

TULLE

Volume 29, No 1, February 2011 (Issue 110)
ISSN 0815 - 3442



The Journal of the Australian Society of the Lacemakers of Calais Inc.



TULLE

Issue 110, Volume 29 Number 1 – February 2011

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RESIDENT'S MESSAGE

Hello and greetings, dear Members. I do hope you all had a lovely Christmas with family and friends. We certainly enjoyed a wonderful Christmas Day, complete with our Grandchildren Oliver (almost) 6 years and his little brother who is 2½. The wonder and magic of Christmas, with little ones, is always a joy.

It's December, as I write – almost the end of 2010 and what a year it has been for many reasons. Dorothea Mackellar's "My Country" was certainly accurate, yet again with our "drougts & flooding rains".

We began the ASLC year with the February AGM. Our executive members all remained in office, to serve for another year. It was, as scheduled, a "Guest Speakerless" meeting, which always allows our members present to catch up with news of their families, their family history discoveries and delights and, of course, those dreaded brick walls, the frustration and curse, for all researchers.

At the May, August & November meetings, we had as Guest Speakers, three of our members. How fortunate we are to have such a depth of talent within our membership. Robert French enthralled us in May with his intriguing tales of his "Gentleman Convict" of whom we will soon hear & read more, as he completes this work in progress & publishes his findings to reveal the full story of this rascally William Talbot Sutton. Claire Loneragan, in August, gave us a really full and wonderful look at Mother Mary MacKillop - so timely and revealing was this address, as Mother Mary was about to become our first Saint. In November, Gillian Kelly gave us a pictorial look at her visit to Calais for the opening of the Lace Museum. What a place to visit and how wonderfully our lacemakers are acknowledged and remembered for their contribution to the trade there. Gill's visit there, was, for her, obviously a great delight. Through her eyes and with yet more stories to go with the marvellous photos, we could have been there with her. She has certainly enthused me to make this museum a "must" when we are planning a visit to France.

As we begin the new year, I look back to February 2007 as I took office. I recall Richard Lander's thoughts and words then (as Secretary at the time) as he commented upon our membership and the future of the Society. He said then & it remains so today, that"We have an enthusiastic membership base and volunteers willing to show leadership in the various responsibilities". My comments now,

agreeing with those words, are pertinent & allow me to pay a sincere tribute to all those who have capably and have each year, graciously shared the official tasks. Our Secretary, Gill Kelly, Treasurer Pam Coull, Editor Richard Lander, Publicity Officer, Elizabeth Bolton, Membership Secretary Barbara Kendrick and our indispensable Hospitality Officer, Claire Loneragan. Sincere thanks to you all, not just from me but from all our members who appreciate your efforts to keep alive, our wonderful Society.

The future? New members needed. That is a certainty. We need to “cast our net,” as it were, to find yet more of our families – we still have some families who have seemingly “vanished off the face of the earth”. Where oh where, I continually ask myself, did all the BOWN family go? (Harpley to Adelaide 1848) How many other families from that 1848 migration are still not part of ASLC?

How many of our present members are able to interest some younger members of their families to carry on the tradition of keeping our lacemaker families together. There seems to be “a time” when a person’s interest is kindled to look into their origins – make your family aware of how important is this Lacemaker part of the whole fibre of their family history. Invite them to join us for a meeting – we would love to meet them. If by any chance you find someone who may wish to become part of our unique group, please encourage and invite them to visit us at a meeting with a view to becoming a member. We need to encourage & invite present members who are not always able to attend our meetings, to keep in touch, visit Don Bank when they can & continue to contribute their stories and discoveries for inclusion in *Tulle*. Any interstate or overseas Members who may be coming to Sydney, do please think of planning to come to one of our meetings..... or if that’s not possible please contact one of the Executive or members that we may be able to meet with you whilst you are here.

The February meeting is our AGM. Do come and support those who have agreed to be nominated for the various executive positions. They deserve your encouragement and support. This will be my last “From the desk of the President”. I have thoroughly enjoyed being involved as President but now it is time for me to stand aside. Thank you to all for your support and help during these three years. Ever good wish to you all for a safe and peaceful 2011.

ROBIN GORDON

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SECRETARY'S REPORT

It is now eighteen months since La Cité de la Dentelle opened its doors in Calais. In that time there has been a small but steady trickle of ASLC members visit

it and without fail, they have returned inspired by what they have seen.

I AM enthusiastic! I cannot think of another establishment that demonstrates the complete history of a trade – the whys and wherefores behind the development of the machines, their establishment in Calais, Calais itself. It breathes life into a trade, an art form, an industry that brought us, in the long run, to Australia. It is done in a superbly elegant manner and at the November meeting I had the opportunity of sharing a little of the magic that enveloped the City of Calais on 11 June 2009 when the Museum first opened its doors to the public.

London to Calais is easier than Canberra to Sydney – whether you drive or travel by rail. It is a day trip if you want it to be. Don't miss it!

GILLIAN KELLY



Figure 1 La Cité de la Dentelle dressed in lace for an introduction to the Museum mid 2009.



Figure 2 An operating Leavers machines. La Cité de la Dentelle 2009

E**EDITOR'S COMMENT**

Each edition of *Tulle* has a gestation period of about nine months. I have several future editions partially formed at any one time and, as time passes, my "babies" start to take on their own shape and form. For this reason, if you do contribute to *Tulle*, please do not be disappointed if your input does not make it to print at the next delivery. The cot might already be full!

When an edition of *Tulle* is finally put to bed, and is sent to make its own way in the world, I feel a bit like an anxious parent. A little bit sad that its life with me has passed, a little bit apprehensive that it can make its own way in a sometimes hostile and critical world, a little concerned that its standard is up to the high standard set by former editors, and more than a little alarmed that the next baby is just three months away.

Like most young children, *Tulle* is a hungry beast. You may not have noticed but whereas *Tulle* started off as an 8-page document and progressed to a 28-page journal under Claire Loneragan's careful wet-nursing; under Gillian Kelly's long period of mothering it grew to a 40-page teenager. As it now enters old age under my once full larder, its waist has expanded again and now has a 44-page appetite. As time goes on, and if I am re-elected as your Editor, I will need a lot of help keeping the beast fed. This is where you can help! I constantly appreciate your contributions or ideas for new articles, even if sometimes they take a while to be delivered.

RICHARD LANDER

Oh, threats of hell and hopes of paradise!
One thing at least is certain -- this life flies;
One thing is certain, and the rest is lies;

The flower that once has blown forever dies. Omar Khayyam: Poet, mathematician, philosopher, astronomer, and physician (1048-1131)

LETTER TO THE EDITOR

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Sir,

I read with interest your article 'The Origins of Calais Lace' in which you suggested we may have gotten the name 'Tulle' wrong in the first place – and we did because we were looking for a word that meant lace. However, at the very first meeting, Theo Saywell suggested that *Tulle* was an appropriate name for our journal, and serendipitously it is more appropriate than we could have ever envisaged.

It was not until the middle 1830s that the machines could be said to make true lace. Heathcoat's Old Loughborough and Lever's improvement made tulle or bobbin net, not true lace. The tulle was then embroidered by hand to produce lace. It was these two machines that took our lacemakers to Calais – to make tulle!

The Jacquard card system of controlling which bobbins went in and out of play was not attached to the bobbin net machine until about 1838 – twenty years after the lacemakers first went to Calais. It was then that true lace was produced by machine. So by accident rather than design I believe we did truly get the name of our journal right!

GILLIAN KELLY

ED: Thank you, Gillian.

THE BROWNLOW FAMILY

The Brownlow Family's connection with Nottingham goes back a long time! A man called John Brownlow was a Mayor of Nottingham some time between 1506 and 1600.

See <http://www.btinternet.com/~nttsue/MAYORS1284-1853.htm#England - Nottingham - Mayors 1294-1853>

T HOSE OTHER SHIPS

The average measurement of vessels carrying migrants from England to Australia in 1848 "was approximately 450 tons". In merchant ships, this was a calculation of the space available for cargo, rather than a calculation of the mass water they displaced. The space available was based on the number of tuns of wine a vessel could carry. A tun barrel originally held 256 gallons but this was later changed to 252 wine gallons (210 imperial gallons). Gradually "tun" became corrupted into "ton" and its usage in shipping is now generally accepted to mean a cubic ton or 100 cubic feet. In calculating the "tonnage" of a vessel, deductions were allowed for certain aspects of a ship's design such as crew quarters, lockers for sails, anchors and equipment, engine compartments (where applicable) and so on. Ships presented for re-registration after 1 January 1836 were supposedly remeasured and this figure is described as "so many tons, new measure." However, some vessels were never remeasured. For example, the "Fairlie" is generally referred to as 756 tons o.m. or 756 tons old measure, whereas the "Harpley", which wasn't built until 1847, is just 547 tons (547 tons new measure). Care needs to be taken when comparing vessels on tonnage alone because this is not necessarily an accurate indicator of her physical size.

