HISTORICAL RECORDS
OF
AUSTRALIA.
COMMONWEALTH OF AUSTRALIA

HISTORICAL RECORDS

OF

AUSTRALIA.

SERIES III.

DESPATCHES AND PAPERS RELATING TO THE SETTLEMENT OF THE STATES.

VOLUME I.

Port Phillip, Victoria, 1803—1804.
Tasmania, 1803—June, 1812.

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EDITORIAL NOTE.

The Library Committee of the Federal Parliament has decided that it is inadvisable to delay the publication of the volumes of series III, although it is possible that additional papers, relating to the period 1803–June, 1812, may be discovered. Unfortunately certain papers, which are known to have been extant in the year 1902, cannot be traced, although searches have been made by orders of the Right Honourable the Prime Minister and the Honourable the Premier of New South Wales. If at any future date these or other papers are found, they will be published in an appendix to a later volume.

Fredk. Watson.
GENERAL SYNOPSIS.

The papers in this volume are classified as follows:

The abortive settlement at Port Phillip, Victoria, 1803-1804.
Section A (pages 1 to 19).—Commissions, instructions, and miscellaneous papers prior to the settlement.
Section B (pages 21 to 64).—Despatches to and from lieutenant-governor Collins during the voyage and at the settlement.
Section C (pages 65 to 123).—Miscellaneous papers.

Journals and logs of vessels employed in the settlement of Tasmania.
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Log of the transport ship Ocean (pages 134 to 177).
Log of the ship Lady Barlow (pages 178 to 186).

The settlement at Risdon Cove, Tasmania, 1803-1804.
Commissions, despatches, and miscellaneous papers (pages 189 to 213).

The settlement of southern Tasmania, 1803-June, 1812.
Section A (pages 217 to 487).—Despatches to and from lieutenant-governor Collins and the commandants at Hobart town.
Section B (pages 489 to 580).—Miscellaneous papers.

The settlement of northern Tasmania, 1803-June, 1812.
Section A (pages 583 to 603).—Commissions, instructions, and miscellaneous papers prior to the settlement.
Section B (pages 605 to 728).—Despatches to and from lieutenant-governor Paterson and the commandants at Port Dalrymple.
Section C (pages 729 to 778).—Miscellaneous papers.
INTRODUCTION.

LIEUTENANT-GOVERNOR DAVID COLLINS.

DAVID COLLINS, the first lieutenant-governor in Tasmania, had little opportunity to show a capacity for administration. During his government at the Derwent, there were no law courts, and their absence caused evils over which he had no control; there was no system of granting lands, except through the governor at Sydney, a method which delayed progress; there was often a struggle for mere existence; there were no reinforcements of convicts or stores direct from England; there was always a scarcity of labour, and at different periods the hours for public labour were reduced or entirely abandoned from want of provisions. When the full establishment had arrived from Port Phillip, the population at the Derwent numbered 433 in August, 1804, and had increased to 1,062 in March, 1810. The settlement at Port Jackson had commenced with a population of 1,024, and in seven years had increased to 3,388, exclusive of over 900 persons at Norfolk island, from whence supplies could be drawn. With more material, whether human or mechanical, more could have been accomplished at the Derwent, and, with due allowance, the foundation of Hobart town under Collins compares favourably with that of Sydney under Governor Phillip. No one can be surprised that, when Collins died in 1810, there were no important public works completed; that there was no settled and established practice of government; and that Hobart town was described as a collection of miserable huts. His administration had resolved itself into providing temporary expedients for meeting the exigencies of the moment.

Collins had previous experience in the formation of new settlements. He had arrived in the first fleet at Port Jackson, holding the office of deputy judge-advocate, and his career at Sydney gained him unstinted praise. He possessed considerable tact in the management of men, and his personality won him their goodwill, as his contemporaries testified. Joseph Holt, in his Memoirs, stated that “his person was remarkably handsome and his manner extremely prepossessing, while, to a cultivated understanding and an early
fondness for the Belles lettres, he joined the most cheerful and social disposition.” Lieutenant Edward Lord, who served under him during the six years of his administration, when reporting his death, stated that he was “sure that it is not my single voice but of every department whatsoever in the Settlement, who, with the most heartfelt regret, universally acknowledge him to have been the Father and Friend of all.” Although popular with his subordinates, he was unaccountably neglected and overlooked by his superiors. For fifteen years he discharged duties, as deputy judge-advocate in New South Wales or lieutenant-governor in Tasmania, which caused an unavoidable separation from his wife. His service as deputy judge-advocate caused his loss of military seniority in the marines, and his administration in Tasmania was embittered by the total neglect of the colonial office to support him, or even to acknowledge his dispatches or to approve of his actions. Where others enriched themselves, for opportunities were not wanting, he died an insolvent in the service of his country, leaving a childless widow in England, who was granted a pension of £120 per annum two years after his death.

David Collins was born on the 3rd of March, 1756. He was the eldest son of major-general Arthur Tooker Collins and Harriet Frazer, of Pack, in King’s county, Ireland, and a grandson of the antiquary, Arthur Collins, author of the Peerage of England. He was educated at the grammar school at Exeter under the Reverend Mr. Marshall. On the 20th of February, 1771, when nearly fifteen years of age, he was appointed a second lieutenant of marines. In 1772, when serving under admiral McBride, he commanded the guard which received Queen Matilda of Denmark, when she was conveyed to safety in the dominions of her brother, the king of Hanover. In the year 1775, he served with the first battalion of marines at the battle of Bunker’s hill, and assisted in the storming of the redoubt, when so many of his fellow officers were killed and wounded. On the 24th of June, 1775, he was promoted to the rank of first lieutenant, and, on the 20th of December, 1776, he was appointed adjutant of the Chatham division. About this period, he married an American, Maria Stuart. On the 28th of August, 1779, he was promoted to the rank of captain. In the year 1782, he participated in the relief of Gibraltar as captain of marines on H.M.S. Courageux. After peace was declared, he was placed on half pay (1st September, 1783), and settled at Rochester in Kent, England.
When it was decided to form a settlement in New South Wales under captain Arthur Phillip, David Collins was appointed deputy judge-advocate on the staff, his commission being dated 24th October, 1786. He was appointed also deputy judge-advocate to the detachment of marines detailed for duty in the new colony. For each office he was granted a salary of ten shillings per diem.

When little more than thirty years of age, Collins was charged, by the acceptance of these appointments, with the establishment of the judicial system in the new colony. By the letters patent which were issued on the 2nd of April, 1787, two courts were created, the courts of civil and criminal jurisdiction. In the civil court, the deputy judge-advocate presided with two nominees of the governor to assist him. In the criminal court, he presided with six officers of the army or navy. In addition to presiding in the courts, the deputy judge-advocate issued all writs and summonses, prepared indictments, drew up legal forms, and acted as general legal adviser to the government. Without any local precedents and without anyone from whom he could seek advice, this was indeed a huge task for a young man to undertake; but it was an age for young men, and Collins accomplished it successfully.

The colony of New South Wales was founded in Sydney cove on the 26th of January, 1788. On the 11th of February, David Collins presided at the first court of criminal jurisdiction; on the 13th, he administered the oaths of office to Arthur Phillip as governor; on the 19th, he presided at the first sittings of the bench of magistrates; and on the 1st of July he presided at the first court of civil jurisdiction. A full judicial system was thus established for the first time in the continent of Australia. Collins acted as deputy judge-advocate for the settlement until September, 1796, when he sailed for England on leave of absence. During his service in the colony, he initiated legal forms and established legal precedents, nearly all of which were retained until superseded under the second charter of justice. He fortunately was endowed with an infinite capacity for taking pains. This is well illustrated by the fact that almost the entire series of legal papers is extant for the period 1788-1796; many of these papers are in the handwriting of Collins, and all these were drawn with extreme neatness and precision.

In June, 1788, Governor Phillip appointed Collins his secretary at a salary of five shillings per diem, an appointment which was continued by Governor Hunter until Collins sailed for England.
Holding the two offices of secretary to the governor and deputy judge-advocate, Collins possessed the greatest influence and exercised the largest powers of preferment under the governor. He exercised these great powers with fairness and impartiality, and was one of the small but select band of officials in the colony against whom no breath of suspicion ever stirred. In 1795, Governor Hunter wrote* that there was no individual in the colony “whose absence would be so heavily felt in the public service,” and that his departure would expose the colony “to the most manifest injury.” Nevertheless, when he sailed from Port Jackson, Collins was a poorer man by his service in the colony.

Collins was a loyal supporter of Governor Phillip when difficulties were created by major Ross, officer commanding the marines. Ross endeavoured to induce him to resign the office of deputy judge-advocate, an action which would have seriously complicated the administration of the colony. Ross tempted him with the command of a company, but Collins refused the offer to his own disadvantage.

In December, 1791, the detachment of marines embarked for England, being relieved by the New South Wales corps. On the departure of the marines, Collins lost the office of deputy judge-advocate to the detachment with the salary attached. A year later, he applied for leave of absence, which was granted by the secretary of state in a despatch dated June, 1793. After this despatch was received in the colony, Collins’ departure from Sydney was delayed until September, 1796, “because of the consequence which each successive commanding officer considered him of to these settlements.”†

On his return to England in 1797, Collins applied for permission to resume duty in the marines. He was informed‡ that “he could only return to the service as youngest captain in that corps, a situation in which he must have served under officers who had not entered the corps at the time when he obtained the rank of captain.” This he declined to do, and preferred to remain on half pay, though, on the 1st of January, 1798, he was granted the brevet rank of lieutenant-colonel in the army.

Owing to pecuniary embarrassment caused by his service in New South Wales, Collins was compelled to devote his attention

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* See page 531, volume I, series I.
† See despatch by Governor Hunter, page 575, volume I, series I.
‡ Statement by Mrs. Collins in a memorial dated 21st May, 1811.
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to literary pursuits. His misfortune, however, resulted in a work of priceless value to the historians of Australia. In the summer of 1798, he published his Account of the English Colony in New South Wales, which contains a graphic account of the monthly history of the settlement from January, 1788, to September, 1796. This work met with immediate recognition, and was favourably reviewed by Sydney Smith in the Edinburgh Review. It is probably the most valuable work written on the history of Australian settlement.

At the close of the eighteenth century, the colonies were administered by the department for war and the colonies. In September, 1800, Collins submitted a proposal for the formation of a colonial office, and offered his services as under secretary. But this suggestion had no immediate result.

Towards the end of the year 1802, the English ministry decided to form a settlement at Port Phillip. The command as governor was offered to Collins, and, in December, he offered to sacrifice home ties for the second time and accepted the post. His commission* was dated 14th January, 1803. For some time Collins was engaged in organisation, and his preparations were made with his usual care for detail. On the 25th of April, 1803, he embarked on H.M.S. Calcutta at Spithead, and sailed from Yarmouth two days later.

H.M.S. Calcutta arrived in Port Phillip, Victoria, on the 9th of October, 1803. But from the first David Collins was unfavourably impressed with the port. The scarcity of water and the sandy nature of the country near the heads rendered settlement there inadvisable. The encounter of lieutenant J. K. Tuckey with nearly two hundred natives, when surveying in the modern Geelong harbour in October, probably prevented Collins selecting a site near the good land, as his military force was inadequate for the protection of the settlement against possible attack, and was not even sufficient for the routine duties of a camp, as was shown by the necessity of landing marines from the Calcutta. In less than a month after his arrival, Collins wrote to Governor King suggesting the removal of the settlement. King approved of the removal, and left Collins the choice of the Derwent or Port Dalrymple as the site for the settlement. At the Derwent, the settlement under lieutenant Bowen was established with a subaltern and small force of the New South Wales corps stationed there. Collins selected the Derwent principally, as he stated, for military

* See page 4.
reasons. A spirit of discontent had appeared amongst the marines at Port Phillip, and Collins sought to check this by their association with the detachment of the New South Wales corps. Collins also had but three officers of the marines; if one of these was ill, it was impossible to hold a court martial for the trial of offenders; by removal to the Derwent, this inconvenience would be obviated by the presence of the subaltern of the New South Wales corps.

Collins sailed from Port Phillip in the ship Ocean on the 30th of January, 1804, and on the 15th of February arrived at Risdon cove in the Derwent. He immediately recognised the disadvantages of the site at Risdon. On the 19th, he had selected the present site of the city of Hobart as the site for his settlement, and the experience of more than a century has shown that no better choice could have been made.

