

HARPLEY



Harpley, artist Wormersley

Ship, 547tons Old Measure, 115'7" x 26'4"; Built 1847 at Spring Bay, Tamar River Tasmania, by Paterson & Co, owned by J Raven

Master: Captain Thomas Buckland; Surgeon Superintendent: Mr John Spencer

Gravesend , May 12, 1848 to Adelaide September 2 , 1848 – 114 days at sea

LIST OF EMIGRANTS FROM CALAIS WHO HAVE BEEN ACCEPTED FOR THE "HARPLEY" TO SAIL ON 1ST MAY FOR SOUTH AUSTRALIA

The British Consul to Calais in 1848, E W Bonham, drew up an initial list of those emigrants from Calais who had been accepted for the *Harpley*, then expected to sail for South Australia on May 1st. Some of these families were transferred to other ships because their families had too many small children, or the principals needed time to marry in London.

Enclosure to Page 180 Foreign Office, Correspondence with France Australian Joint Copying Project Foreign Office 27

Enclosure to Letter No 100.

List of Emigrants from Calcutta who have been accepted for
the "Harpley" to sail on the 1st May for South Australia.

Sanders	Edward	Luce	37	Barnet	John	35
	Mary		38		Agnes	36
	Mary Ann		19		Salina	13
	John		11		Ann	10
	Emma		9		Eleanor	8
	Assina		1		Mary Ann	6
	Clara		2		Elizabeth	4
					John	2
...						
Colb	William		40	Ward	John (to be married)	40
	Richard		30		Eliza	20
	John		10		Eliza	13
	Ada		1		John	11
					Sarah	9
					James	3
Davis	John		34		Francis	9000
	Elizabeth		55			
	John		0			
	Richard		7			
	Mary Anne		5	Brown	John	48
					Sarah	46
					Caroline	13
					Edmund	9
					John	7
					Henry	3
Freestone	John		34			
	Ann		50			
	William		10			
	Alfred		8			
	John		6			
	Henry		1			
	Charles Robert		2	Hall	James	26
					Mary Anne	23
					Ann	1
Clarke	John		28			
	Ann		29	James	Joseph	40
	William		5		Alice	42
	James		2		John	12
	John		1		Jamison	10
Taylor	Robert		19	Sansom	William	30
					Jane	36
Lelly	Thomas		27	Hernstie	James	19
	Desambres		26		Constance (sister)	17
					John (nephew)	13

Johnson John - 48
 Mary Ann - 44
 William Henry - 18
 Eliza - 16
 John - 14
 Mary Ann - 12
 Emma - 10
 Francis - 7

Dixon Richard - 48
 Mary - 48
 Sarah - 20
 Richard - 19
 David - 17
 Joseph - 16
 Joshua - 9
 Mary - 1

Persons William - 46
 Charlotte - 44
 Sarah - 21
 John - 18
 Ellen - 15
 Mary - 13
 Emma - 11
 Betty - 9
 Charlotte - 14 days

Longmire Hiram - 34
 Anne - 37
 Henry - 12
 Hiram - 9
 Mary - 7
 Elizabeth - 5
 Walter - 2

Smith John - 41
 Elizabeth - 49
 Mary Ann - 19
 Martha - 5
 Thomas - 4
 Louisa - 60nd

Street Thomas - 35
 Emma - 33
 John - 12
 George - 7
 Mary - 5
 Emma - 3

Somer George - 45
 Julia - 44
 Thomas - 16
 Ellen - 14
 Juliana - 12
 George - 11
 Esther - 8
 James - 7

Mountany John - 45
 Anne - 45
 Thomas - 19
 George - 17
 Ann - 12

Goldfinch Richard - 34
 Eugenie - 32
 Richard - 10
 George - 7
 William - 4
 Henry - 2

Cope Henry - 42
 Ann - 41
 Joseph - 20
 Ann - 17
 Henry - 15
 Fanny - 14
 William - 12
 Edwin - 9
 Emma - 4
 William - 40

weeney John (widower) - 46
 Sarah - 19
 Mary Ann - 16

Widdison Thomas - 33
 Emma - 29
 Jonathan - 13
 Emma - 11
 Elizabeth - 9
 Mary Ann - 7
 Ellen - 11
 Catherine - 1