The rules set for calculating the original or "old tonnage" had a lot to do with the blunt nosed, slow vessels with which we are familiar. Port charges, tug fees, harbour dues on so on were all calculated on the official tonnage of the vessel. As tonnage was calculated on the length of

PLYMOUTH, OCTOBER 17.—On Saturday, the 14th instant, Mr. Wood, Chief Commissioner for Emigration, visited and inspected the four emigration ships now lying in the Sound, viz., the Harbinger, Trafalgar, Candabar, and Thetis. Mr. Wood was accompanied by Mr. Curw, the local Government emigration agent, by the Hon. and Rev. Mr. Walsley, and by the Rev. T. C. Childs, minister of St. Mary's, Devonport, an indefatigable German, who takes a lively interest in the spiritual and temporal welfare of all emigrants, English or foreign, leaving the port of Plymouth, and voluntarily contributing to their comfort. The Harbinger, of 700 tons, belonging to Mr. Chapman, of London, is a fine new ship, having 7 feet 6 inches between decks, usually and substantially fitted throughout with swinging stoves, and all modern improvements. She brought 161 emigrants from London, has embarked 105 here, and will take about 30 more. The single women are placed aft under the cabins, and have a portion of the larboard quarter of their compartment screened off for an infirmary. The married people and young children are midships, and there is a compartment forward for the single men. A dietary scale is stuck against the main-mast. Adults have half-a-pound of beef or pork, and three quarts of water daily; bread, flour, rice, raisins, &c., in proportion. The list of medical comforts, at the discretion of Mr. Barnes, her surgeon, includes arrowroot, sage, lemon-juice, brandy, wine, port, and preserved milk. The emigrants appear healthy and happy. An addition was made to the number on the passage off the South Foreland, by the birth of a boy, which has been christened by Mr. Childs. The most interesting sight on board this ship was a school of 30 of the children of the emigrants under a course of instruction in reading and writing by a clever teacher, named Palmer Kemp. These children were ranged in classes,

the vessel multiplied by the vessel's beam multiplied by its depth (which was assumed to be half of its beam), hulls tended to be built extremely deep but quite narrow and with almost blunt bows so as to produce the lowest possible calculated tonnage figure. With the revision of the method of calculation on 1 January 1836, the way was opened for vessels such as the clipper ships – which had finer lines and which were considerably faster in the water.

The ungainly looking vessels, which the tonnage regulations helped produce, were also much more unstable under most conditions at sea. The Captain of the vessel was more interested in fast times than in passenger comfort. Slow trips cost him time turning his vessel around and earning commission on his next load. He therefore tried to keep the wind bearing from his stern, but slightly to one side of the vessel or the other. This caused the ship to rise and fall on the waves from bow to stern and to pitch from side to side at the same time, in an irregular, corkscrewing type motion that upset even the sturdiest of stomachs. Often ship's captains headed down into the Roaring 40s to pick up the strongest winds so passengers were confined below decks with hatches battened in the poorly ventilated, damp and appallingly smelly conditions such circumstances produced – sometimes for weeks on end.

While much has been written in the pages of *Tulle* about the “*Agincourt*”, “*Harpley*” and “*Fairlie*”, less has been written about “those other ships” which, to some lacemaker ancestors, are every bit as important.

and, among other things, were actively studying the elements of geography, a science in which they were about to take an extensively practical lesson on their passage to Sydney. Mr. Wood expressed himself highly gratified with the condition of the *Harbinger*. The dietary and most of the arrangements on board the other ships are similar to the above. The *Krafalgar*, for Port Adelaide, which is a government ship, brought 193 from London, and will ship 82 here. The *Candahar*, for Port Adelaide, is a private ship, belonging to Captain Ridley, of London, whence she brought 106, and will take in 32 at this port. On her passage down, when off Deal, she sent ashore an intermediate female passenger for confinement, and brought the husband on. The *Thetis*, for Port Phillip, is a Government vessel, belonging to Mr. Duncan Danbar, of London; she embarked 116 emigrants there, and will ship 108 here. Her passengers are principally from Aberdeen and the Clyde, a few from Yorkshire, and 10 or 12 from London. Those on board the *Harbinger* came from Yorkshire and the West of England. It would be more economical to the Government, and more convenient to the emigrants, if all were embarked at Plymouth. The above four vessels made an average passage from the Thames of nine days, during which they have to be fed. A difficult passage down Channel sometimes disgusts emigrants so much that they abandon the more extended voyage. At Plymouth there are clean, airy, and substantial depots close by the waterside, and after leaving the port the land is usually cleared in about 24 hours.—*Times*.

Newspaper cutting from “The Shipping Gazette and Sydney General Trade List”, Saturday, 17 February 1849.

Lacemaker families and individuals¹ are known to have immigrated to Australia aboard the “*Andromache*” (the Lamb and Barton families), “*Baboo*” (Mather), “*Emperor*” (Goldfinch and Gamble), “*General Hewett*” (Parkes and Richez), “*Harbinger*”, “*Navarino*” (Holmes), “*Nelson*” (Strong, Savidge and Maltby) and “*Walmer Castle*” (Rogers). Others may have come aboard the “*Canton*”, “*Castle Eden*”, “*Bermondsey*” (Tivey – see article following), “*Charlotte Jane*” or the “*Steadfast*”.

The “*Andromache*”, which is sometimes spelled “*Andromachie*”², was, either like the “*Harpley*”, a 3-masted square-rigger (i.e. ship-rigged) vessel, or a barque³. She was 468 tons old measure, 119’2” long; 29’7” wide at her broadest point and 6’8” ‘tween decks. She was built in 1828 at Scarborough; was under the control of Master Michael Passmore and Surgeon Superintendent James McKechnie. The “*Andromache*”, , was owned by Tebbut & Co of London. A book by Florence Chuk, “*The Somerset Years: Government Assisted Emigrants from Somerset and Bristol who arrived in Port Phillip, Victoria, 1839-1854*”, Pennard Hill Publications, Ballarat, 1987 (ISBN 073160136X) is believed to contain a chapter (starting page 100) on the 1848 voyage of the “*Andromache*”⁴.

The “*Baboo*”, like the “*Harpley*” and probably the “*Andromache*”, was a 3-masted, ship-rigged vessel but 423 tons old measure. She as built at Howrah, near Calcutta in 1835. She was a smaller vessel than the other ships being 115’7” long, 28’5” wide but only 5’8½” ‘tween decks. She arrived under the command of Captain Barker at Adelaide from London via Plymouth (24 Aug 1848) on 5 December 1848. Mather family members aboard included J.B.Mather, wife and three children, Byron Mather, Washington Mather, Archibald Mather and Ann Mather.

¹ Names listed are from Kelly, G., “Well Suited to the Colony”, Australian Society of the Lacemakers of Calais, Queanbeyan, 1998.

² In Greek mythology, *Andromache* (pronounced *Andromachie*) is portrayed by Homer as the epitome of the perfect wife.

³ Nicholson, Ian: “Log of Logs”, Sunstrip Printers, Nambour, No year stated, Page 21

⁴ Refer <http://vic1847.comlu.com/ship48.html>

The "*Emperor*", a 672 ton ship⁵, left Plymouth on 24 July 1848 under the control of Master J H Day and his crew of 34 sailors, and arrived at Sydney on 4 November 1848⁶. Amongst 277 immigrants on board, she carried lacemakers Thomas Goldfinch, his wife Hannah, and their children, Anne (b. Calais 1837), George (b. Calais 1841) and Elizabeth (b. Calais 1843) as well as Frederick Gamble (b. Leicestershire 1826) and his brother, Thomas (b. Leicestershire 1829).

The "*General Hewett*" arrived at Sydney on 13 November 1848 under the command of Captain Harnett. 961 tons, she was a square-rigged ship, constructed of teak in Calcutta in 1811. She had a new deck and gunwales as well as major repairs in 1842. J. Michael owned her and her port of registration was London. The National Library of Australia has a diary written aboard the "*General Hewett*" by John Carter during its October 1844 voyage from Portsmouth to Sydney for those interested.⁷

The "*Harbinger*", ship, 751 tons, sailed from Plymouth on 16 October 1848 and arrived at Port Jackson (Sydney) on 12 February 1849. Her Captain was Master V M Sampson. She carried a crew of 38, a Surgeon Superintendent (Dr Barnes), 48 married men, 48 married women, 69 single men, 35 single women, 39 boys, 42 girls, 2 male infants and 4 infant girls. Harriet Thackaway, aged 36, died suddenly on the day the vessel sailed from Plymouth because of suspected heart disease. Three infants from died from unspecified, non-contagious infantile infections. There were five births during the voyage.

The "*Navarino*" was a 3-masted barque, 464 tons old measure, built at Cochin in India in 1808. She was 116' 2½" long, 29' 9" wide and 5' 9" 'tween decks. In 1848 she was owned by G. Marshall of London. The "*Navarino*" arrived at Adelaide on 10 November 1848 having left London on 15 July 1848. This marked a significant voyage because the 200 steerage passengers were the

⁵ <http://mepnab.net.au.net/g/griffiths.html>

⁶ <http://members.iinet.net.au/~perthdps/shipping/mig-nsw.htm>

⁷ NLA Call No. mfm 1618

first ordinary migrants to South Australia who had paid their own fare and who had not applied to the emigration authorities for an assisted passage⁸.

The "*Nelson*" which carried the String family as well as Leonard William Savidge and Edward Maltby and his wife, Mary, docked in Melbourne on 11 November 1848.

The "*Walmer Castle*" arrived at Sydney on 30 December 1848, under the command of Joseph Thorne, Master, and with Dr John Neill Waugh as Surgeon-Superintendent. Dr Waugh was born in London in 1818, graduated with a M.R.C.S. from St Andrews, London in 1840 and later became a well-respected homeopathic physician in Brisbane. The "*Walmer Castle*" was a ship of London, 656 tons burthen, and sailed from the English port of Plymouth carrying a crew of 50, 10 passengers in Cabin accommodation and 301 "Government Emigrants" in Steerage. These included 57 married couples, 53 single men, 43 single men, 49 boys and 28 girls from 1-14 years of age, 11 male and 3 female infants. Three female infants died as a consequence of non-contagious infant diseases and one crewman, a John Simpson, died on 15 September 1848. A Cabin passenger on this vessel (Sir Arthur Hodgson) wrote a journal on the return voyage of the "*Walmer Castle*" to London on 18 March 1848. Hodgson emigrated to Australia in 1840, married a daughter of the Chief Justice of New South Wales and became a very influential and early settler on land at what was then Moreton Bay so his journal could well be of interest to Judy Gifford and other Rogers family descendants⁹.