Probably no settlement started under more favourable auspices, and probably no settlement could have been more neglected by the English government. It is possible that this neglect was due to the pre-occupation of the department in the war with France, which began soon after the Calcutta sailed from England. H.M.S. Calcutta and the ship Ocean carried ample supplies of stores and provisions for two years after the foundation. But, when these were exhausted, no further supplies were received from England, although Collins had been lead to expect them, and the settlement was dependent on precarious supplies from Port Jackson. The evils which resulted from this neglect are noted later.

The story of Collins' administration at the Derwent is the story of the settlement (see page xxvi et seq.).

On the 25th of April, 1808, Collins was granted the brevet rank of colonel in the army.

In the year 1809, Collins became weary of his work, and announced his intention of applying for leave to retire. In March of the same year, Governor Bligh arrived in the Derwent on H.M.S. Porpoise. After the arrest of Bligh by major Johnston, in January, 1808, Collins had sympathised with Bligh, had adversely criticised the insurrectionaries, but was averse to identifying himself with either party. Collins received Bligh, on his landing at Hobart town, with full honours as governor-in-chief, and vacated government house for Bligh's use. Bligh then attempted to take part in the administration. He thereby forced Collins' hand, and, on the 21st of May. Collins declared his allegiance to
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lieutenant-governor Paterson, who was administering the government at Sydney, on which the government at the Derwent was dependent.

In this period of Australian history, it is often difficult to value facts in their true perspective, as each side propagated most malicious statements against opponents. Bligh severely criticised Collins for his morals and administration in a despatch* to Viscount Castlereagh. At the same time, Bligh's conduct at the Derwent was as questionable as that of those he criticised. If Collins had complied with all Bligh's requests and tolerated his dictatorial attitude, it is probable that all supplies from Port Jackson would have ceased.

After Governor Macquarie arrived at Port Jackson, Bligh submitted adverse reports on Collins, and Macquarie expected that Collins would be recalled. No decision was ever given by the secretary of state on the merits or demerits of these reports, as, after a few days illness, David Collins died suddenly in his chair at the age of 54 years, in the evening of the 24th of March, 1810, whilst conversing with his medical attendant, Matthew Bowden.

Four days later, Collins was buried with full honours in the cemetery now called St. David's. A wooden church was erected on the site, and the grave lay under the altar. This church was blown down in a hurricane, and for several years the grave was exposed, until Sir John Franklin, then lieutenant-governor, caused the existing monument to be erected in the year 1838. When a church was built at the corner of Murray and Macquarie streets, it was named St. David's in memory of Collins, and the cathedral at Hobart now bears the name.

[Notes on the lives of lieutenant-governor Paterson tenant Bowen will be found in the introduction to vol series I, and in note 33 in this volume.]

THE ATTEMPT TO FORM A SETTLEMENT IN VICTORIA, 1802.

On the 4th of January, 1802, acting lieutenant John Murray discovered Port Phillip after examining Western port, but was unable to enter, as his brig, the Lady Nelson, was driven from the heads by adverse weather. He proceeded to survey King island, and on the 30th of January returned to Western port. On the following day, he sent five men in the launch to examine Port

*See page 128, volume VII, series I.
Phillip. They returned five days later and reported the existence of "a most noble sheet of water." On the 14th of February, Murray entered the heads in the Lady Nelson. He spent twenty-five days in the examination of the port, and on his chart he outlined the shores and marked the discovery of two rivers. The chart was badly drawn, and it is impossible to identify these rivers beyond doubt; one of the rivers is marked nearly north-north-west of a point resembling Point Barring, and another on the western shore north of Point Wilson; these rivers would correspond with the Yarra Yarra and Werribee rivers, and the course marked for the first river resembles the course of the Yarra Yarra. After taking possession of Port Phillip in the name of King George III, Murray returned to Sydney, and gave glowing accounts of the discovery to Governor King, comparing the country to Greenwich park in England.

On the 26th of April, 1802, Matthew Flinders entered Port Phillip on his voyage from England in the sloop Investigator. Unaware of the discovery by John Murray, Flinders devoted six days to the examination of the port. He also reported to Governor King on the favourable prospects of the country for agriculture and grazing.

Flinders arrived in Port Jackson on the 8th of May, 1802. Thirteen days later, Governor King, acting on the reports of these two explorers, wrote to the Duke of Portland* proposing the foundation of a settlement at Port Phillip "as much for the purpose of separating the numbers that will be sent here when peace is made, as to make an establishment in a place so connected with this settlement." As an additional reason, he suggested the probability of the French forming a settlement on the "N.W. coast" of Bass strait. At the same time, King stated that he himself would have formed a settlement without awaiting instructions from England, if he had a suitable officer to send in command. King proposed that the establishment should consist of a commandant, a civil staff of four, a company of soldiers, and about three hundred convicts.

When this despatch was received in England, immediate consideration was given to the proposal,† and, about the end of November, 1802, the English government determined to form the settlement. David Collins as lieutenant-governor and a civil staff

* See page 490, volume III, series I. † See page 1.
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were selected, and their commissions were dated the 14th of January, 1803. At this time, H.M.S. Calcutta, commanded by Daniel Woodriff,* was in commission to carry convicts to Port Jackson, and orders were issued for her to carry the establishment to Port Phillip. The ship Ocean, a vessel of 481 tons, was chartered to carry settlers, a small part of the establishment, and stores.

The assembling of the expedition with provisions and stores was rapidly completed. The establishment† consisted of the lieutenant-governor; a military guard of three officers and forty-seven non-commissioned officers and men of the marines, accompanied by twelve wives and children; a civil staff of twelve with four wives and children; twenty-two settlers with twenty-seven wives and children; a missionary and his wife; three hundred and seven convicts with thirty wives and children; a total of four hundred and sixty-seven persons. Some of the settlers had the option of remaining with Collins or proceeding to Port Jackson. The provisions and stores were estimated to last for two years.

The Calcutta and Ocean sailed in company from Yarmouth on the 27th of April, 1803. After calling at Teneriffe and Rio de Janeiro, the ships sailed from the last port on the 15th of July. On the 31st, the ships separated in some thick weather. The Ocean sailed direct for Port Phillip, and arrived there on the 7th of October. The Calcutta, after calling at the Cape of Good Hope, arrived two days later. The voyage was successfully accomplished in less than six months, with the loss by death of eight convicts and one free woman.

The Calcutta was moored near the Ocean about one mile and a half to the eastward of Point Nepean. John Mertho, master of the Ocean, had made a preliminary examination, and, when David Collins arrived, he reported adversely on the locality for settlement. On the first two days after his arrival, Collins, accompanied by captain Woodriff and lieutenants Tuckey‡ or Houston, examined the eastern shore from a point opposite the anchorage to the neighbourhood of Arthur's seat, and, on the two following days, the western shore in the vicinity of Swan bay. He was unsuccessful in finding a suitable site for the settlement.

On the 12th of October, Tuckey was sent to explore the upper part of the port. On the following day, Collins determined to

*a See note 12. † See also notes 8 and 16. ‡ See note 21.
disembark in a cove about eight miles from Point Nepean, and
“fix the troops and Colony for the present.” This cove was chosen
because Woodriff had been successful in obtaining water there by
sinking casks in the sand. It is situated a little to the east of the
modern town of Sorrento, between two headlands now known as
the Eastern and Western Sisters. It was named Sullivan cove by
Collins, and the camp was called Hobart camp.

On the 15th of October, the Calcutta was anchored about one
and a quarter miles off the cove, and the disembarkation was
commenced. On the 16th, the marines and convicts were landed.
Collins issued his first orders on the same day regulating the
rations, and, on the following day, he fixed the hours of labour at
from sunrise to sunset, with intervals of half an hour at 8 a.m.
and an hour at noon. The labour of unloading the stores was
heavy, as the boats could not approach close to the shore, and the
convicts were compelled to wade in the water to their waists and
carry the stores ashore.

The camp was pitched on a small sandy flat, and was dependent
for its water supply on casks sunk in the sand. The people were
lodged chiefly in tents. During the month of October, Collins
issued orders regulating the routine of the camp, the control of
the commissariat, the management of the convicts, and the opening
of the first shop. Towards the end of the month, Collins found
his military insufficient for garrison duty, and marines were landed
from the Calcutta to assist at the camp.

In the meantime, lieutenant Tuckey had been sent to survey the
north-western and eastern shores of the bay. His examination*
was excellent, and he fairly accurately charted the whole of Port
Phillip. Unfortunately he missed the examination of the Yarra
Yarra river on account of bad weather, and passed in his boat
direct from St. Kilda to Point Gellibrand, merely noting the probable
mouth of a river. In the neighbourhood of Corio bay, he had
a hostile encounter with about two hundred natives, in which one
native was killed. He reported the presence of large numbers of
natives in the neighbourhood of Corio bay, which he called north­
west harbour. He described the soil as generally sandy, except
near Corio bay, and reported a great scarcity of water everywhere.

Judging from his own experience, and from the reports of
J. K. Tuckey, Collins came to the conclusion that Port Phillip
was unsuitable for settlement. By his instructions, Collins was

* See page 110 et seq.
ordered to obtain the approval of Governor King, if a removal from Port Phillip was found necessary. The unloading of the Ocean was completed on the 3rd of November, but her master intended to proceed direct to China without calling at Port Jackson, and therefore could not carry despatches. In this emergency, William Collins, formerly a master in the navy, who came out as a settler, volunteered to carry despatches to Port Jackson in a cutter with six convicts as a crew. The lieutenant-governor thereupon sent his despatch, * dated 5th November, to Governor King, reporting his arrival at Port Phillip and requesting authority for the removal of the settlement.

During the interval of five weeks which elapsed before a reply was received from Governor King, Collins acted on the possibility of the settlement being continued at Port Phillip. He commenced the construction of a stone powder magazine, and erected huts for the marines. He located the settlers in a valley adjoining the camp. On the 17th of November, he formally established the settlement by the reading of his commission. During this month, convicts began to abscond from the settlement in order to escape its hardships, and H.M.S. Calcutta, whose departure was delayed at the request of Collins, was watered at the site of the modern town of Frankston.

On the 12th of December, the ship Ocean returned to Port Phillip. On her voyage north she had overtaken William Collins in the cutter, and her master, John Mertho, had humanely consented to take him on board and call at Port Jackson. Governor King, on receiving Collins' despatches, approved of the removal of the settlement, re-chartered the Ocean, and sent that ship with the brig Lady Nelson and the schooner Francis to assist in the removal. King's approval was prompt, as he had sent surveyor Grimes and acting lieutenant Robbins to examine Port Phillip in January and February, 1803, and their report had been adverse to the port as a site for settlement. King gave Collins the choice of the Derwent or Port Dalrymple in Tasmania. Unfortunately, Collins did not have the assistance of the Calcutta in the removal. Both King and Collins requested Woodriff to assist; but Woodriff refused, and sailed for Port Jackson on the 18th of December to secure a shipment of timber and return to England. News of the outbreak of war with France was brought by the Ocean, and probably Woodriff desired to return to active service.

* See page 26.
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After receiving King's permission for the removal, David Collins sent William Collins to examine Port Dalrymple*; but, before his return, David Collins had selected the Derwent for his settlement for military reasons.†

During his last two months at Port Phillip, Collins established a night watch and a volunteer association of civil officers for the protection of the settlement. On the 12th of January, 1804, he promulgated a complete series of port regulations.‡

As it was impossible to carry the whole establishment in the ship Ocean and the brig Lady Nelson, Collins embarked with the first detachment.§ and sailed from Port Phillip on the 30th of January, 1804.

Lieutenant William Sladden, senior officer of the marines, was left in command of the second detachment at Port Phillip. No records are available of the history of Sladden's sojourn after Collins' departure. On the 15th of April, the Ocean returned from the Derwent. Sladden and his establishment were then embarked, and the Ocean sailed on the 20th of May, and Port Phillip was abandoned as a site for settlement for thirty-one years.

THE SETTLEMENT AT RISDON COVE, TASMANIA, 1803–1804.

