F
'Coromandel'	-	850	20 th Sept.	8 th Jan.	120	J. Barlas	69	152	29	37	287	2	1	1	4

Emigration Commission

8, Park Street, Westminster, 7th April 1856.

S. Walcott, Secretary

SHIPPING South Australia. 'Register' newspaper. January 10th, 1855.

The ship COROMANDEL arrived Monday 8th January, 1855.

Captain Byron, from London being moored up opposite the Queens Wharf – Consignees are particularly requested to have their entries passed at the Custom House at once, said vessel being under engagement to sail by the 1st February

– John Newman & Sons. Agents.

Thousands of Irish destitute were shipped out of Ireland to United States of America, Canada & Australia. Many were in very poor health and often were orphaned children groups.

The following are the passengers listed who sailed in this 'Coromandel', many unaccompanied youngsters. Came to Adelaide, South Australia, enroute to Sydney and then on to Calcutta before returning to England.

The South Australian Register, Adelaide. arrived Monday, 8th January 1855.

SHIPPING INTELLIGENCE.

Same day, the barque Coromandel, 700 tons, Byron, master, from Southampton (sailed)September 20.

Mr. J. Mafias, surgeon; Mrs. Chivers, matron; Mr. Moody, school master. Government emigrants— William, Jane, and Marj Batten, Henry, Mary, and Stephen Box, Susan Gillett, Henry. Charlotte, Henry, and Alfred Breakwell William, Maria, Rachel, Maria, William, and Thomas Buffham, Thomas and Margaret Casey, William, Charlotte, Henry, and Sarah Cox, Edward, Catherine, Dennis, James, and Catherine Donnell, John and Ellen Duggan, Edward and Sarah Farrell, Isaac and Mary Anne Fisher, Jonathan, Caroline, Jonathan, and Sarah Darrant, Gustavus, Mary Anne, and William Fox, James, Sarah, Ellen, and Sarah Gilbert, Edward, Catherine, Mary, Thomas, and Ellen Griffin, Charles, Elizabeth, and Elizabeth Hammond, Patrick and Honora Harman, Charles, Maria, Eliza, Albert, and Alfred Hart, John, Isabella, Margaret, and William Harte, Patrick, Margaret, and Margaret Headen, Phillip, Janet, and Phillip Howells, William and Bridget Kearney, John, Catherine, Penelope, Mary, Patrick, Bridget, Charles, and Hannah Kennedy, Robert, Sarah, Sarah Anne, Mary, Jonathan, John, and Elizabeth Kurl, John, Mary, Lucinda, Mary, Elizabeth, Frances, and Bridget Lander, Michael and Bridget Lenard, Patrick, Mary, Daniel, Catherine, Mary, William, and Catherine Lynns, William and Bridget McDonald, Patrick, Catherine, and Michael McInherney, Lawrence, Margaret, John, and James McNamara, William and Bridget Marsh, Peter, Margaret, Rachel, John, James, and Ellen Moore, W. and — Mudie, William, Mary, Jane, Mary,

73

information sourced around the world by Suzanne Hirst & Ross Watts on behalf of all who sailed in the 'Coromandel' ship to Kangaroo Island and Glenelg beach, Adelaide, South Australia from St. Katherine's dock, London, England, August, 1836. Thankyou to those who shared their portions to make the whole offered here. hirstsb@chariot.net.au, 2012. September. Further corrections 2013.

No copyright held except for stated sources. Anyone may correct, alter or add to this gallimaufry. Our searches commenced 1986 to 2012.

THE STORY OF THE 'COROMANDEL' IN PARTICULAR, 1834 3 MASTED SAILING SHIP.