The "*Canton*" was 507 tons old measure, built in 1834 at Hylton near Sunderland. The "*Canton*" was owned by Gould and Co. of London. She was 122' 6" long x 30'6" broad x 7'2" between decks. She had made a voyage to Australia carrying convicts in 1840 and voyages to Adelaide carrying migrants in 1838 and 1846 (at which time her Master was Captain Daniel Friend). He was still her Master during the 1848 voyage to Port Jackson at which she

⁸ Parsons, Ronald., "Migrant Ships for South Australia 1836-1850", Gould Books, Gumeracha, 1983.

⁹ National Library of Australia, Call Number mfm M675

arrived on 12 June 1848. She had sailed from Plymouth on 20 February that year carrying six passengers plus the Ship's Surgeon, Dr Welsh, his wife and child in Cabin class; a crew of 31 sailors; 38 married men; 37 married women; 42 single men; 48 single women; 24 boys and 30 girls aged 1 year to 14 years; 6 male and 11 female infants.¹⁰

The "Castle Eden" arrived at Sydney on 9 November 1848. It was an immigrant ship of 930 tons¹¹, a barque by configuration, built in Sunderland, England in 1842. She was originally registered at 760 tons, but under new Lloyd's calculations was rated at 930 tons in 1848¹². She was owned by J & F Somes and under the command of Captain Timothy Thornhill. She had departed from Plymouth on 15 June 1848. The "Castle Eden" had a poor reputation as an immigrant ship. Both crew and passengers often complained of the poor quality and scarcity of food on this ship and on more than one occasion both had become mutinous as a consequence. During the 1850 voyage from England to New Zealand, the crew became so mutinous the Captain put into Cape Town where the three main troublemakers were charged with disobedience of orders and were sentenced to imprisonment with 2 months hard labour. A journal of this voyage can be read at <http://freepages.genealogy.rootsweb.ancestry.com/~nzbound/castleeden1.htm>.

No	Sex	Name	Age	Profession	Religion	Height	Mark
1	Male	James	30				
2	Female	Elizabeth	27				
3	Male	Alfred	11				
4	Female	Isabel	9				
5	Male	William					
6	Female	Elizabeth					
7	Male	George					
8	Female	Elizabeth					
9	Male	William					
10	Female	Elizabeth					

The "Bermondsey" arrived at Sydney on 7 December 1848. Like the "Castle Eden" it was an immigrant ship, but smaller at 507 tons. The 1848 voyage of the "Bermondsey" is unusual in that it put in at Twofold Bay (Eden) and discharged some of its immigrants there, the remainder being discharged at

¹⁰ Refer <http://mariners.records.nsw.gov.au/1848/06/scan.asp?filename=019can.gif>

¹¹ Nicholson, op cit p94

¹² <http://freepages.genealogy.rootsweb.ancestry.com/~nzbound/castleeden1.htm>

Sydney.¹³ I have been able to locate a shipping list for the 1848 voyage (refer http://srwww.records.nsw.gov.au/ebook/list.asp?Page=NRS5316/4_4786/Bermondsey_7%20Dec%201848/4_478600142.idg&No=4) and it clearly shows the following lacemaker family. [The information enclosed in square brackets [] has been obtained from <http://www.monaropioneers.com/nimmitabel/pioneers/tivey-s.htm>]:-

- Samuel Tivey, aged 33, from Melbourne, Derbyshire, Baptist, who could both read and write. [He was the son of Edward Tivey, was born on 5 December 1814, died at Bombala on 15 November 1876, aged 61 and is buried in Grave 224 in Bombala Cemetery]
- His wife, Phoebe, aged 37, who could read. [Phoebe was nee Wild, daughter of William Wild. Born and baptised January 1810 in St Werburgh, Derby, Derbyshire. She died at Bombala on 31 August 1878 and is also buried with her husband].
- His son, Alfred, aged 11, born in Nottingham, who could read and write. [Alfred was born 22 December 1836 and died 15 August 1883, aged 46 at Nimmitabel. He was buried the same day in the Nimmitabel Pioneer Cemetery].(NSW BDM Death Index 1883 # 9402)
- His daughter, Sarah, aged 9, also born in Nottingham, who could both read and write.

No.	NAME.	RESIDENCE.					Males	Females
		M	E	W	S	A		
212	Jb Tivey						11	7
	Elizabeth Tivey							
	Harriet							

[She was born in 1839 and died at Drummoyne in Sydney on 7 October 1914. According to the website quoted, her remains are buried in Bombala Cemetery, Grave 207]

- Daughter Elizabeth, aged 7, Nottingham born, able to read and write.
- [Elizabeth was born on 25 November 1840 and died on 8 June 1937, aged 96, at Chatswood, Sydney. She was buried on 10 June 1937 in

¹³ <http://www.records.nsw.gov.au/state-archives/indexes-online/indexes-to-immigration-and-shipping-records/indexes-to-assisted-immigrants>

the Presbyterian Section of the Field of Mars Cemetery at Ryde, Sydney]

- Another child whose name is shown as “James” (see the second name on the second shipping list extract shown above), but according to <http://www.monaropioneers.com/nimmitabel/pioneers/tivev-s.htm> , which provides a comprehensive Tivey genealogy, this child was named Annie, aged 14. She is described on this site as a “home servant” (shown on the shipping list) who was born in Derbyshire and could read and write. [An Annie Tivey married William H Harris at Bega in 1885 (NSW BDM Index 1885 # 4737). However, another site (<http://www.tiveyfamilytree.com/>) gives me reason to believe “Annie” is from another Tivey family. It, as well as a reference on the National Library of Australia site¹⁴ both refer to the diary kept by a 14-year old boy, Joseph Tivey, son of Samuel Tivey, whilst a passenger aboard the “Bermondsey”. There was only one 14-year old child amongst the Tivey family, so this must be him. I cannot really make “Annie” or “Joseph” out of the name on the shipping list. To me it certainly looks like “James” but the text of the diary (see elsewhere) leaves no doubt he called himself “Joseph”. Perhaps the error lies with the shipping list.
- Another daughter, Harriet, an infant, born Nottingham who, of course, could neither read nor write. [Harriet was born in 1848 and died at Bega in 1884, aged 36]. I have been able to deduce from this information that she was married and named Harriet Alcock or Alcoch (her husband was Jonas Alcoch (refer NSW BDM Marriage Index 1867 # 1871) at the time of her death (see NSW BDM Death Index 1884 # 8838). They married at Cooma. Alcock died at Bega in 1932 (NSW BDM Death Index 1932 # 20872).
- Another daughter, Ellen Amelia Tivey is not mentioned on the shipping list but I have found her marriage to Robert N Elliot at Bombala in 1881 (NSW BDM Marriage Index 1881 # 4772). I can find no record of her birth in NSW but she died in Sydney in 1946 (NSW Death Index 1946 # 7019). More on the Tivey family will follow.

¹⁴ <http://trove.nla.gov.au/work/10089099?selectedversion=NBD25249348>

The "*Charlotte Jane*" arrived at Sydney on 8 October 1848¹⁵. She was a 720 ton, 3-masted, square-rigged ship and was a brand-new vessel having been launched from Patterson's Yard at Bristol on 17 April 1848. '*Precisely as the clock struck one, Mrs Rigmaiden of London, the sponsor of the Ship, dashed a bottle of Wine against her bow and having named her the Charlotte Jane, the dog-shore was knocked away and the noble Vessel, which was gaily decorated with Flags of every description, descended slowly and majestically into her native element*' - the Bristol Mirror, April 1848¹⁶. She was 131' 7" long x 32'3" beam x 21'7" high and had been "designed for the India trade" for James Thompson and Company of London. Early on 7 September 1850, the "*Charlotte Jane*" was the first of the four ships to leave England (Plymouth Sound) carrying the first English settlers for Canterbury (Christchurch), New Zealand. The "*Randolph*" followed a few hours later, the "*Cressy*" later that night, and the "*Sir George Seymour*" late the next morning. The "*Charlotte Jane*" anchored at Lyttelton at 10am on Monday, 16 December 1850; the "*Randolph*" arrived at 3.30pm the same day; the "*Sir George Randolph*" anchored at 10.00am the next day; and the "*Cressy*" arrived on 27 December 1850".

"*Steadfast*" arrived at Sydney 26 March 1849 under the command of Captain T Spencer. It was a 524 ton, 3-masted barque, built at Sunderland in 1847. It measured 122'0" long by 28' 4" wide. The "*Steadfast*" was wrecked in 1863. A journal was kept by the ship's doctor on this voyage (Surgeon John Henry Read) and a copy of this is held by the Mitchell Library in Sydney¹⁷. There is a painting or sketch purporting to be the "*Steadfast*" at <http://christchurchcitylibraries.com/Heritage/Photos/Disc17/img0027.asp> and, although described as both a barque (on the heading to the painting) and as a full-rigged ship (in the following description), she was obviously a barque, if the painting/sketch is a genuine representation of her.

The Editor is delighted to announce the arrival of Matthew Edward Lander, the first great-great-great-great-grandson of lacemaker, Edward Lander to bear the Lander surname. Born 18 Aug 2010.

¹⁵ <http://members.iinet.net.au/~perthdps/shipping/mjg-nsw.htm>

¹⁶ http://www.angelfire.com/wv/canterburypilgrimsnz/CHARLOTTE_JANE.html

¹⁷ Mitchell Library, MSS 991.

THE DIARY OF JOSEPH TIVEY - "BERMONDSEY"

Joseph Tivey, the 14-year old son of lacemaker, Samuel Tivey, kept a diary during his voyage to Australia aboard the "Bermondsey" in 1848. I believe it is the first diary, journal or log of any of our lacemaker families that has come to light.

The exercises at the back of the volume are his school lessons taught by his mother. The family disembarked from the "Bermondsey" at Eden and overlanded to Monaro in a bullock wagon.

Joseph later ran away from home and went to the Victorian goldfields. Amongst his descendants are his son, General Edwin Tivey¹⁸ (1866-1947). The original diary is held by the State Library of Victoria¹⁹. I have used Joseph's original spelling, punctuation and expression in this copy of his record²⁰.