In the year 1802, the French exploring ships Le Géographe and Le Naturaliste visited Sydney, N.S.W., under the command of commodore Baudin. On the 17th of November, they sailed from Port Jackson. A few hours after their departure, Governor King was informed that some of the French officers had stated that it was the intention of the French government to form a settlement in D'Entrecasteaux channel. By the commissions, which had been issued to the governors of New South Wales, this locality was included in the territorial limits of the colony, and was within the jurisdiction of Governor King. Although he could anticipate no immediate prospect of such a settlement, as the two ships had barely sufficient equipment to continue their voyages, Governor King hastily despatched the armed colonial schooner Cumberland, under the command of acting lieutenant Charles Robbins, to assert the rights of the British crown. Robbins was ordered to proceed to D'Entrecasteaux channel, King island, and Port Phillip, to select

* See page 583 et seq.
† See page xiv.
‡ See pages 84, 86, and 89.
§ See note 51.
the most eligible sites for settlement, to hoist the colours at each place, to turn up ground for a garden, and to sow seeds. Robbins sailed on the 23rd of November, and arrived at Sea Elephant bay in King island on the 8th of December, where he found the French ships under Baudin at anchor. Baudin denied the report of the intended French settlement, and, at the beginning of January, sailed from King island. Robbins thereupon proceeded to a thorough examination of the island, and afterwards of Port Phillip, and returned to Sydney on the 8th of March with adverse reports on the eligibility of these localities for settlement.

Governor King was not fully convinced of the truth of commodore Baudin's denial, and he decided to form a settlement on the Derwent river, Tasmania, to forestall any attempt by the French government. He quoted as additional reasons 'to divide the convicts; to secure another place for procuring timber with any other natural productions that may be discovered and found useful; the advantage that may be expected by raising grain; and to promote the seal fishery.' On the 11th of March, 1803, H.M.S. Glatton arrived from England, and, amongst her crew, was John Bowen, serving as junior lieutenant. At this time, Joseph Foveaux was desirous of obtaining leave of absence from his duty of lieutenant-governor at Norfolk island, and on the 18th of March Bowen was appointed to relieve him, and Jacob Mountgarrett, surgeon on the Glatton, was appointed surgeon at Norfolk island, with the consent of James Colnett, captain of the Glatton. Eleven days later, these appointments were cancelled; no relief was provided for Foveaux, and Bowen and Mountgarrett were appointed commandant and surgeon of the intended settlement in Tasmania. It is evident that the final decision to settle Tasmania was made between the 18th and 29th of March, 1803.

Governor King dated Bowen's commission and instructions† on the 28th March. In orders dated the 29th March, captain Colnett authorised Bowen to wear the uniform of a commander of the royal navy in order that he might be entitled to greater respect. Bowen was a young man,‡ and these orders for masquerading, so to speak, throw an interesting side-light on the methods of the period.

Bowen's instructions were modelled on the instructions which, in 1788, Governor King, as lieutenant, had received from Governor Phillip for the settlement of Norfolk island. He was ordered to

* See page 249, volume IV, series I. † See page 189. ‡ See note 33.
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form a settlement "about Risdon's Cove." Risdon cove had been discovered and named* by John Hayes in 1793. Matthew Flinders and George Bass, in the sloop Norfolk, had visited it during the last week of the year 1798. Flinders had described the neighbourhood as "a very beautiful country with a rich luxuriant soil," and Bass had been enamoured with the locality. No doubt, Governor King was influenced by these reports. Bowen also received confidential instructions,† dated 1st May, to regulate his conduct if any foreign nations attempted a settlement.

Some delay occurred in the preparations for the departure of the expedition. H.M.S. Porpoise and the brig Lady Nelson were detailed to carry the establishment, and it was not until the 10th of June‡ that John Bowen embarked on the Lady Nelson, and sailed early in the following morning. The departure of H.M.S. Porpoise was delayed until the 17th of June, as her captain was detained on the survey of H.M. sloop Investigator. After meeting with adverse weather, the Lady Nelson sheltered in Twofold bay from the 23rd to the 30th of June, and returned to Port Jackson on the 4th of July, H.M.S. Porpoise having returned the day before. The first attempt at settlement thus ended in a failure.

Some weeks were occupied in repairing and refitting the brig. In the meantime, the Porpoise was ordered to convey Matthew Flinders to England, and the master of the whaling ship Albion agreed to assist in the conveyance of the establishment to the Derwent.

On the 19th of August, the soldiers and convicts were re-embarked, and the Lady Nelson sailed on the 21st. This second attempt was also doomed to failure; the main mast was sprung, and two days later the Lady Nelson returned to Port Jackson.

On the 28th of August, the Lady Nelson sailed the third time, and Bowen in the Albion sailed two days later. The Lady Nelson arrived off Storm bay in the afternoon of the 4th of September, and moored in Risdon cove in the afternoon of the 8th,§ but the

* See note 86. † See page 153, volume IV, series I. ‡ See note 85.
§ The date of Bowen's settlement has been dated from the arrival of the Lady Nelson, which has been accepted as on the 7th of September, or from the arrival of Bowen in the Albion, which has been accepted as on the 12th, on the authority of Bowen's first despatch (see page 197), in which he stated that he arrived on Sunday, the 12th, five days after the brig. Bowen, however, was in error, as Sunday was the 11th and not the 12th, and the fact that the error was in the day of the month and not in the day of the week is proved by reference to the log of the Lady Nelson (see page 132).
INTRODUCTION.

Albion did not anchor there until the morning of the 11th. Both vessels had encountered adverse weather, which caused the loss of some live stock. The establishment of forty-nine persons* and stores were rapidly disembarked, and within a fortnight the Albion had sailed, followed by the Lady Nelson on the 29th of September.

Bowen had little choice in the site of the settlement, following the strict reading of Governor King's instructions, as he was ordered to fix "on a proper place about Risdon's Cove." He may not have considered himself justified in searching for other or better sites, and in consequence wasted no time in exploration, but commenced disembarking his stores at the cove on the day after his arrival.

Within a fortnight, he had drawn a plan of the settlement†; he had located his two settlers on five-acre blocks; he had agreed with one of the settlers to erect a stone storehouse; he had grouped his convicts into stock-keepers, builders, and town gang; he had employed his female convicts in cutting grass for thatch; and he had examined part of the Derwent river and reported that Herdman's cove was the best locality for settlers. At this early date, his soldiers were discontented, protesting against the duty of mounting guard.

When he received the first despatches from the Derwent, Governor King granted Bowen a commission‡ as commandant of the settlement and the island of Van Diemen's land (Tasmania). He also took up the brig Dart and the schooner Endeavour to convey lieutenant Moore, fourteen non-commissioned officers and privates of the New South Wales corps, and "about forty-two convicts" to reinforce the settlement, together with additional stores. James Meehan§ also was sent to survey the neighbourhood of the settlement, which was called Hobart.

Within two months of his landing, Bowen had under his command the surgeon; the storekeeper; lieutenant Moore and twenty-two men of the New South Wales corps, with three women and one child; about sixty-six male and female convicts; two settlers with families of four; an overseer from Grose farm; one man and two women (undassessed); and Meehan, temporarily attached; a total of over one hundred persons.

Bowen proceeded with the formation of the settlement; the ground was cleared, and huts were erected. Unfortunately for

* See note 99. † See note 102. ‡ See page 201. § See note 107.
Bowen, the soldiers were a bad lot, always discontented and often mutinous, and the convicts were of the worst type. Thieving was rampant amongst the convicts, and the soldiers were suspected of connivance in the robberies. In November, seven convicts escaped by boat.*

At the end of the year, one of the soldiers was detected in association with some convicts in the robbery of the public stores. At this period, this crime was a capital offence. Bowen could not hold a court martial, and had no means of trying the prisoner. He was a young man in charge of a settlement verging on anarchy, and probably he thought it necessary to make an immediate example. Accordingly, he left the settlement in the charge of lieutenant Moore and in January, 1804, sailed for Sydney with his prisoner in the whaler Ferret, which chanced to call at the Derwent. When Bowen arrived at Sydney, Governor King strongly disapproved of his action. King had sent a despatch† ordering Bowen to surrender his command to lieutenant-governor Collins, and had expected Bowen to be awaiting Collins when he arrived at the Derwent. King promptly ordered Bowen to return to the Derwent via Port Phillip in the cutter Integrity. After the accident to the Integrity, Bowen arrived at Risdon cove on board the schooner Pilgrim‡ on the 10th of March, 1804.

During Bowen's absence, lieutenant-governor Collins arrived at Risdon cove from Port Phillip in the evening of the 15th of February, and landed the next morning under a salute of eleven guns from the ship Ocean. After an examination of the settlement, Collins condemned the site, but ordered the tents to be erected near the surgeon's quarters in case he was unable to find a better one. This was soon found, the tents were struck, and on the 20th Collins commenced his settlement at Hobart town.

In February, five convicts escaped by land from Risdon cove, but soon returned and surrendered when they experienced the hardships of the bush. Collins relieved lieutenant Moore, the acting commandant, of these men, and worked them heavily ironed in a gaol gang.

In the meantime, surveyor Meehan had been employed in an examination of the country principally in the watersheds of the Coal and Prosser's rivers.

* See page 228 et seq.
† See page 206.
‡ See page 191 et seq., volume V, series I.
When he returned in March, Bowen found Collins averse to interference with his settlement. Collins condemned the site; he did not desire the contamination of his convicts by their mixing with Bowen's criminals; and, though he wanted men for his own garrison, he objected to Bowen's mutinous soldiers being attached to his command. Collins wrote to Governor King and requested the removal of the entire establishment from Risdon cove.

For nearly three months, Collins, although authorised by Governor King, assumed no control over the settlement. It was not until the 8th of May,* after receiving further instructions from King, that he took command.

But before this date Bowen had further troubles with his turbulent settlement. On the 22nd of April, the discontent of his soldiers broke out into open mutiny, and the men refused to mount guard. Lieutenant Moore put the four ringleaders in irons, and took them to Collins at Hobart town, who sent them to Sydney under guard in the cutter Integrity. About the same time an insurrectionary plot was discovered amongst the Irish prisoners; three of the ringleaders were flogged, and at the end of the month Bowen marooned eight others on Garden island in Norfolk bay.

At the beginning of May, Bowen left Risdon cove to examine the Huon river. During his absence, a large body of natives visited the neighbourhood, probably to hold a corroboree. Their visit appears to have created a panic in the settlement; the soldiers attacked them, and several were killed.

Although Collins assumed control on the 8th of May, Bowen was left in the immediate direction of the settlement, until the establishment left for Sydney in the ship Ocean on the 9th of August. Of the whole establishment, only Clarke the settler, eleven male and two female convicts remained at the Derwent.

Although the settlement was unfortunate from first to last, probably little blame can be attached to John Bowen. Bowen was a young man, and no man could have been given worse material with which to work; his military were insubordinate and mutinous, and his convicts were not convicts from a free country, but the turbulent element from a convict settlement. He may have erred in leaving the settlement in January, 1804, and it was unfortunate he was absent when the natives visited the cove in May. Perhaps Bowen may be praised for establishing and maintaining a settlement, composed of such material, for a period of eleven months.

* See page 268.
INTRODUCTION.

THE SETTLEMENT OF SOUTHERN TASMANIA BY LIEUT.-GOVERNOR COLLINS.

LIEUTENANT-GOVERNOR COLLINS arrived at Risdon cove on board the ship Ocean in the evening of the 15th of February, 1804, after a stormy passage of sixteen days from Port Phillip. In the following morning, he inspected the settlement, and at once condemned it as the site for a town and determined to seek a better one. His choice was soon made, and, with the approval of his officers, he selected the site of the modern city of Hobart, which was at that time a well-wooded cove,* watered by a good stream, with a small island near the centre and deep water close to the shores. Collins named the cove Sullivan cove, and the island Hunter island.

On the 19th of February, the ship Ocean and the brig Lady Nelson were anchored off the cove, and on the following day the disembarkation of the establishment† and stores was commenced. The first detachment brought from Port Phillip numbered two hundred and fifty-nine persons of all ranks and classes.