Watts	Nancy	- 20	Mills	Thomas	- 42
				Sarah	- 36
Grader	Cornelius	- 45		Richard	- 19
	Hannah	- 47		Thomas	- 17
	Hannah	- 25		Rebecca	- 15
	Emma	- 21		Sarah	- 12
	Mary	- 19		Emma	- 11
				William	- 9
				John	- 7
				James	- 5
				Anna	- 3
				Elizabeth	- Infant
Revel	John	- 48	Summer	George	- 49
	Hannah	- 47		Mary	- 46
	Elizabeth	- 21		Elizabeth	- 18
	Anna	- 18		Hannah	- 12
	Melient	- 16		Sarah Ann	- 10
Stables	Francis Green	- 21			
	Edward	- 16			
Strong	Samuel	- 35	Lowe	Oliver	- 38
	Louise	- 26		Eliza	- 35
	James	- 8		Alfred	- 8
	Mary	- 7		Ann	- 4
	Samuel	- 1		Emily	- 1
Harold	William	- 40	Hibberd	John (to Mary)	- 37
	Catherine	- 40		Caroline Donald	- 19
Hisher	Phillip	- 22	Holmes	Benjamin	- 38
	Hannah	- 22		Elizabeth	- 38
	Mary Ann	- 32		Harriet	- 17
	William	- 1		Benjamin	- 12
				Matilda	- 8
Wells	Walter	- 43	Dunk	Thomas	- 37
	Sophia	- 35		Mary	- 35
	William	- 17		Charlotte	- 15
	John	- 15		Thomas	- 11
	Edward	- 13		John	- 7
	Walter	- 12		Alfred	- 4
	Eliza	- 9		Benjamin	- 2
	Caroline	- 6			
	Winifred	- 4	Shaw	John	- 32
	Robert	- 1			
			See	Henry	- 21
				Sarah	- 20
				John	- 1

Needham Emma . 20

Dennis Hope Mary Ann . 22

Beat Louisa - 19
 Emily - 17

120 Adults = ^{Actuals} 120

102 Children = 81

4 Infants = -

226 = 171

The *Harpley* had been built by Paterson and Co. for James Raven, a merchant of Launceston. She was built on Gravelly Beach, east-nor-east of Exeter, County of Devon, on the Tamar River in Tasmania in an area sometimes known as Blackwall at a cost of £14,000. The *Harpley* was 547 and 201/700 tons new register, had two decks, a square stern and three masts on which she was "ship rigged" (sometimes known as 'full rigged' or 'square rigged') which meant that each of her three masts carried square sails which were rigged across the width of her hull. Her hull was built entirely of "colonial timbers", she had a "splendid poop; and the panels of her spacious cuddy (were) entirely of Huon Pine, French polished."

Her overall length was one hundred and twenty two and four tenths feet, and she was twenty six and three tenths feet broad. The depth of her hold from the main deck to her keel, measured amidships, was eighteen and six tenths feet. The Cabin of the *Harpley* was 24 feet by 12 feet and was fitted out with a sideboard made of Tasmanian blackwood with panels of Huon Pine made by John Brown, a "cabinetmaker, upholsterer and undertaker" who later exhibited items of furniture at the Great Exhibition in London in 1851. She had a standing bowsprit without a figurehead and "carved, sham-quarter-galleries".

The *Harpley* was "fitted in the 'tween decks right fore and aft, with well-ventilated cabins for fours and sixes. Her ample poop aft possesses an elegant saloon, into which the superior cabins open. Near the rudder there is a very convenient entrance to the saloon from the poop deck, by which this part of the ship is most conveniently separated from the main deck. The *Harpley* has all the other fitments for emigration, including one of Thompson's life boats, the lockers of which are fitted with cork". Her keel was 113 feet 7 inches long, and she was the only Australian built ship employed in the transportation of emigrants to South Australia before 1850.