September 1848

S	M	Tu	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

This account of the voyage to South Australia is written by Joseph Tivey, a passenger in the Ship called the Bermondsey which started from Deptford on Wendsey August 23^d 1848 at ¼ past four Oclock she was toed down the Thames by the Steam Packet the Fairy and a merry crew we are dancing and singing. There is 200 of us to say there is so many of us I never saw such good regulation in my life. The beds are buettiful she is 600 tons Burthen. There are fowls and pigs on Board. We stopt at Gravesend all Night. Thursday August 24th at Anchor all day at Gravesend. Friday August 25th still being at Anchor at Gravesend nothing of particular account. Saturday August 26th we heaved Anchor at 3 Oclock in the Morning and we are going at a good rate. Stopt at Deal for the Night. Sunday August 27th tremendous rough winds but we were tacking about all day but did not sail three miles. Monday August 28th. Nothing remarkable to day. Tuesday August 29th heaved Anchor at four Oclock and are sailing buetiful

¹⁸ <http://adbonline.anu.edu.au/biogs/A120262b.htm>

¹⁹ State Library of Victoria, Call Number 6636. The original manuscript is available for reference.

²⁰ From <http://www.tiveyfamilytree.com/JosDiary.htm>

between Dover and Calais. Wensday August 30th still sailing along the Kentish Coast. We have been out of sight of Land Once to day but came in sight again about 4 Oclock and past Brighton at ½ past 6 Oclock, we are sailing delightfully to night. Thursday August 31st we have been sailing fast all night, there are but 15 English on board they are all Scotch. I have heard of sunrise at Sea I have seen it this Morning it is Grande we have been Sailing fast all night we Sailed about 100 Miles to Night. Friday September 1st we have taken our Last Farewell of Old England we left it at 5 Oclock this Morning we shall not see Land again for a Long time. We are sailing slowly. September 2nd. This morning we entered the Western Ocean and are going at a good rate we have seen neither Land nor Birds this day or two. We are sailing at a good pace to Night. Sunday September 3rd. We are sailing at a extra good pace to day. Monday September 4th. Sailing Moderately. Tuesday September 5th in the Morning the sea was very calm till about 10 Oclock and the wind rose and the Sea was very Boisterous the remainder part of the Day. We sailed very fast all the Day. Wensday September 6th. Sailed Slow all the Day. Thursday September 7th. Sailed Slow all the Day. Friday September 8th. Sailing very Slow all the Day. Saturday September 9th the Sea being very calm we Sailed very Slow all the Day. Sunday September 10th to day there has been several Porpioses and a Shark 12 feet long. Sailing Slowly all the Day. Monday September 11th Sailing faster to day. Tuesday September 12th. In sight of the Island of Madeira from 7 Oclock-A.M. till 4 Oclock P.M. There is a Buetiful Bresse to Day we are sailing Delightfully to Day. Wensday September 13th. A strong wind and Sailing very fast all day and night. There has been several large fishes caught to day merely by a strong hook and a piece of white rag fastened to the hook and a Strong rope. They were cooked and were very good not much unlike Salmon. Thursday September 14th. Sailing faster to Day. Friday Septem 15th. Sailing at a good pace to day. Saturday Septem 16th. We Overtook a Vessel that had been six weeks coming from London bound for Port Adelaide. She is a very Slow Sailing Vessel. We soon got past her. Sunday September 17th. The Wind is very rough to day and a heavey Sea Sailing About 10 miles an hour and raining all day. Monday September 18th. Sailing at a middleing rate to day. Tuesday September 19th. In the Afternoon we saw 2 large Whales both together twas a buetiful sight to see them spirting the water into the air. Sailing Slowly today. Wensday September 20th. Sailing rather faster to day. In sight of one of the Cape de verd Islands. Thursday September 21st Sailing at a good pace to day.

Friday September 22nd. Sailing at a good pace to day. Saturday September 23rd Sailing Slowly to day. Sunday September 24th. Sailing Slowly in the Morning but in the afternoon there was heavey rain and sailing faster. Monday Sepr 25th. Sailing at a good pace to day. Tuesday Sepr 26th to day there has been a many large Porpises playing about the head of the Vessell. Wensday Sepr 27th. Sailing at a good pace to day. Thursday Sepr 28th. The Same. Friday Sepr 29th. The Same. Saturday Sepr 30th the Same. Sunday October 1st. Sailing Slowly to day. Monday October 2nd. There has been a many large porpises near the head of the Vessell the Mate struck two of them in the Back with the harpoon one of them very bad when the last was struck they all disapered. Tuesday October 3rd. This Morning a little girl died at 5 Oclock and was buried at 12 Oclock on the day. Sailing at a good pace to day. Wensday October 4th. Another little girl died at 7 Oclock in the Morning and was buried at 4 Oclock in the Afternoon at night there was a many large Grampus²¹ near the Vessell. Sailing rather Slower to day. Thursday October 5th. Sailing at a good pace to day. Friday October 6th. To day we have crossed the Line. To night there have been a good deal of Merrymnt with throughing water as it is a general custum at crossing the Line. We carried it on from about ½ past 7 till 10 Oclock almost all were wet to their Skin both Men and Women it was all done on Deck. Satury October 7th. Sailing at a good pace to day. Sunday October 8th. The Same. Monday October 9th The Same. Tuesday October 10th The Same. Wensday Octr 11th The Same. Thursday Octr 12th. Rough winds and rather Squally. Friday Oct 13th Rough winds and very Squally. Saturday Octr 14th Sailing Slowly to day. Sunday Octr 15th. Sailing at a good pace to day. Monday Octr 16 The Same. Tuesday October 17 The Same. Wensday October 18 The Same. Thursd Octr 19th The Same. Friday Octr 20 Sailing at a very good pace to day. About 6 Oclock P.M. There was a heavy Puff of wind which sent the Vessell upon her beamends but she was soon recovered again. Saturday Octr 21st. We have now got into the Cape Weather it is very rough and heavey Sea the waves almost every 2 or 3 minutes coming over the bulwarks on to the Deck. This Morning we came in sight of a Ship but the Wind being so rough we could not speak to them. Sunday Octr 22 To day there are many Cape pigeons and Cape hens flying about some of them²² are all black and some are black and white²³, the

²¹ A common name historically used for the orca or killer whale but now used to denote Risso's Dolphin.

²² The Cape Hens

latter are very pretty. Monday Octr 23 About 9 Oclock A.M. The Vessell struck on a sand bank which shaked the Ship very bad and it caused a curious sensation throughout the Ship, but as she was going at a good pace it did not stop her. Tuesday Oct 24th. Sailing at a good pace to day. Wensday Octr 25th The Same. Thursday Octr 26th The Same. Friday Octr 27th The Sea is Calm to day and very little wind so we are sailing slowly to day. Saturday Octr 28th The Sea being calm a line was put out at the stern of the Vessell with a hook bated with a piece of Pork to caught Cape Hens. A bird took the bate and was hauled into Vessell. It was larger than a full grown goose it was Measured across the wings and was 6 feet 8 inches it was webfooted and its feathers were very thick it did not seem at all frightened at being caught when it was hauled up it was followed up to the Stern by all its other Companions it was killed and eat and was very good. Sunday Octr 29th. Sailing at a good pace to day. Monday Oct 30th. The Same. Tuesy Oct 30th. There has been 4 Cape Peigens caught this Morning the Sea being Calm. We are in sight of 2 Vessells one ahead of us and one astern the one ahead of us we have been in sight of for 2 or 3 days now and then the Breese has freshened again about 7 Oclock and are sailing at a good pace still in sight of the Vessells. Wensday November 1st To day there is a very heavy Sea, and have lost sight of both Vessells. Thursday November 2nd. Sailing at a good pace to day. Friday Nover 3rd This morning there is a Vessell ahead of us and about 12 Oclock we began to Signalise her her name is Sarah Ann Wallace from Liverpool and we have been 4 days longer out at Sea than them in the Afternoon we passed her and we came in sight of another Vessell. Saturday November 4th Very heavy Sea to day and a rough wind. About 6 P.M. Oclock we saw 2 large Whales not many yards from the Vessell. Sunday November 5th. We are in sight of a Vessell by the side of us going the same road as us but at night She got Ahead of us and got out of sight. Monday Novemr 7th Another Child died this Morning and at Sunset was slung into the deep. Wensday November 8th. Sailing at a good pace in the Morning but in the Afternoon and night the sea was very Calm. Thursday November 9th Sailing at a good pace to day. Friday November 10th Nothing remarkable not till Wensday November 13. To day there has been a large Albatross caught with a line put out at the stern bated with a piece of pork it was measured across the wings was 10 feet 6 inch. Thursday November 16th today there has been 4 large Albatross caught today there has been 9 large hooks

broken the Albatross one that was hauled up very near the Vessell and it broke the hook and got off and it was so very much fatigued it sunk in the water and was drowned. Friday November 17th --- Saturday November 18th --- Sunday Novembr 19 --- Monday November 20th to day the Sea is very Calm and we are not sailing above 2 miles to the hour. Tuesday November 21 the Sea being Calm we are Sailing very Slow. Wensday November 22 The breeze has freshened up to day and we are sailing very well. Another Albatross has ben caught this day. Thursday November 23rd. Sailing at a good pace to day. Friday Novr 24 Sailing at a good pace to day. Saturday Nover 25th The Same--- Sunday December 4th Another Child died this Morning and was buried at 4 Oclock. Monday December 5th. To day about 5 Oclock we entered the Straits with a fair wind. To day we have had a very heavy Sea and about 6 Oclock P.M. we had a very heavey Sea gale of Wind and had a Thunder Storm. The Sea rooling almost Mountains high. Tuesday December 6th This Morning we were Surrounded by large and Small Islands or Rocks there were 7 of them. Several of them we passed within about 50 yards it was a bueitiful sight to see them. About 10 Oclock we lost sight of them and came in sight of another Island called hog Island lost sight of it about 11 Oclock a very heavy sea to day. Sailing at a good pace to day. Wensday Decr 7 To day we are sailing along the Australian Coast called Long Beach this morning we saw the Masts of a Ship but lost sight of it again it being a misty day. Thursday Decr 8th. To day we came in sight of Twofold Bay Lighthouse about 3 Oclock and we entered the Bay at 4 Oclock and a pilot came on Board and we droped Anchor about 5 Oclock and we were soon surrounded by small Boats full of men to look at us. Wensday December 14th Landed at Eden at Twofold Bay. Stoped at Eden all day and Night and started with the bullock drays for Maneroo²⁴ we Travelled 14 Miles and stopt at Pambula for the Night.

keep the peace.