The first labour was the clearing of the land, which was heavily timbered. Tents were pitched, that of Collins on the slope near the present town hall, and those of the chaplain and civil officers in its neighbourhood. On Sunday, the 26th of February, the first divine service was held in the open near the lieutenant-governor's tent. On the same day, the settlers and their baggage were transported in the boats of the Ocean to Stainforth's (now New town) bay, where they subsequently received land grants. The stores were disembarked on Hunter island, which formed a commissariat depot, where a guard was stationed for the protection of the stores, and, a few months later, the commissary was ordered to reside. It was an excellent site for such purpose, when the wharf was erected for landing stores and a track made along the sand-spit which connected the island with the mainland at low tide. Huts were soon erected, and on the 9th of March Collins occupied a house built on the site of the present main entrance to the town hall. In four weeks the stores were landed, and on the 24th of March the ship Ocean sailed for Port Phillip to embark the remainder of Collins' establishment left in the charge of lieutenant Sladden.

Within two months, the convicts were lodged in huts, which extended in a row from the present site of the Commercial bank

* See note 89. † See note 51.
to the Hobart club in Collins street, and thence along a thick scrub which bordered the creek afterwards known as the Hobart town rivulet. The marines were quartered to the south of this row along the present Murray street between Collins and Macquarie streets.

On the 25th of June, lieutenant Sladden with the second detachment from Port Phillip arrived in the ship Ocean. There were then four hundred and thirty-three persons in the settlement, including a civil staff of eighteen with fourteen wives and children; forty-eight military with twelve wives and children; two hundred and eighty-one convicts with twenty-four wives and children; and thirteen settlers with twenty-three wives and children.

At the end of the first six months, Collins had all the people in huts at the camp at Sullivan cove, which he called Hobart town. He had located the settlers at Stainforth's cove (now New town bay). He had commenced a government farm at Farm (now Cornelian) bay.

Collins administered the government for six years until his death in March, 1810. During this period, few outstanding events of historical importance occurred. He had no opportunities of showing statesmanship, and his administration was confined to the regulation of a small settlement struggling in adversity during the greater part of the period. The causes of such a position were beyond the control of Collins.

At this period in the Australian colonies, all policies and practice were announced by the administrator in general orders, which had the force of law. In the lengthy series of orders* issued by Collins, those relating to the reduction of legal agreements to writing (13th September, 1804), the legal status of convicts and natives (7th January, 1805), and the restrictions on immigration (21st September, 1805) are the only indication of the enunciation of a policy or practice. The remaining orders related to the routine administration of a settlement, the regulation of the price of labour and market commodities, and civil appointments.

The neglect of the British government to establish law courts caused serious evils in the colony, which Collins could not counteract. It is impossible to explain this omission. When he left England, Collins understood that letters patent would issue for the creation of law courts. A deputy judge-advocate was included in

* See pages 219, 220, 264 et seq., 522 et seq.
the staff, and his salary was annually voted by parliament. The omission was reported by Governor Bligh in 1807, and by Collins frequently. When he assumed the government of New South Wales in 1810, Governor Macquarie was under the impression that such letters patent had been granted. This want of law courts affected the prosperity of the settlement. Collins was forced to send criminals to Sydney for trial. This course often involved sending members of his scanty staff as witnesses. It always involved the government in considerable expense. It sometimes involved the keeping of a prisoner in suspense for many weeks, when the means of communication were irregular. In consequence, Collins was averse to adopting the measure except in special cases, and inflicted corporal punishment even for grave offences. This procedure was tantamount to an immunity from legitimate punishment for crimes committed, and reacted deleteriously on the conduct of the convicts. In civil cases, a plaintiff was often averse to taking action, when it involved him in large expenditure for taking witnesses to Sydney and considerable loss by his own absence from his occupations. As a result, fraudulent dealers and debtors acquired a certain degree of immunity, and the progress of commercial enterprise was fettered.

Apart from the omission to create law courts, successive secretaries of state never acknowledged a despatch from lieutenant-governor Collins. In consequence, Collins never received any additional instructions or approval of his actions from England.

Collins was always hampered by his want of convict labour, and, even if he had so desired, was prevented from undertaking any large public works. He left England with 307 convicts, and he understood that further shipments were to follow him to the colony. During his administration, reinforcements of convicts were received from Port Jackson only, and no convicts came from England. In August, 1804, he had 279 convicts at his disposal. These convicts had been badly selected; many of them were too old or too young; some had been brought up to minor trades and were useless as labourers; the larger number were men sentenced to seven years' punishment, and a part of this sentence had been served at Port Phillip and in the hulks before leaving England, and, as time went on, their sentences expired and the supply of labour diminished. In June, 1806, there were 254 male convicts available; in September, 1808, 198; and in March, 1810, 166.
From these numbers, servants were provided for officers and assigned to settlers. In 1804, the total population in the colony was 433; in March, 1810, 1,062. It is evident that the number of convicts available for public labour, apart from the decrease in numbers, progressively diminished with the increase of population and the increased demand for assigned servants.

In the commissariat department, Collins was almost equally hampered. He left England with apparently ample supplies of provisions and stores, and the promise of further shipments to follow. These shipments never arrived. When disembarked at Hobart town, the provisions were found to be excellent, but the stores were most inferior, a defect which Collins was unable to rectify. The provisions consisted largely of salted meat, and, in August and September, 1804, scurvy became very prevalent in the settlement. To counteract the disease, Collins purchased kangaroo meat and issued it as rations. At later periods, when the settlement was in desperate straits for provisions, this practice was extended and kangaroo meat was purchased at remunerative prices from anyone who would supply it. In consequence, many parties roamed the bush hunting kangaroo, and acquired a taste for and knowledge of bush life. When, on the arrival of supplies, the purchase of kangaroo meat was discontinued by the commissariat, several of these parties resented the restraint and discipline of the settlement and preferred the free life in the bush. Their occupation was gone, and they sustained themselves by robbery and plunder. This was the cause and the commencement of the bushranging, which hindered the progress of settlement in Tasmania for many years. The settlement suffered from periods of great scarcity of grain. In the year 1806, it became necessary to issue as rations the wheat which had been reserved for seed. The scarcity reached its height when, in February, 1807, Collins fixed the maximum price* of wheat at £4 per bushel. The distresses of the settlement in the commissariat department were not relieved until, in the years 1808 and 1809, shipments of provisions were sent by the insurrectionary administrators at Port Jackson after the arrest of Governor Bligh.

During the administration of Collins, the evacuation of Norfolk island was commenced, and large numbers of settlers arrived at the Derwent from that island. By order of the secretary of state, these settlers had received a promise of two acres for each acre of cleared land and one acre for each acre of waste land surrendered.

* See page 552.
on the island; convicts as assigned servants; rations for themselves, their families and assigned servants for fixed periods; buildings to be erected on each grant at the public expense; and compensation for any live stock left on the island. Collins located many of these settlers at New Norfolk; but his inability to grant the promised assigned servants, to erect the necessary buildings, or to settle claims for compensation created a large discontented class within his government.

In this period, bay whaling was established successfully and became an industry of great importance to Hobart town in the early days. Little progress was made in the exploration of the country; the discovery of the overland route from north to south was made from the settlement at Port Dalrymple. The want of energy in acquiring a knowledge of the country is well illustrated by the fact that, although logs of the Huon pine had been discovered and appreciated at their value in the lower reaches of the Huon river, no specimen of the tree had been seen growing in situ.

Collins died in March, 1810, a weary and disappointed man. Yet he had firmly established the settlement, although he had been supported by a young, inexperienced, and in many cases inefficient staff,* and hampered in many other ways.

When Collins died, the government was administered by lieutenant Edward Lord until relieved by captain John Murray on the 8th of July, 1810, who himself was relieved by major Andrew Geils on the 20th of February, 1812.

In January, 1810, Governor Macquarie assumed the government of New South Wales. During the last two years of this epoch, distinct progress was made in the settlement, which was due to Macquarie's master hand. The civil staff was thoroughly re-organised. A local revenue was created and was paid into a fund called the "Police fund of Hobart town,"† from which items of local expenditure were discharged. The claims of the settlers from Norfolk island were liquidated. Weekly sittings of the bench of magistrates were inaugurated at Hobart town. A re-survey of all land grants was commenced, and numerous disputes settled which had been caused by the incompetence of the dissolute surveyor on the staff of lieutenant-governor Collins.

In November, 1811, Governor Macquarie visited Hobart town. He approved of a plan for the town, which is virtually retained in

* See notes 6 and 28. † See pages 448, 449.
the modern city. He established a signal station at Mount Nelson. He ordered the laying out of the town at New Norfolk.

Governor Macquarie may be said to have initiated an era of progress and development.

THE SETTLEMENT OF NORTHERN TASMANIA.

Port Dalrymple was discovered by Matthew Flinders and George Bass in the sloop Norfolk on the 3rd of November, 1798. It was named by Governor Hunter in honour of Alexander Dalrymple, the hydrographer to the admiralty. Flinders and Bass examined the estuary as high as Shoal point, and sailed on the 20th of November to continue the voyage in which Tasmania was circumnavigated for the first time.

In 1803, when he received Governor King's permission to remove from Port Phillip, lieutenant-governor Collins sent William Collins* to examine the port with a view to settlement. In January, 1804, William Collins devoted eighteen days to the examination, in which he discovered the junction of the North and South Esk rivers, and ascended the former river as high as One Tree reach. But, before William Collins had returned to Port Phillip, lieutenant-governor Collins had decided in favour of the Derwent river for his settlement.

In the meantime, Lord Hobart had written a despatch, dated 24th May, 1804, in which he instructed Governor King to form a settlement at Port Dalrymple under lieutenant-governor Paterson.

[The story of the settlement and administration of Port Dalrymple by lieutenant-governor Paterson will be found on pages xiii to xvii, volume VII, series I.]

After lieutenant-governor Paterson sailed from Port Dalrymple on board H.M.S. Porpoise, in December, 1808, the government was administered by captain John Brabyn, of the New South Wales Corps. During his administration, the headquarters were located at Launceston, and York town was partly dismantled; bushranging was very prevalent; and the first lands were granted at Port Dalrymple by W. Paterson as acting governor at Sydney.† At this time, five years after the settlement was founded, the total population was two hundred and seventy-seven, amongst whom

* See page 583 et seq.  † See pages 703, 777, and 778.
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There were sixty military, one hundred women and children, and seventy-four male convicts. It is evident that the number of military was excessive.

When he assumed the government at Sydney, Governor Macquarie sent major G. A. Gordon to relieve Brabyn. Gordon arrived at Port Dalrymple in February, 1810, and administered the government until relieved by captain John Ritchie, in September, 1812.

Governor Macquarie visited the settlement in December, 1811. During his visit, Macquarie made probably the greatest blunder of his long administration, when he decided that the headquarters at Port Dalrymple should be removed to Outer cove, which he named York cove, and that a town should be laid out on its shores to be known as George town.

CLOSE OF THE EPOCH OF SETTLEMENT.

When he formed the settlement at Port Dalrymple under lieutenant-governor Paterson, Governor King divided the island of Tasmania into two lieutenant-governments at the forty-second parallel of south latitude.*

After the discovery of the overland route by lieutenant Laycock in 1807, the maintenance of two independent administrations so closely situated in the one island was criticised. When Governor Macquarie was leaving England, in 1809, Viscount Castlereagh instructed† him to report on the union of the two administrations. In March, 1810, in his first despatch, Governor Macquarie recommended that Port Dalrymple should be made a dependency of Hobart town, "the latter being doubtless the most important and useful settlement of the two."‡ In the same year (1810), John Oxley§ recommended that advantage should be taken of the death of lieutenant-governor Collins and the two settlements united under the one administration.

In a despatch|| dated 26th July, 1811, the earl of Liverpool gave instructions to Governor Macquarie that the settlement at Port Dalrymple was henceforth to be a dependency of the government.

* See note 103. † See page 85, volume VII, series I.
‡ See page 223, volume VII, series I. § See page 772.
|| See page 364, volume VII, series I.
at Hobart town. In consequence, Governor Macquarie issued his general orders,* dated 25th May, 1812, whereby the union was effected from and after the 30th of June, 1812.

The epoch of settlement closed with the establishment of one government in the island of Tasmania, dependent on and subordinate to the government of New South Wales. The second epoch (July, 1812–December, 1825) was one of evolution and development, at the end of which an independent government was established. This epoch is recorded in the following volumes of this series.

20th December, 1920.

FREDK. WATSON.

* See page 623 et seq., volume VII, series 1.
OFFICIAL PAPERS

RELATING TO

THE abortive settlement at Port Phillip, Victoria, 1803-1804.

These papers are divided into three sections:—

Section A (pages 1 to 19).—Commissions, instructions, and miscellaneous papers prior to the settlement.