Daniel, Catherine, and Timothy Murphy, Thomas and Anne Xeil, 'William and Christiana Nichols, Richard and Susan Pillar, Richard, Jane, James, and Mary Reed, James and Margaret Reynolds, William and Honora Regan, James and Margaret Smullen, John, Mary, Bridget, Margaret, Ellen, and William Walsh, Henry and Anne Wilmer, Joseph, Mary, Elizabeth, and Edward Smith. Single men — Richard Barnes, Robert Buffham, Michael Darcey, Anthony Harman, Martin Hartigan, Jeremiah Hartigan, Thomas Hartigan, Mat. Jenkinson, Edward Jones, John Jones, George Jordan, Denis Kearney, John Lenard, Thomas and Michael McMahon, James Marron, John and Samuel Moore, 'William Reigan, Edmund Walsh, William Winslow. Single women — Margaret and Catherine Ahern, Ellen Balantyne. Mary Barnes, Jane Bamfield, Eliza Belcher, Emma Brain, Judith Brouard, Hannah Buffham, Bridget Carroll, Eliza Cavanagh, Eliza Colbert, Bridget and Catherine Connors, Ellen Darcey, Elizabeth Denty, Anne Donnellan, Honora Dooley, Mary Dwyer, Mary and Elizabeth FarrelL Helen Fitzpatrick, Maria Flaherty, Mary and Honor Flanagan, Mary Fleming, Sarah Floyd, A. Geoghcgan, Alice Gilbert, Honor Glynne, Margaret Greenaway, Ellen Griffin, Margaret Harrold, Emma, Elizabeth, and Aust--na Hart, Elizabeth Harte, Ellen, Margaret, Honora, and Kate Hartegan, Bridget and Margaret Hayes, Cecilia Hesham, Mary Honan, Mary Jamieson, Maria Jenkinson, Catherine Johnson, Anno and Ann Jones, Margaret, Mary, Bridget, and Johanna Kean, Ellen and Margaret Kennedy, Eliza and Bridget Keogh, Margaret Lenard, Judith McDonald, Bridget McInherney, Mary McKeon, Mary McLaughlin, Mary and Anne McMahan, Mary McNamara, Bridget Magrath, Judith Marron, Ellen Martin, Judith and Catherine Meagher, Bridget Moore, Bridget Minihan, Ellen Mogan, Mary Moloughany, Anne Moore, Ellen Mullins, Honor and Catherine Murphy, Mary Murray, Ellen and Margaret O'Connell, Margaret O'Halloran, Anne O'Shaughnessy, Catherine Perry, Margaret and Mary Purtill, Bridget Quin, Bridget Keigan, Anna Reilly, Ellen Rus ?eD, Jane Santry, Mary A. Sheil, Sarah Smith, Anne Stevenson, Bridget and Catherine Sullivan, Margaret Tuoby, Mercy Vercoe, Lucy Verdon, Catherine Walsh, Hannah White, Martha Wilson, Charlotte Wright, Charlotte Kirsop. Patrick Sullivan, Henrv, Mary, Henry, Elizabeth, K, and A. Asther.

SHIPPING S.A. Register.

Tuesday, 16th January, 1855.

"We the undersigned, Immigrants under the Colonial Land & Emigration Commissioners, on board the Coromandel, do hereby beg to return to Capt. John Byran(*sic*) our sincerest thanks for his great kindness, consideration of our comfort and health and for his manly conduct and vigilance during our protracted voyage from Southampton to Adelaide.....

W.M. Mudie, Schoolmaster,

Mary Ann Chivres, Matron.

Chas. Hammond, Drs.Assistant.

For all the Immigrants on board the Coromandel, Adelaide, S.A. 8th January 1855."

S.A. Register dated 9th February 1855, 10th, 13th, 14th, & Friday 16th February, 1855 "Coromandel" "In the stream".....
presume she had left Port Adelaide at Queens Wharf and was sailing...

Cleared out on 22nd February, 1855.

Noted in the S.A. Register 1855 that the 'Coromandel' had reached Sydney.

This ship 'Coromandel' left from Sydney on 23rd Feb.1855 bound for Calcutta.