The papers on Australian emigration lately presented to Parliament contain the New South Wales report on immigration for the year 1848. From this it appears that the number of assisted emigrants embarked from the United Kingdom was 7,865, and that the number landed in the colony was 7,865, the increase by births having exceeded by 30, the decrease caused by deaths. The aggregate mortality on board the various ships was only 124, being at the unprecedentedly low rate of about 14 per cent, and the average length of passage was to Port Philip 104, and to Sydney 107 days. 32 vessels were employed in the service, and the average contract rate paid by the Government for each statute adult, was about £12 11s. The passage-money amounted altogether to £83,014, of which sum £1,846 was contributed by immigrants themselves, leaving £81,168 to be charged on the colonial immigration fund. Of the total 7,865 immigrants, 4,624 were from England; 1,483 from Scotland; and 1,778 were from Ireland. The proportion of males was 3,925, and of females 3,963. The number of those who could neither read nor write, was 1,811; of whom 851 were under the age of four years. With regard to religious persuasions, the totals were— Church of England, 3,101; Church of Scotland, 1,236; Wesleyans, 750; other Protestants, 711; Roman Catholics, 1,317; and Jews, 10.

²⁴ Monaro

THE HARPLEY'S TIMBERS

The timber of the Australian colonies is represented in the Exhibition by several hundred specimens; but many have been shipped in a green state, and do not show to much advantage. The cedar grown to the north of Sydney is a noble wood, the most useful we know, except perhaps fir, and is extensively used in cabinet and joiners' work. It takes a fine polish, very little inferior to mahogany. The Eucalyptus is a noble tree, but all kinds of it are hard to work; it is almost indestructible, having been known to be thirty years in use as ribs of vessels. The late Mr James Cairi, of Melbourne, built a ship of 350 tons, the 'Jane Cairi,' entirely of this timber, but it was not a great success; and Mr James Raven, of Launceston, built another, named the 'Harpley,' which also turned out unfortunate. We suspect the timber, admirably adapted as it is for railway sleepers and other work of a similar kind, is rather too heavy for shipbuilding." (From: "The Exchange – A Home and Colonial Vehicle of Commerce, Manufactures and General Politics", Volume 1, Sampson Low, Son and Co., London, 1862, p.292).

The following abstract is from *The Great Circle: Journal of the Australian Association for Maritime History*, Volume 31, Issue 1 (2009) in an article by Don Chambers titled "*The Controversial Ship Harpley: Seaworthiness, Timber and Tasmanian Shipbuilders*". The full text of this article (which I have not purchased) is available for A\$33.00 on line at

<http://search.informit.com.au/documentSummary;dn=991714982803806;res=IELHSS>.

Abstract: According to an old colonial adage, 'stringy bark and green hide are the mainstay of Australia', but this was landlubbers' doctrine. In the world of colonial shipbuilding, ironbark and blue gum became 'the mainstay of Australia', but tough little ships whose structure sometimes included Tasmanian stringy bark undertook the long haul from Launceston to San Francisco. Strangely, the largest sea-going ship built on Tasmania's River Tamar, the *Harpley*, was constructed of eucalyptus regnans or Tasmanian 'swamp gum' (mainlanders say 'mountain ash').

This magnificent eucalypt claims the title of 'world's tallest tree', is used in buildings and furniture, but is not now regarded as shipbuilding material. In the 1840s shipbuilders experimented with antipodean timbers. A mature mountain ash tree had one obvious virtue: its huge girth and height could readily be converted into broad and lengthy timbers. The *Harpley* was longer and sleeker than many ships of her tonnage.

PAPERS RELATIVE TO EMIGRATION

Newer members of the Society may wish to see some important material relating to the steps taken by our ancestors and by those representing their interests in getting passage to Australia in 1848. The documentation is contained in "The Sessional Papers printed by Order of the House of Lords" in their session 1847-1848, "Papers relative to Emigration". On the Google homepage select "more" on the top menu, then "Books" then, to the right of "Search Books" select "Advanced Book Search". In the "with all the words" box type 'harpley ship' (without the inverted commas but with the space). The "Papers Relative to Emigration" are contained in the third hit, which is titled "the house of lords – Page 102". I suggest you start reading from about Despatch # 108 on p. 92.

HARRY BOYLE

Lindsay Watts has pointed out that the new bridge over the Hunter River at Maitland (connecting Bolwarra to East Maitland) has been opened and fittingly named the Harry Boyle Bridge. Harry Boyle was a soldier in Papua New Guinea during World War II and wrote historical pieces in the Maitland Mercury for many years. He was awarded an Order of Australia Medal and died in 2005. He helped many lacemaker families with their early research.



REMARKABLE COINCIDENCE – RAY KENT

The National Library of Australia has recently increased the number of newspapers that it has digitised and has also introduced a search facility. This is a wonderful tool for genealogists as it allows us to find and access information that would otherwise be difficult to identify.

One of the papers available is the *Maitland Mercury* and my Great x 3 Grandfather, James Kingaby, and his family often received a mention in those papers, usually for all the wrong reasons, so it was no surprise to see him mentioned in the court reports on 1 December 1852. However, this time he was merely giving evidence rather defending a charge of drunkenness as was the usual reason for his court appearances. I happened to read the next court report, which was about a theft from a miner from the diggings who had been staying in a hotel in Maitland. The report also states that staying in the room next to the victim was James Foster, also a miner. James Foster is my lacemaker.

Several months later the case went to trial and giving evidence was James Foster followed by James Kingaby's daughter who was working at the hotel on the night of the theft. The descendants of these lines would eventually marry and become my grandparents. However, this article confirms that the ancestors actually met almost 70 years before my grandparents married. This was a remarkable coincidence.

I began to wonder why James Foster was in Maitland staying by himself when the robbery took place and again several months later at the trial. When the *Agincourt* arrived, the Foster family went west, not north to Maitland as did some of the passengers.

There is a contemporary book (*Last of the Logans*) in the National Library in Canberra, in which the author writes briefly of meeting the male Foster children. The book also states that the father had a 'lodestone' in town. I have always taken this to mean that James had a mistress and as the family

lived in Forbes, I assumed this was occurring in Forbes or Bathurst. It was obviously well enough known for the author to make mention of it in a book.

But if James Foster was in Maitland for an extended period, I wondered if his affair was possibly with someone associated with the lacemakers from Calais who had gone to Maitland. Why else would he travel from Forbes to Maitland to stay in Mr Gale's public house? Does the name Foster appear in your tree for some strange reason? If so your family might be involved.

A further search of the digitised newspapers also revealed that James Foster's father, John, placed two advertisements in the *Sydney Morning Herald* in the early 1860s asking for any information about James or his family. I believe that James was living an independent life, though he did eventually move back to Forbes.

I suspect I will never find out more but I wouldn't have found this out had the National Library not decided to make these old newspapers available.

RAY KENT



"The life of every man is a diary in which he means to write one story, and writes another, and his humblest hour is when he compares the volume as it is with what he vowed to make it." - J.M. Barrie, novelist and playwright (1860-1937)

"I think of life as a good book. The further you get into it, the more it begins to make sense." - Harold Kushner

"A man has to live with himself, and he should see to it that he always has good company." - Charles Evans Hughes

SEA CHANTIES

Sea chanties, chanteys or shanties are the work songs that were once used on ships in the age of sail. The rhythm of these sometimes risqué songs helped coordinate the efforts of many sailors hauling on sail ropes (sheets) in a time when human effort was the only power source available aboard ships powered by the wind. They also served a social purpose. Singing helped alleviate boredom and lighten the constant burden of hard work during the long periods at sea and to make disparate sailors part of a well-coordinated team. Our ancestors undoubtedly became familiar with several of these chants during their respective voyages to Australia.

Most shanties were “call and response” songs with a shantyman calling the line and the chorus of sailors bellowing the response:

Shantyman: “Boney was a warrior”
Sailors: “Way, hey, ya!”
Shantyman: “A warrior and a tarrier”
Sailors: “Jean-François”

Shanties had differing rhythms for differing purposes – for example, short-haul shanties such as the one above were used for tasks requiring quick pulls with great force over a relatively short time where the hands on the rope would synchronise their pulls with the last syllable of each response. Long-haul or halyard shanties were used for heavier tasks requiring more set-up time between pulls such as hoisting a topsail (for example, “Blow the man down”). Capstan shanties were used for long, repetitive tasks requiring a sustained rhythm, but not involving working the sheets. These were used for raising the anchor. Sailors turned a giant winch called the capstan by pushing on arms on a large, horizontal drum (which housed the anchor chain) while walking around it. Examples of capstan shanties include “South Australia” and “John Brown’s Body”. Other shanties were sung by the men who manned the two-man pumps which attempted to keep the bilges dry. These were similar to capstan shanties.

BLOW THE MAN DOWN

As I was a walking down Paradise Street
Way aye blow the man down
A pretty young damsel I chanced for to meet.

Give me some time to blow the man down!

Chorus

Oh, blow the man down, bullies, blow the man down

Way aye blow the man down

**Oh, blow the man down, bullies, blow him away
Give me some time to blow the man down!**

She was round in the counter and bluff in the bow,
Way aye blow the man down
So I took in all sail and cried, "Way enough now."
Give me some time to blow the man down!