Section B (pages 21 to 64).—Despatches to and from lieutenant-governor Collins during the voyage and at the settlement.

Section C (pages 65 to 123).—Miscellaneous papers.
The attention of the French Government has recently been directed to New Holland, and two French Ships have during the present year been employed in surveying the Western and Southern Coasts and in exploring the passage through Basses Straights to New South Wales.

By the accounts, which have been recently received from Govr. King at Port Jackson, there is reason to believe that the French Navigators had not discovered either of the two most important objects within those Straights, namely the capacious and secure harbour on the north, to which Govr. King has given the name of Port Phillip, nor a large Island called King's Island situated nearly midway on the western side of the Straights and which extends fifty Miles in every direction.

Governor King represents each of those objects as deserving the attention of Government, but especially Port Phillip, where he urgently recommends that an establishment should be immediately formed, at the same time observing that, if the resources of his Government could have furnished the means, he should have thought it his Duty, without waiting for Instructions, to have formed a Settlement there.

The reasons, adduced by Governor King in support of his opinion, are principally drawn from the advantages which the possession of such a Port naturally suggests from the valuable fishery that may be carried on in the Straights, where the Seal and the Seal Elephant abound, and from the policy of anticipating the French, to whom our discovery of this Port and of King's Island must soon be known, and who may be stimulated to take early measures for establishing themselves in positions...
so favourable for interrupting in any future war the communication between the United Kingdom and New South Wales thro' the Channel of Basses Straights.

In addition to these reasons, it may be stated that it would be of material consequence to the Settlement of Port Jackson, which has now arrived to a population of near Six Thousand Persons, if an interval of some years were to be given for moral improvement, which cannot be expected to take place in any material degree, while there is an annual importation of convicts, who necessarily carry with them those vicious habits which were the cause of their having fallen under the Sentence of the Law.

From a due consideration of all these circumstances, it is proposed to adopt the recommendation of Governor King, and to appoint a competent Person to proceed in the Calcutta direct for Port Phillip, for the purpose of commencing the establishment there, by the means of a certain number of Settlers and Male Convicts now ready to be embarked on that ship, and further that this Establishment should be placed under the Control of the principal Government at Port Jackson upon a similar footing to that on Norfolk Island.

The expence of this New Establishment, beyond what would necessarily attend the conveyance and supplies for the Convicts, if sent to Port Jackson, may be calculated at a Sum not exceeding £1,500 a year, subject to a small additional charge, if circumstances should render it adviseable to send some of the Convicts under a sufficient guard to secure the possession of King's Island.

With a view to this Service and for the purpose of keeping open the communication between the two Settlements and with Port Jackson, it is thought necessary that a small vessel should be stationed in the Straights, to be employed in such manner as the Lt. Governor acting under the orders of Captn. King may point out.

Experience having proved the great inconvenience arising from the Establishment of the New South Wales Regiment at Port Jackson, it is conceived that considerable benefit would result from selecting a Detachment of the Royal Marines for this Service.

With a view of exciting the Convicts to good behaviour, it is proposed that such of them, as shall merit the recommendation of the Governments abroad, should be informed that their Wives and Families will be permitted to go to them at the public expense as indentured Servants; and, to render this act of humane policy as conducive to the benefit of the Colony as the circumstances of the case will permit, it will be necessary that those Families should on no account be sent upon Ships on which
Convicts should be embarked, and that they should be informed their re-union with the objects of their regard would depend upon their own good behaviour, as well as upon that of their Husbands.

**SUGGESTIONS FOR INSTRUCTIONS TO LIEUTENANT-GOVERNOR.**

The following Articles are humbly submitted as necessary to compose Part of the Instructions to be given to the Chief Officer in the Direction of the New Settlement at Port Phillip in New South Wales:

1. His Majesty's Commission appointing the Lieutenant Governor to be publicly read as soon as convenient after the whole are landed.

2. The whole Establishment, Civil and Military, to be under his authority.

3. The Military to be directed and employed, as he shall see fit, for the good of His Majesty's Service and the Protection of the Establishment.

4. The Convicts to be employed in such Labour as the Intention of the Establishment may require.

5. The Ration of Provisions to be specified, and a Difference to be made between the Ration issued to the Soldier and to the Convict.

6. The Ground to be allotted and the Encouragement to be given to Settlers to be specified.

7. What Quit rent Settlers are to pay for their Grounds annually.

8. What Grounds to be considered as the Property of the Crown and set apart as such.

9. What Timber to be reserved for the Crown.

10. If Church and School Lands are to be allotted, what Quantity.

11. The Steps, which are to be taken by the Lieutenant Governor in the purchase of Provisions, Stock or other Articles, to be distinctly laid down for his Guidance.

12. Authority to be given him to make such local Regulations for the good of the Settlement as circumstances may direct.

13. His correspondence to be regulated whether to the Secretary of State direct or through the Governor in Chief.

14. How far he may act in the chartering of a ship or ships, should such a Measure at any time be necessary.

15. Directions to be given prohibiting the building of Vessels or Boats in the Settlement that may interfere with the East India Company's exclusive Right of trading to India.

*Note 2.*
16. How the Lieutenant Governor is to proceed with Capital Offenders.

17. The Steps to be observed respecting those Convicts whose several Terms of Transportation may be expired.

**COMMISSION* OF LIEUTENANT-GOVERNOR COLLINS.**

**GEORGE R.**

George the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To our Trusty and Well beloved Lieutenant Colonel David Collins, Greeting. We, reposing especial Trust and Confidence in your Loyalty, Courage and Experience, Do by these Presents constitute and appoint you to be Lieutenant Governor of a Settlement or Settlements to be formed on the Southern Coast of New South Wales to the northward of Basses Streights and on King's Island, or any other Island within the said Streights. You are therefore as Lieutenant Governor to take the said Settlement into your care and charge, and carefully and diligently to discharge the Duty of Lieutenant Governor thereof, by doing and performing all and all manner of Things thereunto belonging. And We do hereby strictly charge and require all Our Officers and Soldiers, who shall be in Our said Settlement, and all others whom it may concern, to obey you as Our Lieutenant Governor thereof; and you are to observe and follow such Orders and Instructions from time to time as you shall receive from Us, Our Governor of Our Territory of New South Wales and the Islands adjacent for the time being, or any other your superior officer, according to the Rules and Discipline of War, in pursuance of the trust We hereby repose in you. Given at Our Court of St. James's, the 14th day of January, One thousand, eight hundred and Three, in the forty third year of Our Reign.

By H. M. Majesty's Command.

HOBART.

**COMMISSION OF REVEREND ROBERT KNOPWOOD.†**

**GEORGE R.**

George the Third, by the Grace of God of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To Our Trusty and Well beloved Robert Knopwood, Clerk, Greeting. We, reposing especial Trust in your Loyalty, Integrity and Ability, do, by these Presents constitute and appoint you to be Our Assistant Chaplain in Our Settlement in New South Wales. You are therefore carefully and diligently to discharge the Duty of Assistant Chaplain in the said Settlement

*Note 3.* †Note 4.
COMMISSIONS.

by doing and performing all and all manner of Things thereunto belonging. And you are to observe and follow such Orders and Directions from time to time as you shall receive from Us, Our Governor of New South Wales, or any other your Superior Officer. Given at Our Court of St. James's, the Fourteenth Day of January, 1803, in the Forty third year of Our Reign.

By His Majesty's Command,

HOBART.

COMMISSION OF DEPUTY JUDGE-ADVOCATE BARBAULD.*

GEORGE R.

George the Third, by Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To Our Trusty and Well beloved Benjamin Barbauld, Gent., Greeting. We, reposing especial Trust in your Loyalty, Integrity and Ability, do by these Presents constitute and appoint you to be Our Deputy Judge Advocate in Our Settlements of New South Wales. You are, therefore, carefully and diligently to discharge the Duty of Deputy Judge Advocate in the said Settlements by doing and performing all and all manner of Things thereunto belonging. And you are to observe and follow such Orders and Directions from time to time, as you shall receive from Us, Our Governor of New South Wales, or any other your Superior Officer, according to the Rules and Discipline of War. Given at Our Court of Saint James's, the fourteenth day of January, 1803, in the Forty third Year of Our Reign.

By His Majesty's Command.

HOBART.

COMMISSION OF ASSISTANT SURGEON I'ANSON.†

GEORGE R.

George the Third, by Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To Our Trusty and Well beloved William I'Anson, Gent., Greeting. We, reposing especial Trust in your Loyalty, Integrity and Ability do by these Presents constitute and appoint you to be Our Assistant Surgeon to Our Settlements in New South Wales. You are therefore carefully and diligently to discharge the Duty of Assistant Surgeon to the said Settlements by doing and performing all and all manner of Things thereunto belonging. And you are to observe and follow such Orders and Directions from time to time, as you shall receive, from Us, Our Governor of New South Wales, or any other your superior

* Note 5.  † Note 6.
Commission of assist. surgeon L'Anson.

1803.

Officer, according to the Rules and Discipline of War. Given at Our Court of Saint James's, the Fourteenth Day of January, 1803, in the Forty third year of Our Reign.

By His Majesty's Command,
HOBART.

[Similar commissions under the same date were issued to assistant surgeons Matthew Bowden and William Hopley.]

Commission of mineralogist Humphrey.

COMMISSION OF MINERALOGIST A. W. H. HUMPHREY.

George R.

George the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To Our Trusty and Well Beloved A. W. H. Humphrey, Gent., Greeting. We, reposing especial Trust in your Loyalty, Integrity and Ability, do by these Presents constitute and appoint you to be Our Mineralogist in Our Settlements in New South Wales. You are therefore carefully and diligently to discharge the Duty of Mineralogist in the Said Settlements by doing and performing all and all manner of Things thereunto belonging. And you are to observe and follow such Orders and Directions from time to time, as you shall receive, from Us, Our Governor of New South Wales, or any other your Superior Officer. Given at Our Court of Saint James's, the Fourteenth Day of January, 1803, in the Forty third year of Our Reign.

By His Majesty's Command,
HOBART.

LORD HOBART TO LIEUTENANT-GOVERNOR COLLINS.

(Despatch marked No. 1.)

Downing Street, 7th February, 1803.

[This despatch was given to lieut.-governor Collins in England, and contained his full instructions.* A copy will be found on page 10 et seq., volume IV, series I. In the original given to Collins, the fifth, seventh, and twelfth paragraphs were each divided into two.]

[Enclosure No. 1.]

His Majesty's Commission appointing Lieut. Colonel Collins Lieut. Governor of the Settlement intended to be formed in Bass's Streights. [See page 4.]

[Enclosure No. 2.]

List of Convicts Shipped on board the Calcutta. [A copy of this list will be found in the reserve volume.]

* Note 7.
HOBART TO COLLINS.

[Enclosure No. 3.]

PROVISIONS

1803.

Feb. 7

to be provided and sent to the Settlement, intended to be formed in Provisions.

Bass's Streights, for 547 Persons* for two Years complete, after their Landing. The Ration to consist of the following Articles, Vizt. Four pounds of Pork or Seven pounds of Beef per Week for each Man; Six Ounces of Sugar and twelve and half pounds of Wheat, or a proportionate quantity of Biscuit or Flour. Spirits or Wine must also be provided for the Military Detachment, which, including Officers, amounts to 106 Persons. One fourth of the dry Provisions to be in Biscuit, one Fourth in Flour, and the remainder in Kiln dried British Wheat. The Provisions, ordered by Lord Pelham's letter of the 24th November last,† to be put on board the Calcutta for 400 Convicts and 50 Settlers, to be considered as a part of this Supply.

[Enclosure No. 4.]

CLOTHING

to be provided and sent to the Settlement, intended to be formed in Clothing.

Bass's Streights, and to be consigned to Lieutenant Colonel Collins.

For Male Convicts.—600 Jackets; 600 Waistcoats; 600 pr. Drawers or Breeches; 600 Hats; 1,200 Shirts; 600 pr. Trowsers; 600 pr. Stockings; 600 pr. Shoes.

For Female Convicts.—150 Shifts; 150 Petticoats; 150 pr. Shoes; 150 Jackets; 150 Caps; 150 pr. Stockings; 150 Hats.

Materials for mending Clothing, that is, Cloth, Check, Linen and Canvas, with thread, Leather or Metal Buttons, etc., etc.