The *Harpley* was launched at Spring Bay on the Tamar on Tuesday, 2 February 1847 and was advertised as "loading for London" in the 'Shipping Intelligence' section of the *Launceston Examiner* from 17 March until 3 April of that year. Another advertisement in this same paper advised that the *Harpley*, under the command of Thomas Buckland and other engagement to H.M. Government

would leave Launceston on Monday, 5 April, and Hobart Town on Tuesday, 13 April (1847). She subsequently sailed from Launceston on 6 April 1847 and arrived in Hobart on the 17th laden with "2000 trenails, 250 planks, 748 pieces of kentledge, bags of wheat and wool, etc."

At Hobart she took up fifty soldiers, twenty women and forty children - all from the garrison and who were returning to London, and sailed on her maiden voyage at noon on Thursday, 29 April 1847. They enjoyed fair sailing until 8 May when they were constantly *"amongst rain, squalls and gales"*. On 18 May, after ten days of poor shipping conditions, a wave filled and broke down the larboard quarter. The *Harpley* began taking water at *"one inch a minute"* (i.e. five feet or more than one and a half metres per hour) and the soldiers from the 96th Regiment manned the pumps around the clock to keep her afloat.

The weather continued to get worse and worse, and during one horrific storm the ship was laid *"on her beam ends"* and lay *"right down on her larboard side, all her quarter-deck (on that side) under water, and also a great part of the poop, and a mountainous sea washing right over her. The soldiers, unable to stand, or work the pumps, were holding on as they best might to anything within their reach. Captain Buckland told the carpenter to fetch his axe to cut away the masts, but by the time all was ready the wind lulled a moment, and the ship righted a little"*. The atrocious weather continued for another five weeks and Captain Buckland was forced to put into Tahiti for repairs. She sailed from Tahiti on 12 September 1847 and reached England on 8 February 1848. Here she was given a very thorough going over by the Surveyor for Lloyds of London, and was classed as A1 for ten years.

In emigrant vessels, the married couples and their young children occupied separate berths in the middle of the vessel, families being kept together. The cabins in this area were normally six feet by six feet and seven feet high, and opened into a central space equipped with a long table and whale oil lamps. Single men, and single women were placed in distinct compartments set apart for them at opposite ends of the ship, although still on the same level as the family cabins. At the stern was the quarter-deck, raised above the main deck, and covering four stern cabins, the dining room for the Cabin passengers (the cuddy), and the navigation arrangements. The crew had their quarters up in the bow (the fo'c'sle). The lack of privacy that these arrangements imply; the noise of the wind, the water, the creaking of the ship, the multitude of conversations of adults and noisy children; the smells, and the dark when the hatches were closed during storms, all challenge one's imagination!

All intending emigrants for South Australia were encouraged to read everything they could not only about the relatively new colony, but also about the intended voyage itself. A recommended text was *"A Handbook of Practical Information for use of Passengers on a Long Sea Voyage"* by P.B. Chadfield. This handbook, which at the time cost two pence, detailed the usual practice of dividing the occupants of each portion of the ship *"into messes of about eight adults for the purpose of cooking, eating their meals and drawing their rations; these little communities having each a captain or managing man selected from among themselves by the purser for looking after the interests of the mess."*