Chorus

So I tailed her my flipper and took her in tow
Way aye blow the man down
And yardarm to yardarm away we did go.
Give me some time to blow the man down!

Chorus

But as we were going she said unto me
Way aye blow the man down
There's a spanking full-rigger just ready for sea.
Give me some time to blow the man down!

Chorus

But as soon as that packet was clear of the bar
Way aye blow the man down
The mate knocked me down with the end of a spar.
Give me some time to blow the man down!

Chorus

It's starboard and larboard on deck you will sprawl
Way aye blow the man down
For Kicking Jack Williams commands the Black Ball.
Give me some time to blow the man down!

Chorus

So I give you fair warning before we belay,
Way aye blow the man down
Don't ever take head of what pretty girls say.
Give me some time to blow the man down!

Chorus

SOUTH AUSTRALIA

In South Australia I was born
Heave away! Haul away!
South Australia round Cape Horn
And we're bound for South Australia

Haul away you rolling king
Heave away! Haul away!
All the way, you'll hear me sing
And we're bound for South Australia

As I walked out one morning fair
Heave away! Haul away!
It's there I met Miss Nancy Blair
And we're bound for South Australia

There ain't but one thing that grieves my mind
Heave away! Haul away!
It's to leave Miss Nancy Blair behind
And we're bound for South Australia

I run her all night I run her all day
Heave away! Haul away!
Run her before we sailed away
And we're bound for South Australia

I shook her up I shook her down
Heave away! Haul away!
I shook her round and round and round
And we're bound for South Australia

And as you wollop round Cape Horn
Heave away! Haul away!
You'll wish that you had never been born
And we're bound for South Australia

I wish I was on Australia's strand
Heave away! Haul away!
With a bottle of whiskey in my hand
And we're bound for South Australia

In South Australia my native land
Heave away! Haul away!
Full of rocks, and fleas, and thieves, and sand
And we're bound for South Australia

TULLE QUESTIONNAIRE – ISSUES 21 TO 40

(ANSWERS CAN BE FOUND ON THE OUTSIDE REAR COVER OF THIS ISSUE)

ISSUE 21 – John Bromhead, son of *Agincourt* passenger and machinist, John Bromhead and his wife, Sarah, was born in Maitland in 1853. What became his occupation?

ISSUE 22 – How many families with **no** connection with the lacemaking industry travelled to Australia aboard the *Harpley* in 1848?

ISSUE 23 – Who was the ASLC's second President?

ISSUE 24 – The *Harpley* unexpectedly called in at Tahiti on her maiden voyage from Hobart to London. Why?

ISSUE 25 – Why did all babies born in France have to be personally presented at the Town Hall at the time of their birth registration?

ISSUE 26 - When did civil registration of births, marriages & deaths commence in France?

ISSUE 27 – What was the name of the first book published by ASLC? What did it cost?

ISSUE 28 – Beth Williams is an ASLC member of long-standing. What is the surname of her ancestors who travelled to Australia aboard the *Agincourt*?

ISSUE 29 – I am a foundation member of ASLC, an assistant Editor of *Tulle* during its second year of production, a tireless ASLC researcher in its early days, a keeper of a large card file on lacemaker families, a former Publicity Officer and Secretary of the Society and a descendant of *Agincourt* passengers Jasper and Frances (Fanny) Saywell. I often just signed my contributions to *Tulle* "MFB". Who am I?

ISSUE 30 – The wife of one of the signatories to the original Memorial requesting immigration to Australia died shortly after arriving at Bathurst. Who was she?

ISSUE 31 – Three Pedder family members travelled to Australia aboard the *Agincourt* in 1848. Although James Pedder was a lacemaker, what are his descendants now more famous for?

ISSUE 32 – What was the name of the Bathurst property owner who employed many lacemakers?

ISSUE 33 – What were the earlier names for the Nottingham Goose Fair?

ISSUE 34 – Who wrote "Calais et St Pierre au XIX Siecle (1815-1885)"?

ISSUE 35 – On which vessel did member Judy Gifford's family come to Australia?

ISSUE 36 – This edition of *Tulle* was published in July 1992. What was particularly significant about this issue?

ISSUE 37 – Name the Captain and the Ship's Surgeon aboard the *Agincourt* in 1848?

ISSUE 38 – This edition of *Tulle* was published immediately prior to the ASLC meeting on 27 February 1993. What two things were particularly significant about this meeting?

ISSUE 39 – The nomenclature, "Gate" in Nottingham comes from the Danish word, "Gata" meaning street. What particular activities are Pilcher Gate, Barker Gate, Fisher Gate and Fletcher Gate associated with?

ISSUE 40 – What were the bodies of people who died at sea traditionally wrapped in before being committed to the deep?

T HE END OF TRANSPORTATION TO N.S.W.²⁵

At public meetings held in Melbourne and Sydney in February, 1849, "transportation in any form " was condemned ; and in the New South Wales Legislative Chamber an address was carried (June, 1849) praying the Queen to revoke the Order-in-Council re-instituting transportation. Meanwhile the "*Hasheney*" arrived (10 June 1849) in Port Jackson with 212 convicts -aboard. Fitzroy²⁶ was appealed to, with the result that the convicts were hired on board, and each removed by his employer beyond the limits of Cumberland—the metropolitan county. Ten months later another consignment of felons, by the "*Randolphe*," was similarly disposed of. But no more. Earl Grey kept the Order-in-Council as long as he could, because "the judgment of the Colonial Legislature had varied at different times, and the opinions of the country were known to be divided."

During the succeeding year, the country gave this statement an emphatic denial. Eight petitions, signed by 595 persons, supported a modified continuance of transportations; whilst 40 petitions, bearing the signatures of 36,500 persons in Cumberland County, urged total abolition. The Legislative Council also carried a motion that "the revocation of the Order-in-Council would alone secure social and political tranquility." This proved effectual. The Order-in-Council was revoked in April 1851, and with Earl Grey and his Liberal friends out of office the following February, all fears of another renewal of transportation were appeased.

Thus ended the history of New South Wales as a penal colony.

²⁵ From "Cyclopedia of New South Wales, 1907

²⁶ Sir Charles FitzRoy, who succeeded Sir George Gipps, as the tenth overall and the first civilian Governor of New South Wales. Prudent and courteous, he exercised the powers entrusted to him with a tact which soon put an end to that feeling of opposition to Imperial authority, which the arbitrary actions of his predecessor had done so much to foster.

HISTORICAL DIRECTORIES

Family historians wishing to learn more about Nottinghamshire between 1750 and 1849 than *Tulle* has been able to offer you might wish to try and obtain copies of the following directories.

- Pigot & Co. Directory of Nottinghamshire, 1828-1829
- Glover's Nottingham Directory, 1825
- Nottingham Annual Register, 1840
- Bailey's Western and Midland Directory, 1783-84
- Universal British Directory, 1791-98 (Nottingham and Newark extracts)
- Nottingham Directory, 1815
- Pigot and Co. Directory of Yorkshire, Leicestershire, Rutland, Lincolnshire, Northamptonshire, Nottinghamshire and Lancashire, 1841
- Pigot and Co. Directory of Derbyshire, Herefordshire, Leicestershire, Lincolnshire, Nottinghamshire, Rutland, Shropshire, Staffordshire, Warwickshire, Worcestershire and Wales, 1835
- Slater's Directories of Important English Towns, 1847 (Includes Warwickshire, Yorkshire, Gloucestershire, Derbyshire, Leicestershire, Lancashire, Nottinghamshire, Staffordshire and Somerset)
- Lascelles and Hagar's Commercial Directory of Nottingham, 1848



- Genealogy – chasing your own tale
- Every family tree produces some lemons, some nuts and a few bad apples
- A family tree can wither if nobody tends its roots
- Genealogists do it in cemeteries
- Theory of Relativity: if you go back far enough, we are all related
- Only a genealogist regards a step backwards as progress
- Everyone is kneaded out of the same dough but not baked in the same oven. -Yiddish proverb
- The souls of emperors and cobblers are cast in the same mold. The same reason that makes us wrangle with a neighbour creates a war betwixt princes. -Michel de Montaigne, essayist (1533-1592)
- One generation plants the trees; another gets the shade. Chinese Proverb
- He that marries for money will earn it. American Proverb

THE BROWNLOW FAMILY

Amongst the *Agincourt* emigrants during her voyage to Australia in 1848 were William Brownlow (then aged 28); his wife, Emma Sophia Corquin (27); and their children, William (7), Mary (4), John (2) and George Agincourt Brownlow (who was born at sea on 24 June 1848 as the *Agincourt* slowly rolled and splashed her way across the Bay of Biscay).

After the family's arrival at Bathurst, more children followed. Sarah was born there in 1850, then, after the family moved to nearby Rockley, Thomas (1853), Emma (1855), Frederick (1862) and Louisa (1865) followed.

ASLC members Glenda Bone-Gault (his great-great-granddaughter through the line of Emma [born 1855]), and Bev Mahoney (the great-great-niece of Emma Harrison who married Thomas Brownlow (born 1853) are directly and indirectly related respectively to William Brownlow, the family head aboard *Agincourt*. Both have kindly supplied further information on their families (including genealogical information) for which I thank them greatly. Glenda is the daughter of Thelma Walker, shown as the final entry on the Line of Descent Chart for William Brownlow (below), while Bev is the daughter of William Harrison, the third last entry on James Harrison's chart, also below.

Glenda points out that George Agincourt Brownlow married Elizabeth O'Brien. Elizabeth was born on Norfolk Island where the Government had appointed her father, Dr. Edmund O'Brien, the Surgeon, one of the earliest New South Wales Government Officers. He later became the surgeon on Cockatoo Island. Glenda believes he possibly moved to the Rockley/Bathurst area after his daughter married into the Brownlow family.