Needles; Thimbles; 6 Pr. Fishermen's Boots.

[Enclosure No. 5.]

ARTICLES FOR BARTER.

Articles to be sold at £50 pr. Cent. above prime Cost.

1,000 Yds. Russia Duck; 500 Do. Irish; 50 Do. Superfine Cloth (woollen); 100 Do. Common Do.; 1,000 Do. Calico Check; 1,000 Do. White Callico; 3 Gross Yellow Buttons of sizes; 50 doz. Shirt Do.; 100 Pieces of Tape of sorts; 50 Do. Ferrits; 300 Pairs Colored Cotton Hose; 300 do. do. Worsted do.; 28 lbs. Pins; 100 Pr. Women's Leather Shoes; 200 Prs. Children's do. do.

Cloth and other Materials for making 300 Men's Jackets; 300 Waistcoats; 300 Pr. Drawers or Breeches; 300 Shirts and 300 Pr. of Trowsers.

Leather and other Materials for making 200 Pr. of Shoes and for mending 600 pair.

6 Pipes of Port Wine.

[Enclosure No. 6.]

IRONMONGERY,

Tools, Implements, etc., etc., to be provided and sent to the Settlement, Ironmongery, intended to be formed in Bass's Streights, and to be Consigned to Lieut. Colonel Collins.

300 Strong Spades; 300 do. Shovels; 300 do. West India Field Hoes (Hammered not Cast); 300 do. Garden Hoes; 300 do. Grubbing Hoes; 150 Best Pelling Axes; 50 do. Pick Axes; 100 do. Broad Axes; 6 doz. Wood Cutters Axes for Brush Wood; 4 doz. Best Cross Cut Saws; 6 doz. Best Pit Saws; 150 Best Hand Saws; 4 doz. Best Frame Saws, with Sets, Tillers, and strong Boxes; 6 doz. Strong Bill Hooks; 300

* Note 8. † Note 9.
1803.
7 Feb.
Ironmongery.


N.B.—All the Ironmongery, Tools, Implements, etc., to be marked with The King's Broad Arrow on the Letters N.S.W.

[Enclosure No. 7.]

Sundries

1,000 Squares of Glass, 10 by 8 inches, for Windows, and Materials for making Putty; Fishing Lines, Hooks, etc., to the amount of £30; 4 Fishing Seines; 20 lbs. Twine for mending do.; 12 Coils of Rope, 1½ In., 2 In., 2¾; 3½ and 5 Inches; Stationary for Governor and Commissary to the amount of £50, with 24 Blank Pursers Account Books, and 12 Letter entry Books, and a few strong Inkstands; 4 Cwt. Mould Candles; 10 Cwt. Dip Do.; 3 doz. Small Lamps and Cotton in proportion; 6 Barrels Oil for Lamps; 4 sets of Bushel and other Measures; 6 do. Scales and Weights of sizes; 6 do. Steel Yards of do.; 16 Firkins White Paint; 6 do. Red do.; 6 do. Green do.; Oil for ditto; 6 Barrels of Pitch; 12 Barrels of Tar; 2 Cwt. of Glue; A Six Oared Cutter Complete; 24 Writing Slates; 48 doz. Slate Pencils; 12 Bolts Canvas for Boats and Light Sails; 2 lbs. Bees Wax; 6 Bolting Clothes; 12 Corn Shovels; 6 Wheat Screens; 12 do. Sieves; 2 Light Carts for moving Grain with 4 Spare Wheels and Harness complete; 2 Strong 2 Wheeled Timber Carriages with 2 Spare Wheels and Harness complete; 600 Mess Bowles, Platters and Spoons (wooden); 6 doz.

* Marginal note.—Stationary to be boxed in Tin.
† Marginal note.—To be sent in Stone Jars.
‡ Marginal note.—The Bottoms and Rims of the Wheat Sieves to be packed separately. The former close with Canvas in a light Cask or Box.
HOBART TO COLLINS.


Beeds, Glasses, Clasp Knives and other Trifles, as presents for the Natives to the amount of £20.

Medicines.—An Assortment of 547 Men for 2 Years, and 3 complete sets of Surgical Instruments; Furniture and Necessaries for the Hospital; Tea, Wine and other necessaries for the sick; Bedding for the Hospital; Vinegar for do.

300 Spare Beds with Bedding complete.

[Enclosure No. 8.]

SEEDS

to be provided and sent to the Settlement, intended to be formed in Seeds.

Bass's Streights, and to be Consigned to Lieutenant Colonel Collins.

English Wheat; Ditto Barley; Ditto Oats; White Pease; Grey Pease; Rye; Maize; White Dutch Clover; Red do. do.; Rye Grass Seed; Turnip Seed New; Potatoes; Carrot; Cucumbers; Cabbages; Lettuce; Onions and some Garden Seeds, etc.; Celery.

[Enclosure No. 9.]

ARTICLES
to be shipped for the purpose of being made up on board during the Voyage: To be packed in Three separate Boxes, marked Materials, and addressed to Lieutenant Colonel Collins.

12 Pieces Coarse Blue Cloth for Jackets; 12 Pieces Cotton Check or Stripe; Leather sufficient for 100 pr. of Shoes; Materials for making the above Articles; Worsted for knitting 100 pr. of Stockings.

[Enclosure No. 10.]

EXTRACT from His Majesty's Instructions to Govr. King containing the 10th, 11th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22d, and 23d Articles thereof including the Table of Fees.

[These articles and the table of fees will be found on page 394 et seq., volume III, series I.]

[Enclosure No. 11.]

EXTRACT from His Majesty's additional Instructions to Govr. Phillip, Dated 20th Augt., 1789.

[These instructions will be found on page 124 et seq., volume I, series I.]

[Enclosure No. 12.]


EXTRACT of do. from Do. to Major Grose, 30 June, 1793.

EXTRACT of Do. from the D. of Portland to Govr. Hunter, 11 Augt., 1796.

EXTRACT of Do. from Do. to Do., 30 Augt., 1797.

[These extracts were respectively the last three paragraphs on page 328; the last three on page 441, and the first two on page 442; the second paragraph of the despatch on page 579, all in volume I, series I; and paragraphs 8 to 11 of the despatch on page 106, volume II, series I.]

* Note 10.
**HISTORICAL RECORDS OF AUSTRALIA.**

*[Enclosure No. 13.]*

Extract* from the General Orders issued in New South Wales.

These were the fifth and sixth paragraphs of the order, dated 1st October, 1800 (see page 623, volume II, series I); the second paragraph of the order, dated 27th October, 1800 (see page 35); the order, dated 30th October, 1800 (see page 36); the first paragraph of the order, dated 28th November, 1800 (see page 40); the second paragraph of the order, dated 11th May, 1801 (see page 52); the last four being in volume III, series I; the first paragraph of the order, dated 2nd October, 1800 (see page 625, volume II, series I); the first paragraph of the order, dated 15th May, 1801 (see page 55, volume III, series I); the port regulations (see page 546 et seq., volume II, series I); and the first paragraph of the order, dated 28th November, 1800 (see page 40, volume III, series I).

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**Proportion of Ordnance and Stores to be prepared for a new Settlement, intended to be formed in Bass's Straights, To be consigned to Lieut't Col'l Collins.**

Office of Ordnance, Portsmouth, 5th February, 1803.

Iron Ordnance: 12 Pcs 9 ft., 2; 6 Pcs 6 ft., 2.

Wood and Iron Work for standing Carriages, ready for putting together, with Beds, Coins, and Iron Trucks: 12 Pcs, 2; 6 do., 2.

Brass Ordnance on Travelling Carriages with Limbers, 4 Amm'n Boxes and Elevating Screws: 6 Pcs Lt of 6 feet, 2.

For Iron Ordnance.—Handspikes, 20; Ladles with Staves, 12 Pcs, 2, 6 do., 2; Wadhooks with Staves and Rammers, 12 Pcs, 2, 6 do., 2; Spunges with Do., Ram's and Bags, Cook's Patt'n, 12 Pcs, 4, 6 do., 4; Tampeons S.S. 12 Pcs, 6, 6 do., 6; Spare Spunge and Rammer Heads, 12 Pcs, 2, 6 do., 2, 2; Aprons of Lead, Large, 6; Copper Pow'r Measures New Pattern, 12 Pcs, 1-6 do., 1; Cases of Wood, 12 Pcs, 2, 6 do., 2; Pouches for Vents, 6; Claw Hammers for Do. small, 2; Liostocks with Cocks, 4; Match, Cwt. 1; Powder Horns, 4; Priming Irons, 12; Spikes for Spiking Guns, com'n, 6; Tan'd Marlin Skeins, 2; Budge Barrels, H. H'd, 2; Spare Linch Pins, 4; Shot—Round, 12 Pcs, 300, 6 do. 300—Ten Case, 12 Pcs, 50, 6 do. 50—Grape, 12 Pcs 50, 6 do. 50; Paper Cartridges, 12 Pcs, 440, 6 do. 440; Packthread for Tying Do., lbs. 2; Junk Wads, 12 Pcs, 400, 6 do. 400; Quill Tubes short, 880; Tin Tube Boxes with Straps, 4.

For 6 Pcs Light.—Hanoverian Trucks, 2; Traversing Handspikes, 4; Ladles with Staves, 2; Wadhooks with Do. and Rammers, 2; Spunges with Do., Ram's and Bags, 4; Bridge Padlocks and Keys, 8; Dray Ropes, pairs, 4; Field Tampeons with Collars, 2; Straps for Side Arms, 10; Spare Spunge and Rammer Heads, 2, 2; Tarpaulins, Gun. 2, Limbers, 2; Aprons of Lead, midd'n, 2; Pouches for Vents, 4; Claw Hammers for Do. mr., 2; Portfire Clippers, pairs, 2; Men's Harness Sets, 2; Liostocks with Cocks, 2; Match, Cwt. 1; Powder Horns, 2; Priming Irons short, sets, 2; French Water Buckets, small, 2; Grease Boxes, 2; Spikes, Spring, 2, Common 2; Tan'd Marlin Skains, 2; Hambro' Line Do., 2; Budge Barrels, H. H'd. 2; Intrenching Tools—Handbills 2, Spades 4, Pickaxes 2, Felling Axes 2; Spare Firelock—Keys, 4; Rings, 4; Spare Linch Pins, 2; Shot fixed to Wood Bottoms—Round, 400, Tin Case, 200; Flannel Cartridges filled with Powder—1½ lbs., 200, 1¼ lbs., 100; Empty Flannel Cartridges, 330.

*Note 10.*
ORDER BY PRIVY COUNCIL.

Tin Tubes, fixt, 660; Tin Tube Boxes with Straps, 4; Cartouches of Leather, small, 4; Portfires, Dozs., 8; Portfire Sticks, 4; Cutting Knives, 2; Scissors, Pairs, 2; Worsted, lbs. 1; Needles for Do., 4; Copper Powder Measures—1 lb., 1, 4 oz., 1, 1 oz., 1; Tin Primers, 2; Fine grained Powder, lb. 1; Thumbstalls, 4.

General Stores.—Triangle Gyn, with Roller Bolt and Shakle compt., 1; Handspikes for Do., 2; Iron Blocks with Brass Shieves—Treble, 1, Double, 1; White Rope fath's—5 In. for Sling, 5, 3½ for fall, 11; Crowns of Iron—5½ feet, 2, 4½, 2; Handscrews, small, 1; Tann’d Hides, 6; Wadmill Tills, 4; Hair Cloths, 2; Laboratory Tent, N.P., 1; Pole for Do., 1; Pins and mallets for Do., Set, 1; Union Flag, small, 1; Do. Jack, 1; Tann’d Rope for Halyards, 1½ inch, fath. 20; Hand Carts with Poles for carrying Ammunition, 2; Men’s Harness for Do., Sets 2; Lanthorns—Muscovy, 2, Tin, 2; Copper Adzes, 2, Drivers, 2, Vices, 2.

Arms and Ammunition.—Musquetoons or Blunderbusses, 6; Musquets, with Bayonets, Scabbards and Steel Rammers, 12; Pistols, Carbine Bore pro, 50; Sea Service Swords or Cutlasses, 100; Scabbards for Do., 100; Belts for Do., 100; Spare Musquets for Marines, 50; Flints—Musquet, 300, Pistol, 500; Powder, Copper Hooped W. Barrels of 90 lbs., 32; Ball Cartridges—Musquet, 6,000, Carbine Pistol, 5,000.