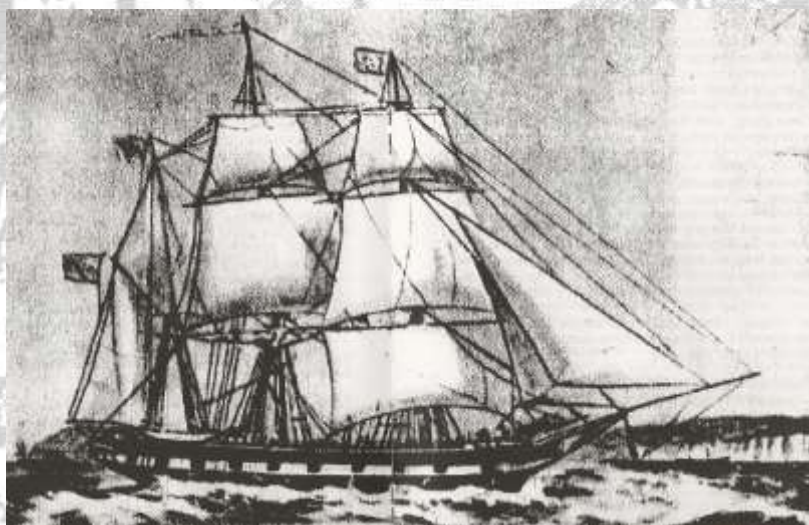
Most 'helpful hint' books gave some weight to the condition of water on board the emigrant ships as poor quality water appears to have been the rule rather than the exception. *"Our water is in the most undrinkable state; the bungs of the cask being kept in, prevents the escape of the*

engendered gases, and consequently it is in a state of putrefaction." Many passengers found cold brandy or wine and water better to drink than straight ships water. Water filters, consisting of earthenware jars with a tap at the bottom and with perforated sheet supporting charcoal in an upper compartment, found some favour. Water was poured in the top and seeped through the charcoal to the lower compartment. Raspberry vinegar was often mixed with less than perfect water in an attempt to make it taste fresher, whilst others added a teaspoon of magnesia to a quart of water, shook it and then let it stand for an hour or two to allow impurities to settle out. Yet others stirred a large container of water with a piece of chloride of lime.

Finally, the *Harpley*, with its valuable human cargo of 257 emigrants plus an able crew of ten officers and twenty-four seamen and fine Captain; stores for the trip (including live animals); and a payload consisting of a case for Elder and Co., a cask, 78 iron moulds, a box and 17 bundles of steel for Blythe Bros., 2 cases for Miller and Bryden, a parcel for the Lord Bishop of Adelaide and another for the Collector of Customs, was ready to depart on its first return trip to Australia. She departed from Deptford, on the south bank of the Thames where it makes a large U-turn between the Tower of London and the new Millennium Dome, on Friday, 12 May 1848, and either drifted down the river on the receding tide or, more likely, was assisted by one of the many steam tugs operating on the Thames at the time. After clearing the mouth of the Thames, the *Harpley* travelled east until it could round the North Foreland at Ramsgate where it is probable that it anchored for the night.

After 113 days at sea, *Harpley* and her passengers finally reached the relatively new wharf at Port Adelaide on Saturday, 2 September 1848.

From *A History of the Lander Family 1811-1994*, Richard Lander



The Harpley

Cover, Annual Report Singleton Medical Welfare Centre

From Ship's Return, the Harpley, Adelaide, September 1848

LIST OF SHIP'S OFFICERS AND OTHERS RECOMMENDED FOR SERVICES PERFORMED ON BOARD THE EMIGRANT SHIP

"Harpley"

NAME.	OFFICE.	RATE OF REMUNERATION.
<i>Thomas Buchlan</i>	Master.....	<i>2</i> per head
<i>John Dring</i>	Chief Mate.....	<i>1/2</i>
<i>Alfred Stone</i>	Third Mate, or.....	<i>1/2</i>
<i>Edward Lawder</i>	Schoolmaster.....	<i>13</i>
<i>John Hibbert</i>	Hospital Assistant.....	<i>13</i>
<i>Mary Ann Dennis</i>	Nurse.....	<i>1, 10</i>
<i>Catherine Harrold</i>	Matron.....	<i>1, 10</i>
<i>John Davis</i>	Constable.....	<i>1, 0</i>
<i>John Freeston</i>	"	<i>12</i>
<i>William Colt</i>	"	<i>12</i>
<i>Joseph James</i>	"	<i>12</i>
<i>Thomas Mearns</i>	Cook's Assistant.....	<i>13</i>

I certify that the persons above-named have performed the duties respectively required of them entirely to my satisfaction, and that they are entitled to gratuities under the Commissioners' instructions.

Port Adelaide, Sept. 4th 1848

1848

Surgeon Superintendent.

John Spencer