Glenda further notes that as a quirk of fate, Catherine Malone, the mother of Henry Williams, (who married George Agincourt Brownlow's sister, Emma) was also living on Norfolk Island at the same time as Dr. O'Brien. Her first husband was one of the Superintendent of Convicts on the island and it is

more than likely that they would have known each other. "So jumping ahead 20 years or so and their children meet and marry. What a small world!"

Glenda relates the story of a horse race at Rockley in 1865. John Daniel Densworth Pye was one of the jockeys. His horse shied when a dog rushed out onto the track and John was thrown and sustained a fractured skull and other injuries. He died shortly afterwards. An article which Glenda has discovered on line states that with him on the track that day was William Brownlow Jnr. The doctor who attended to him was one Dr. O'Brien who Glenda suspects is the same Dr. O'Brien referred to above. Glenda points out that the Brownlow and Pye families had strong ties, so much so that William and Emma named one of their daughters, their fifth child, Sarah Susannah Pye Brownlow, and on 20 April 1863, William Brownlow bought land from J D D Pye. This land would become part of the Brownlow property called "*Briar Park*".

Bev Mahoney's great-great-aunt, Emma Harrison, married Thomas Brownlow, the sixth child of William and Emma. Emma Harrison's parents, James Harrison and Mary Ann Stevenson, were also lacemakers from Nottingham and later Calais. James and Mary Ann were married at St. Mary the Virgin church in Dover in 1840 and had a son, James, in Calais in 1841. They were residing at La Grande Rue at the time as were the Brownlow family.

Bev believes the Harrison family came to Adelaide and then on to Geelong in September 1849 aboard *The Duke of Bronte*. She states she cannot verify that this is her family but it did consist of a James and Mary Ann Harrison, a son James and another child so all the boxes are ticked. Also consistent is the fact that their daughter, Eliza, was born at Geelong in 1852 and further children were born at Ballarat – Mary Ann²⁷ (1854), Emma (1856) and William (1858).

²⁷ Bev Mahoney recently discovered a petition on the Ballarat Genealogy website. Signed in 1891, it was in support of women's suffrage. On this petition is A. Nettle living at 166 Victoria St, Ballarat. The notes beside her name refer to her being the third wife of Edward Nettle, Anna Maria Louisa, but in 1891, Edward Nettle's wife was Mary Ann Harrison. Mary Ann was also known as Annie (for example, on her brother James' death certificate for which she is listed as the informant) so Bev believes it is reasonable to assume that the A. Nettle referred to is, indeed, Mary Ann Nettle (née Harrison). Bev further states that

The Harrison family were in Ballarat at the time of the Eureka Stockade and the bloody battle which ensued in the early morning of Sunday, 3 December 1854.

Emma Harrison, William and Mary Ann's seventh child, married Thomas Brownlow at Ballarat in 1882. Although they had all their family in the Bathurst/West Macquarie area of NSW - (Annie in 1885), Elsie (1886), twins Emma and Thomas (1887), Muriel (1889) and William Harold (1892) – at some stage they moved back to Ballarat and lived there until their deaths. They are both buried in the Ballarat New Cemetery. Of their six children, two died as infants (the twins, Emma and Thomas). Of the surviving children, Elsie and Muriel never married. Annie May married Edwin Powell and had a family. Bev says William Harold Brownlow is "a work in progress". She knows that he was living in Swan Hill in 1914 and working as a bank clerk (electoral rolls) before moving back to Ballarat where in 1931 he was living at 131 Victoria St (a street with many fine homes and now the main thoroughfare into Ballarat from Melbourne) and working as a salesman. By 1936, he was living at 66 Bridge St, Ballarat and was listed as a caterer. This business must have been short-lived because by 1943 he is again listed as a clerk on the electoral roll but still living at 66 Bridge St (right in the heart of the Ballarat CBD). William Harold Brownlow died at Ballarat. Bev, I found these death notices in *The Argus*, Melbourne, Monday, 1 February 1943. They state:-

BROWNLOW – On January 31 (1943), at private hospital, Ballarat. William Harold Brownlow, of 68 (sic) Bridge street, Ballarat (late 1st A.I.F.), dearly loved husband of May, and loving father of Betty, aged 50 years.... And

BROWNLOW – On January 31 (1943), at private hospital, Ballarat, William Harold Brownlow, loving brother of Annie (Mrs E.J. Powell), Elsie, and Muriel.

the Nettle Brothers owned a foundry in Ballarat during the 1880s and she imagines business would have been brisk with so many mining operations in place around this town.

His A.I.F. records state that he was a Bank Clerk, he was single and that he lived at the London Bank of Australia, Clifton Hill, Melbourne at the time of his enlistment. He showed his father, Thomas, as his next of kin. Thomas lived at 202 Victoria St, Ballarat East. William saw war service in Egypt and the Western Front.

Bev, and others wishing to view the war records of people you are researching might wish to log on to the following internet address:- <http://www.naa.gov.au/collection/explore/defence/service-records/army-wwi.aspx#section3> then scroll down to "Contents". Choose "Find and view a World War I service record online". Under "NameSearch" choose 1. Go to NameSearch. Under "Family Name", type in the surname of the person you are researching – in this case Brownlow. Immediately below the name you have entered choose "World War 1" on the sixth line (or one of the other conflicts listed). Press the "Search" button. In the case of "Brownlow" this will produce 16 matches. Press the "Display" button and then scroll down to the record you are searching for – in this case B2455, BROWNLOW W H. If there is a graphic like a page from a book showing under "Digitised Item" then click on this graphic and a wealth of information will open up to you! In the case of William Harold Brownlow this amounts to 59 pages of scanned material! I strongly recommend it to you as a wonderful source of material about a member of your family and for information about the family as a whole.

Bev Mahoney states, "I find it intriguing that these two lace maker families in different states eventually became related through marriage. As you can see, my relationship is distant, through my great grandfather's sister, but I find the Brownlow family very interesting. It is also intriguing as to why Thomas came to Victoria rather than take up property and inheritance in New South Wales. We will never know unless someone has stories passed down through the family."

Bathurst and Kelso Cemetery Transcriptions contain the following entry:-

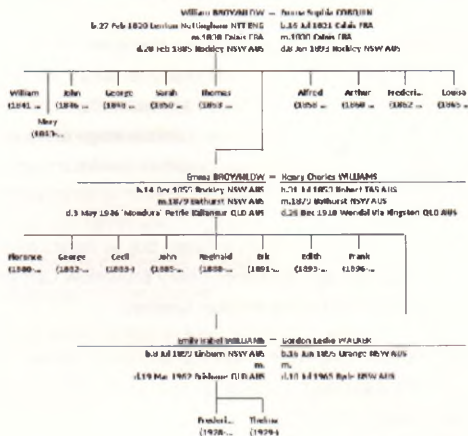
Brownlow. In affectionate memory of Blanche Helen, beloved daughter of John & Louisa Brownlow, born 9 May 1873, died 20 January 1874. Sacred to the memory of Frederick

Brownlow, born 19 December 1862, died 9 August 1863. Also William Brownlow, beloved father of the above who departed this life 20 February 1885, aged 66 years. My presence shall go with thee and give thee rest. Exodus XXXIII.14 – (left side). In loving memory of Arthur Joseph Brownlow, born 1 August 1860, died 25 December 1945. Also, his wife, Elizabeth Mary Brownlow, died 25 January 1969, aged 100 years 3 months (back) – Sacred to the memory of Arthur Harold. Eldest son of A.J & E.M. Brownlow, born 6 December 1895, died 31 October 1909. When wearied of life's ebb and flow, we for still waters sigh. Oh how it sweetens chance below, to think of rest on high. (right side) – In loving memory of Emma S Brownlow, died 8 January 1893, aged 73 years. Come unto me all ye that labour and are heavy laden and I will give you rest. Math 11:28. (cement tomb, iron railings, grey marble obelisk, urn and draped cloth on top). Bathurst C of E, Section N, Row 3).

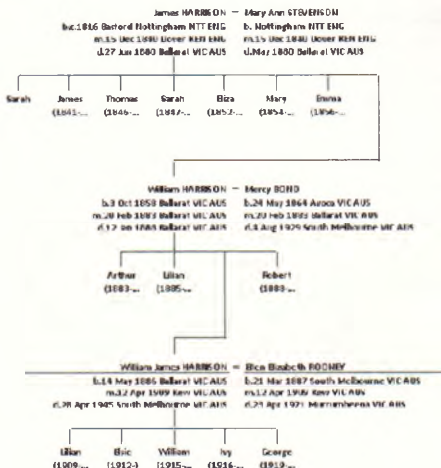
Past issues of *Tulle* have contained many other references to the Brownlow and Harrison families. These include:-

- “William Brownlow was a big man, well over 17 stone in weight” (*Tulle*, November 1986)
- James Harrison was a bachelor lacemaker living at Cotto St when he married Mary Ann Stevenson, spinster, also of Cotto Street, at Dover. James' father, Thomas, was a papermaker. Mary Ann's father, William, was a bricklayer. (*Tulle*, May 1989)
- When Mary Ann Brownlow was born on 8 December 1843, the family lived at route de Boulogne, Section F, No. 358. (*Tulle*, May 1990)
- Late member, Mr. Bill Brownlow's address to ASLC at the launching of our first book, “The Lacemakers of Calais” on 5 May 1990 (*Tulle*, August 1990)
- A gathering of the Brownlow Clan at Kingswood on 24 April 1999 (*Tulle*, May 1999)
- Edmond William (Bill) Brownlow, 1914-2002 (*Tulle*, May 2002)
- Garnet James Webster OAM, 1935-2005 – great-great-grandson of two lacemakers, William Branson and William Brownlow. (*Tulle*, May 2005)
- The Harrisons – Nottingham, Calais and Ballarat – Bev Mahoney (*Tulle*, February 2006)
- The Brownlows of Briar Park – Glenda Gault (*Tulle*, February 2008)
- Post Script William Biddulph – Gillian Kelly (*Tulle*, February 2009).