ORDER BY THE PRIVY COUNCIL for the Transportation of Convicts.

At the Court of St. James's, the 16th of February, 1803.

Present:—The King’s Most Excellent Majesty; His Royal Highness the Duke of Cumberland; The Lord Chancellor; Lord President; Lord Privy Seal; Duke of Roxburgh; Lord Chamberlain; Earl of Sandwich; Earl of Chatham; Viscount Castle-reagh; Lord Hobart; Lord Hawkesbury; Lord Pelham; Mr. Chancellor of the Exchequer; Mr. Vice Chamberlain; Mr. Wickham; Mr. J. H. Addington.

This day the Right Honourable John Hiley Addington was by His Majesty's Command sworn of His Majesty's most Honourable Privy Council, and took his place at the Board accordingly.

Whereas, by an Act, passed in the 24th year of the Reign of His present Majesty, intituled, "An Act for the effectual Transportation of Felons and other Offenders, and to authorize the removal of Prisoners in certain cases, and for other purposes therein mentioned," It is enacted that, from and after the passing of the said act, when any Person or Persons at any Session of Oyer and Terminer or Gaol Delivery, or at any Quarter or other General Session of the Peace, to be holden for any County, Riding, Division, City, Town, Borough, Liberty or Place, within that part of Great Britain called England, or at any Great Session to be holden for the County Palatine of Chester, or within the Principality of Wales, shall be lawfully convicted of Grand or Petty Larceny, or any other Offence, for which such Person
or Persons shall be liable by the Laws of this Realm to be transported, it shall and may be lawful for the Court, before which any such Person or Persons shall be so convicted as aforesaid, or any subsequent Court holden at any place for the said County, Riding, Division, City, Town, Borough, Liberty or Place respectively, with like authority, to order and adjudge That such Person or Persons, so convicted as aforesaid, shall be transported beyond the Seas for any term of years, not exceeding the number of years or term for which such Person or Persons is, or are, or shall be liable by any Law to be transported; and in every such case it shall and may be lawful for His Majesty, by and with the advice of His Privy Council, to declare and appoint to what place or places, part or parts beyond the Seas, either within His Majesty's Dominions, or elsewhere out of His Majesty's Dominions, such Felons or other Offenders shall be conveyed or transported; and such Court as aforesaid is hereby authorized and empowered to order such offenders to be transported to the use of any Person or Persons, and his or their assigns, who shall contract for the due performance of such Transportation. And when His Majesty, His heirs and Successors, shall be pleased to extend mercy to any offender or offenders, who hath, or hath been, or shall be convicted of any crime or crimes, for which he, she or they is, are, or shall be by Law excluded from the benefit of clergy, upon condition of Transportation to any place or places, part or parts beyond the Seas, either for term of life, or any number of years, and such intention of Mercy shall be signified by one of His Majesty's Principal Secretaries of State, It shall and may be lawful for any Court having proper authority to allow such Offender or Offenders the benefit of a Conditional Pardon, and (except in cases where such Offender or Offenders shall be authorized by His Majesty to transport himself, herself or themselves) to order the transfer of such Offender or Offenders to any Person or Persons, who shall contract for the due performance of such Transportation, and his or their assigns, for such and the same term of years, for which any such Offender or Offenders shall have been ordered to be transported for such term of life or years as shall be specified in such condition of Transportation as aforesaid. And Whereas it has been represented to His Majesty that the several Offenders, whose names are contained in the list hereunto annexed, have been sentenced or ordered to be transported, His Majesty doth therefore judge fit, by and with the advice of His Privy Council, to declare and appoint the place, to which the said several Offenders shall be transported for the Time or Terms in their several sentences mentioned, to be the coast of New South Wales* or some one or

* Note 11.
INSTRUCTIONS TO D. WOODRIFF.

other of the Islands adjacent. And all Persons, whom it may concern, are to give the necessary directions for causing the said several Offenders to be conveyed or transported to the coast of New South Wales, or some one or other of the Islands adjacent, in the manner directed by the said Acts.

List annexed.
[A copy of this list of convicts transported in the expedition to Port Phillip will be found in the reserve volume.]

INSTRUCTIONS GIVEN TO CAPTAIN DANIEL WOODRIFF.*

Whereas the Rt. Honble. Lord Hobart, One of H.M. Principal Secretaries of State, hath, by his Letter of the 15 of February last, acquainted us that the King had been pleased to signify His Royal Commands that a certain Number of the Convicts, now in this Kingdom under Sentence of Transportation, should be sent to Port Philip on the Southern Coast of New South Wales to the Northward of Bass's Straights, at which place it is intended that the said Convicts should form a Settlement, of which His Majesty had been pleased to select Lieutenant Colonel Collins of the Royal Marines to be Lieutenant Governor, and that directions had been given for a sufficient proportion of Provisions and other Supplies to be provided for the Subsistence of the said Convicts, with Tools to enable them to erect Habititations, and Implements for Agriculture. And Whereas His Lordship hath at the same time signified to Us His Majesty's Pleasure that the Ship you Command (before intended to proceed to Port Jackson†) should be employed on this service, We send you herewith, for your more complete information, an Extract of the Instructions,‡ which have been given by Lord Hobart to the said Lieutenant Colonel; and, so soon as you shall have received on board the said Ship from the Hulks at Portsmouth the remaining number of Convicts, intended to be sent out in her, and the whole of the intended embarkations and supplies shall have been completed, You are hereby required and directed to take under your protection the Ocean Transport‡ (which has been put under your Command), and, putting to Sea the first opportunity of Wind and Weather, proceed with as little delay as possible to Port Philip in New South Wales accordingly, calling in your way thither at such place or places, as may be judged most convenient and proper for the purpose of obtaining Supplies of Wood and Water, and such other Refreshments and

* Note 12. † Note 9. ‡ Note 13.
1803.
29 March.

Instructions to captain D. Woodriff.

Necessaries, as you may stand in need of, making the Rio Janeiro one of the places at which you may touch, and receiving on board at that place, as well as at any other place at which you may stop, such Supplies of live Cattle, etc., for the use of the New intended Settlement, as Lieutenant Colonel Collins may be able to procure and you can conveniently stow, taking Care however not to remain at any of those places longer than the receiving on board the Refreshments and Supplies abovementioned may unavoidably require.

On your arrival at Port Philip, you are, in concert with Lieutenant Colonel Collins, to make such arrangements for landing the Convicts and such of the Marines as are intended to form the Military Establishment at that place, as may be judged necessary and proper, and to land them at that place with their Provisions, Stores, Baggage, Tools, Implements, etc., with such other Articles as are intended for the Settlement accordingly, unless, upon a communication with the Lieutenant Colonel, you shall find any other place in its vicinity more eligible for the intended Settlement, in which case it is to be preferred, causing all the Convicts upon their landing to be delivered into the charge of the said Lieutenant Colonel, or to such other person or Persons as may be authorized to receive them, and to afford him during your continuance there every assistance that may be in your power to enable him to carry his instructions into execution.

You are to be very careful to keep a sufficient Guard upon the said Convicts during the time they remain on board the Ship you Command, so as to prevent the execution of any improper Designs they may form, and to give the like Instructions to the Master of the Ocean Transport.

And Whereas the Governor at Port Jackson in New South Wales has been instructed to cause a Quantity of Timber proper for H.M. Service to be cut down and prepared, in order to be sent to England for the use of H.M. Dock Yards, You are hereby further required and directed, so soon as you shall in all respects have completed the Service, entrusted to you with respect to the Settlement at Port Philip as abovementioned, to direct the Master of the Ocean Transport to follow the Orders, he may be under from the Transport Board, and, putting again to Sea in the Ship you Command, make the best of your way to Port Jackson, and on your arrival there receive on board such Quantities of the said Timber, as well as any other produce of that Colony, judged proper to be sent home, as you can conveniently stow; And, having so done and taken on board such
WARRANT FOR COMMAND OF MARINES.

Provisions and Water as may be requisite for the use of the Ship's Company during your passage to England, you are to put to Sea the first favorable opportunity and make the best of your way back to Spithead for further Orders, transmitting to our Secretary for our information an Account of your arrival and proceedings.

Given, etc., 28 March, 1803.

T. TROWBRIDGE.
J. MARKHAM.
W. GARTHSHORE.

WARRANT TO LIEUTENANT-GOVERNOR COLLINS

for command of marine detachment.

By, etc.

Whereas Lord Hobart, one of His Majesty's Principal Secretaries of State, hath signified to us that it has been thought advisable some Military Establishment should be made at the new intended Settlement on the Coast of New South Wales, not only to enforce due Subordination and Obedience among the Settlers, but for the defence of the Settlement against incursions of the Natives; And Whereas we have, in consequence thereof, ordered a Detachment of Royal Marines, consisting of the number of Officers, Non Commission Officers, and Privates, mentioned in the Margin,* to be embarked on board His Majesty's Ship Calcutta, and have thought fit that you shall have the Command of the said detachment, and that you shall proceed to the said New intended Settlement in His Majesty's said Ship (whose Captain is directed to receive and victual you together with the said detachment), You are hereby required and directed to repair on board the said Ship at Spithead, and proceed in her to the said Settlement accordingly; and, as soon as the said detachment shall be disembarked there, the Men will be properly Victualled by a Commissary, and also be supplied with such Tools, Implements and Utensils, as they may have occasion for, to render their situation comfortable; and you are to take them under your Command and follow such Orders and directions, as you shall from time to time receive from Us, or from Captain Philip Gidley King, Governor of New South Wales, or the Governor for the time being.

And Whereas we have caused two years' Clothing for the said detachment to be put on board the Calcutta, and have also

* Marginal note.—1 Captain; 3 Subs.; 3 Sergts.; 3 Corpls.; 2 Drum'rs; 38 Privates;—Total 50.
directed Messrs. Praters to provide the several species and quantities of Necessaries, mentioned in the Invoice and Account which are inclosed herein, and to send the same on board the Calcutta for the use of the said detachment, You are to take the said Clothing and necessaries into your charge, and to cause the same to be issued from time to time to the Marines, who may be in want of them, as you shall see occasion, keeping a correct account and charging to the Marines respectively the amount thereof.

You are by all opportunities to transmit to Our Secretary for our information correct Returns of the State of the Detachment, with an account of the issues and Remains of the Clothing and Necessaries, and particular accounts of the debts of such of the Marines as may have died, or found means to desert.

Given, etc., this 1st of April, 1803.

ST. VINCENT.
T. TROWBRIDGE.
W. GARTHSHORE.

[Copies of the invoice and account are not available.]

LORD HOBART TO LIEUTENANT-GOVERNOR COLLINS.
(Despatch No. 2.)

Sir,

Downing Street, 5th April, 1803.

The destructive consequences, that have been produced in New South Wales by the traffic, which has been pursued to a very great extent by many of the Officers of the Military Establishment of that Settlement, have appeared to me of so serious a nature, that I think it an indispensable duty, on your proceeding to the formation of the intended Settlement with the charge of which you are entrusted, to call your particular attention to the subject, and to direct that you do discountenance a practice, subversive of all military principles and so repugnant to the feelings that ought to actuate all persons who are honored with His Majesty's Commission; and that to this end you do signify to every Officer under your command your determination to prevent any attempts, that may be made by them to engage in any description of Commercial pursuit for the purpose of traffic in the intended Settlement, and that, if contrary to expectation, any Officer shall presume to act in defiance of this intimation, he will not fail to incur His Majesty's highest displeasure.

I am, &c.,

HOBART.
HOBART TO COLLINS.

LORD HOBART TO LIEUTENANT-GOVERNOR COLLINS.

(Despatch No. 3.)

Sir,

Downing Street, 5th April, 1803.

I herewith transmit to you a Copy of the Estimate for defraying the charge of the Establishment of Port Phillip, intended to be submitted to Parliament for the present Year.

In this Estimate, you will perceive that the Salaries of various of the Civil Officers of the Government, according to their respective Stations, have been made upon a larger scale than that which has been hitherto observed upon the Establishment of New South Wales.

In order, however, to meet as far as possible the Extraordinary Expence occasioned by this Arrangement, which is extended to all the Settlements in New South Wales, I have received His Majesty’s Commands to apprise you that no Convicts are to be allowed to the Civil and Military Establishments after the Expiration of Six Months from the day of their landing at Port Phillip.