LINE OF DESCENT CHART FOR WILLIAM BROWNLOW



LINE OF DESCENT CHART FOR JAMES HARRISON



SALMAGUNDI

Warwick Farm Racecourse, some thirty kilometres south of Sydney, is renowned for its picnic atmosphere. Its focal building is the JHB Carr grandstand named for Sir James HB Carr. There is a race named the JHB Carr stakes and at one stage of his long involvement with the mighty sport of horseracing, Sir James owned a horse named *French Descent*.

Now I don't know about the horse's lineage, but Sir James himself was most definitely of French descent. Sir James Henry Brownlow Carr was the grandson of not one, but two lacemaker families.

His paternal grandparents were William Branson and Miriam Choulerton passengers on the *Agincourt*. Their first child, Adah, married Henry Carr and settled on a property *Funny Hill* near Binda where they raised ten children, the fifth named James.

His maternal grandparents were William Brownlow and Calaisienne Emma Courquin, also passengers on the *Agincourt*. Their eldest son William married Frances Elizabeth Brown and settled on property near Rockley – just over the Abercrombies from Binda. Their first-born were twin daughters, Jessie Amelia and Emily Elizabeth.

In the fullness of time, James Carr and Jessie Amelia Brownlow married and had a daughter Joan, and then a son James Henry Brownlow – named for his father and both his grandparents. Tragically, Jessie died in childbirth and James HB was raised largely by his doting Carr aunts who did a fine job and were still calling Sir James, *Boy* until their deaths!

The Brownlows, the Bransons and the Carrs knew of their background - the Brownlows named their house in Rockley, *Calais* and a generation later a son was named Calais – but the story disappeared except for small recognitions like naming a race horse *French Descent*.

GILLIAN KELLY

THE FRANCES FAMILY OF NOTTINGHAM

Tony Armitage from Strelley, Nottingham has written to the Editor advising that his great-grandfather, William Frances, was the son of lacemakers, James Frances (b. Calais 1815; d. France, 1898) and Maria Fox (d. France, 1877) who had lived and worked on the rue du Temple, Calais at the same time as our own lacemaker



William Frances, b.1848, with his granddaughters Marjorie and Joan (Tony's mother)

ancestors. James & Maria had a child, Henry (b. 1844 in Calais) but unlike our own ancestors, when the 1848 revolution commenced, they decided to return to Radford in Nottingham where their second child, William Frances, was born later in 1848. William later married Mary Scott and they had a family of four children, Harriet (1875), Elizabeth (1878), Alfred (1880) and William Frances, Tony's grandfather, born in Nottingham in 1884. Meanwhile, James, Maria and Henry all returned to Calais. Henry married Emile Riches and they had four children, Madeline (1884), Alice (1886), Valentine (1889) and Edouard (1897).



William Frances, Tony's grandfather, b. 1884

These children were baptised at the *Registre Méthodiste*, rue du Temple, and they were described in the registers as 'French – British' subjects. William Frances Jnr, became a Nottingham lace engineer who made equipment for lace-machinery, including brass bobbins (or shuttles) such as the very small one pictured right. Tony believes his grandfather spent some of his working life with a Notts company called Spowages. His wife, Ethel Frances (nee Mattock), gave the bobbin to Tony following William's death.



A small 'shuttle' made by Tony's grandfather. Compare its size with the A52 coin.

FISTICUFFS, DIAMONDS & LACE

Most of us have at least one lacemaker family to call our own. The lucky amongst us have two. However, Nottingham author, Ann Rayner has written an epic saga based on her being the descendant of three famous Nottingham lacemaker families.

Her remarkable family story called "Fisticuffs, Diamonds & Lace" links her to the Leavers family, in particular three Nottingham brothers, John Elisha and Robert Leavers, who were all great technical innovators in the lacemaking industry. In addition, Ann has connections with the Thompson and Hall families. Mary Leavers, the sister of the three brothers, married Benjamin Thompson and in 1811, the year my lacemaker Edward was born, Mary gave birth to triplets, Richard, Thomas and William. They grew up with the nicknames, Shadrack, Meshach and Abednego. William "Abednego" Thompson grew up to become the legendary *Bendigo* (a corruption of his nickname) – considered by many as the greatest bare-knuckle prize fighter in history.

Bendigo's fighting prowess was initially matched by a darker side – he was a violent drunkard and had a vicious gang of local hoodlums known as the "Nottingham Lambs" as supporters. *Bendigo* was often arrested and imprisoned before discovering religion and becoming a fiery preacher.

After John Leavers moved his family to Rouen, in France, his brothers, helped by *Bendigo's* father, built up a lace business in Elliott Street, New Radford. It was there that Ann's great-grandfather, Joshua Leavers, was born in 1832. Joshua married Selina Smith in Basford in 1855 and *Bendigo* was a star guest at the wedding.

During a slump in trade, Joshua's income from lace declined and he took a job as a miner at Basford Colliery. Selina died giving birth to a child, who survived. At this point, the family roots intertwined again. Mary Ann Hall (known as Hannah) was the great-granddaughter of Nottingham businessman, Robert Hall, who had built Basford Hall in 1720. In the 19th Century, Hannah married

into the Leavers family and eventually helped build a lace fortune in America. Following the closure of Hall's lace mill in Nottingham, she set sail to America alone on the Cunard steamer *Arabia*. After an attempted robbery on the New York waterfront, the Duchess Fitzwilliam's diamonds were dropped by a retreating thief. Hannah found the gems and handed them over to the police. As a reward, the duchess invited her to her suite in New York's Ritz Hotel where she discussed the possibility of Hannah working as one of her maids.

However, a chance meeting put her in touch with another emigrating Nottingham family. To her delight, she discovered they were related and, over the next decade, Hannah became a famous designer of fine ball gowns. Hannah rounded off her epic life of struggle and good luck with an unexpected inheritance of diamonds.

Returning to New York for the last time in 1912, she took her berth on the *Titanic*. After the new liner collided with an iceberg, a young mother handed over her baby to Hannah for a place in the lifeboats. Hannah lost everything in the sinking vessel, except a valuable diamond necklace which she placed in the hands of the rescued baby.

The author skilfully blends family history into a fascinating story that takes readers from the violent days of the machine-smashing Luddites to Bendigo's brutal fights. The fast-moving drama then moves on to the new generation, led by the determined Hannah Hall, who rose from poverty in Nottingham to become the toast of America's 19th-century fashion scene.

"Fisticuffs, Diamonds and Lace" is available as a print-on-demand book from www.lulu.com.

My thanks to Tony Armitage in Nottingham for drawing this book to our attention. Parts of this review draw on David Lowe's article in the Nottingham Post, Tuesday 23 November 2010. I purchased a copy of this book on line and it arrived in less than a week. My cost, including NAB's international transfer fee was A\$27.14.

RICHARD LANDER

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T

THE ANSWERS

ISSUE 21 – Baker and Confectioner

ISSUE 22 – Six, one of which was the Burgess Family, Kentish farmers.

ISSUE 23 – Bruce Goodwin (Kemshall Family)

ISSUE 24 – She encountered serious storms & huge seas about 2 weeks after leaving Hobart and was badly damaged and was at risk of sinking.

A holed hull needed urgent repair.

ISSUE 25 – To ensure all male babies were correctly registered as such because they were liable for military service when they turned 20.

ISSUE 26 – 1792 or 44 years before England and Wales

ISSUE 27 – “The Lacemakers of Calais”. It cost \$15.

ISSUE 28 – Homan. Thomas Homan travelled with his wife, Anne (née Bunny) & Emily & Edwin.

ISSUE 29 – Marjorie Frances Brown

ISSUE 30 – Eliza Lowe, wife of Oliver Lowe & mother of Alfred (9), Anne (4) and Emily (2).

ISSUE 31 – Their automotive suspension and shock absorber business.

ISSUE 32 – William Henry Suttor. He was already wealthy in 1848 but a lot wealthier after July 1851. In that month he found on one of his properties, a gold nugget weighing a staggering 102 pounds (46.28 kg) and worth about \$2,000,000 at current gold prices.

ISSUE 33 – St Matthew’s Fair or the Cheese Fair. Half a point for Nottingham Fair.

ISSUE 34 – Albert Vion, a Calais historian and genealogist.

ISSUE 35 – The *Walmer Castle*. Her ancestors are the Rogers family.

ISSUE 36 – It marked the tenth anniversary of the founding of the ASLC on 12 June 1982.

ISSUE 37 – Captain Thomas Scott (Master) and Richard Atkinson (Ship’s Surgeon)

ISSUE 38 – It was the first time that meetings of ASLC were held at Don Bank Cottage, North Sydney; and it marked the end two long periods of stewardship of our Society. Bruce Goodwin stood down as President and was replaced by Claire Loneragan and Enid Bastick stood down as Honorary Secretary and was replaced by Doug Webster.

ISSUE 39 – Pilcher Gate owes its strange name to the Pilchers or fur dealers, who made it their quarter; Barker Gate, which is merely another way of saying Tanners’ Street, because the ancient name for a tanner was a barker. Barker Gate is one of the oldest streets of Nottingham and it is believed that the tanners settled there in very early times in order to be near the water of the little river Beck which has now disappeared underground; Fisher Gate was the home of the fishermen who fished in the River Leen and the River Trent; Fletcher Gate derives from ‘flesh hewer’s gate’ because it was here that the butchers based their businesses.

ISSUE 40 – For burial at sea, the body was traditionally sewn into a length of canvas sailcloth of standard width and about 4.5 metres in length, weighted by cast iron fire bars sewn to the canvas on either side of the legs below the knees. Three or four slits were made in the material to allow gases of decomposition to escape and to prevent subsequent flotation of the body due to trapped air. Before burial at sea the wrapped body was covered by a British flag.