The Augmentation of the Salaries of the Civil Officers will enable them to pay for the Services of such Convicts, as they may afterwards choose to employ; and the Military Officers can have no claim of this kind beyond what is allowed to Military Officers serving in other Colonies.

You will understand that this measure is not intended to apply to the case of those Officers, to whom the labour of Convicts may be allowed as a Remuneration for the Discharge of the Offices of Magistrates and Superintendants.

I am, &c.,

HOBART.

[Enclosure.]

Estimate of the Charge of defraying the Civil Establishment of Port Phillip from the First of January to the Thirty first of December, 1803.

<table>
<thead>
<tr>
<th>Office</th>
<th>Salary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lieutenant Governor</td>
<td>450 0 0</td>
</tr>
<tr>
<td>Deputy Judge Advocate</td>
<td>182 10 0</td>
</tr>
<tr>
<td>Clergyman</td>
<td>182 10 0</td>
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<tr>
<td>Surgeon</td>
<td>182 10 0</td>
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<tr>
<td>1st Assistant Do</td>
<td>136 17 6</td>
</tr>
<tr>
<td>2nd Assistant Do</td>
<td>91 5 0</td>
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<tr>
<td>Deputy Commissary</td>
<td>91 5 0</td>
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<tr>
<td>Deputy Surveyor</td>
<td>91 5 0</td>
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<tr>
<td>Mineralogist</td>
<td>91 5 0</td>
</tr>
<tr>
<td>Two Superintendants of Convicts at £50 per Annum each</td>
<td>100 0 0</td>
</tr>
</tbody>
</table>

£1,599 7 6

* Note 14.
1803, 5 April.

Settlers for Port Phillip.

Under Secretary Sullivan to Lieutenant-Governor Collins.

Sir,

Downing Street, 5th April, 1803.

Lord Hobart has directed me to transmit to you the enclosed List of Persons who have obtained Permission to proceed as Settlers to Port Phillip, and I have to request that, upon their arrival at the Settlement, the usual Rations of Provisions may be issued to them, as well as such Grants of Land made to them, as have been heretofore allowed to Persons of a similar Description.

The Occupations, which these Persons have hitherto followed, are expressed against their respective names, and they have all produced very favorable Testimonies of their Characters. I trust therefore they will not only Contribute to the Prosperity of the Settlement under your Government, but that they will merit your favorable Protection. The total Number of these Persons including Women and Children amounts to Twenty.

If any of the Settlers, who are embarked on board the Ocean, should prefer establishing themselves at Port Phillip to proceeding to Port Jackson, you will give them Permission to do so, and you will forward to Governor King a List of their Names.

I have, &c.,

Jno. Sullivan.

[Enclosure.]

List of Persons, who have obtained Lord Hobart's permission to proceed as Settlers to Port Phillip.

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Age</th>
<th>Family</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Collins</td>
<td>Seaman</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edward Newman</td>
<td>Ship Carpenter</td>
<td></td>
<td>Wife</td>
<td></td>
</tr>
<tr>
<td>Mr. Hartley</td>
<td>Seaman</td>
<td></td>
<td></td>
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<tr>
<td>Edwd. Ford Hamilton</td>
<td></td>
<td></td>
<td>1 Child</td>
<td></td>
</tr>
<tr>
<td>John Joachim Gravie</td>
<td></td>
<td></td>
<td>Wife and Child</td>
<td></td>
</tr>
<tr>
<td>Mr. Pownell</td>
<td></td>
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<td></td>
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<tr>
<td>A Female Servant</td>
<td></td>
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<tr>
<td>Thomas Collingwood</td>
<td>Carpenter</td>
<td></td>
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</tr>
<tr>
<td>Duke Charman</td>
<td>Cutler</td>
<td></td>
<td>Wife and Child</td>
<td>M. H. Tatham, 37 Charing Cross</td>
</tr>
<tr>
<td>John Skelhorn</td>
<td></td>
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<tr>
<td>Anthy. Fletcher</td>
<td>Mason</td>
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<td>do and do</td>
<td></td>
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<tr>
<td>T. R. Preston</td>
<td>Pocket Bk. Maker</td>
<td></td>
<td></td>
<td>Col. Collins and Baker</td>
</tr>
</tbody>
</table>

Total Twenty Persons.

List of settlers.

Shipment of medical stores.

Under Secretary Sullivan to Lieutenant-Governor Collins.

Sir,

Downing Street, 5 April, 1803.

I am directed by Lord Hobart to transmit to you here-with, for your information and direction, the Copy of a Letter, which I have received from Mr. King, together with Copies of its

* Note 15.  † Note 16.
SULLIVAN TO COLLINS.

Inclosures, specifying the various Articles of Medical necessaries, Stores, etc., shipped on board the Calcutta for the use of the Settlement at New South Wales.

I am, &c.,

JOHN SULLIVAN.

[Enclosures.]

[These enclosures were also forwarded to Governor King with a despatch, dated 3rd January, 1803; see page 3 et seq., volume IV, series I.]
COLLINS TO HOBART.

SECTION B.

LIEUTENANT-GOVERNOR COLLINS TO LORD HOBART.
LIEUTENANT-GOVERNOR COLLINS TO UNDER SECRETARY SULLIVAN.

[20th May, 1803.
20 May;]

[Copies of these two despatches, written from the island of Teneriffe, are not available.]

LIEUTENANT-GOVERNOR COLLINS TO UNDER SECRETARY SULLIVAN.

Calcutta at Sea in 6° N. and 21° W.,

Sir,

31st May, 1803. 31 May.

Meeting with the Telegraph bound to England, I take the opportunity of acquainting you that we sailed from Teneriffe (at which Place I had the Honour of addressing you) the 24th of last month, and have got thus far without any accident. We lost one male Convict the Evening before we left Teneriffe; but I have the Pleasure to say the rest are in health. We hope to arrive at Rio de Janeiro in all this month, whence I shall have the Honour of reporting our further proceedings. The Ocean is in Company.

I have, &c.,

DAVID COLLINS.

LIEUTENANT-GOVERNOR COLLINS TO LORD HOBART.

His Majesty's Ship Calcutta,

In the Harbour of Rio de Janeiro,

My Lord, 15th July, 1803. 15 July.

In my letter of the 20th of May last, I had the Honour to inform Your Lordship of the arrival of the Calcutta and Ocean Storeship in the Road of Santa Cruz in the Island of Teneriffe on the 16th of that month. I have now to report that Captain Woodriff, having completed his water and taken on board such refreshments as he judged necessary for the use of the Convicts, both ships sailed thence on the 20th with a fresh N.E. Trade wind, which carried them into 7° North, where it suddenly left them; and it was not until the 10th of June that they crossed the Equator, having met with the Calms and variable Weather incident to those Latitudes.

We were only nineteen days from crossing the Equator to the Arrival at Harbour of Rio de Janeiro, anchoring there on the evening of Wednesday, the 29th of last Month.
I have the satisfaction of stating to your Lordship the arrival of the two Ships in perfect Health, neither of them having lost any Person since they sailed from Teneriffe.

Some of the Settlers on board have created much disturbance; but, as the business has been investigated thoroughly and settled by Captain Woodriff and myself, I shall not trouble your Lordship with the particulars, and only remark that, to my Observation, many of them appear to be wholly undeserving the favour and Encouragement, which have been shown them by Government. I trust that their conduct will be more discreet in future, and that at Port Phillip the Industry of each Individual will be so excited as to prevent his giving me the trouble of removing him from my Government.

Since our arrival, the Camp equipage has been inspected and found (One Package alone excepted, which has arrived a little wet) to be perfectly dry.

This place, though well calculated as a Port of Refreshment, does not, my Lord, afford any Stock to breed from, the Cattle being extremely small. I have, therefore, purchased only a few Goats and breeding Sows to make a beginning with. But, should we touch at the Cape of Good Hope, about which at this Season of the year Captain Woodriff is at present undetermined, I shall there purchase such black Cattle and Sheep, as the two Ships can conveniently receive on board; your Lordship, however, will be pleased to observe that, as we have throughout the whole of the Voyage a wintry passage to make, black Cattle will stow very badly on the Deck of either Ship. I am, however, certain of meeting with every assistance, in transporting them or any other Article, which I may procure for the Settlement, that Captain Woodriff can render me.

I have purchased some seed wheat and a Quantity of Indian Corn, as well for seed as to feed my Stock after I land, and take with me some of the Plants and Seed of this Country. For the Payment of these Articles and some other expenses, the particulars of which I shall transmit by the return of the Calcutta, I have directed the Commissary to draw upon the Right Honourable the Lords Commissioners of His Majesty's Treasury a Set of Bills of the sum of one hundred and thirty pounds sterling; the different vouchers for the expenditure of which, I shall direct him to transmit by the Calcutta.

The Convicts and Settlers have been daily supplied since our arrival with a pound of fresh meat per man, which has been procured at 2d. per lb., and from four to six oranges each at the discretion of the Surgeon of this Ship, whose sick report of this day only states eight men whose principal disease is debility,
four who have slight complaints of colds, and fifteen who have a scorbutic appearance, which must give way to the antiseptic diet they now daily use, and will for some time after leaving this Port.

The two Ships having been refitted and watered, Captain Woodriff proposes putting to sea on the 17th, and

I have, &c.,

DAVID COLLINS.

LIEUTENANT-GOVERNOR COLLINS TO LORD HOBART.

His Majesty's Ship Calcutta,

My Lord,

Rio de Janeiro, 16th July, 1803.

I beg leave to acquaint your Lordship that, on my arrival, Despatch sent

I found laying here the Britannia, South Sea Whaler, whose Master, Mr. Quested, informing me that he was bound for Norfolk Island, I thought it, though by a circuitous route, yet a good opportunity to advise Governor King of my proceeding to Port Phillip. It is possible that by this means he may be informed of Your Lordship's intention respective that place, sooner than I may have it in my power to communicate with him from thence.

I also judged it expedient to send a Chart of Bass's Straits to the Governor General of India, which I did by Captain Towers, an Officer of the 8th Dragoons, who was proceeding thither in the Lord Castlereagh, East Indiaman.

I hope your Lordship will approve of what I have done, and have, &c.,

DAVID COLLINS.

LIEUTENANT-GOVERNOR COLLINS TO UNDER SECRETARY SULLIVAN.

His Majesty's Ship Calcutta,

Sir,

Rio de Janeiro, 16th July, 1803.

I have much satisfaction in informing you of the safe arrival in this Harbour of the Calcutta and Ocean Transport on the 29th of last month, after a passage of five weeks and five days from Teneriffe.

We found here the Lord Castlereagh, Indiaman, outward bound, which sailed from Spithead the day we left Yarmouth, and has arrived here only a few hours before us. Her Commander, Mr. Robertson, having for sale a Clock of Arnold's construction, I did not, on consulting with Captain Woodriff, hesitate to purchase it; and, if I find between this and Port Phillip that it answers my expectations, I shall direct the Deputy Commissary to pay me the Sum I paid to Mr. Robertson, fourteen Pounds, fourteen shillings, and consider it as a Colonial Clock, for which purpose I think it well calculated.
1803.
18 July.

Messrs. Bowden, Fosbrook, Hopley, Harris, four Officers of the Civil Establishment, having found it impossible to procure any Stock here without money, and that money could not be obtained but through my means, I have advanced them each Five Pounds, taking their Receipts for the same, which I shall transmit with some other vouchers by the return of the Calcutta, and hope the Colonial Agent, Mr. Chinnery, may be directed to stop the same from their growing allowance.*

Captain Woodriff and myself have found extreme difficulty in procuring money upon any terms, and have been obliged at last to consent to obtain it with a discount of twelve Pounds in the Hundred. This leads me to observe, and Captain Woodriff entertains the same opinion, that it would very much benefit His Majesty's Service if a Letter of Credit was sent with the Commander of every Ship that may in future put in here charged with the Public Business.

I am concerned to state that, some of the Settlers on board the Ocean having during the course of the Passage from Teneriffe resisted the Authority of the Master, Captain Woodriff has judged it necessary to place a corporal and six privates of the Royal Marines under the orders of Lieutenant Sladden, who is embarked in that ship, for the purpose of preserving peace and good order there, which I have no doubt will have the desired effect.

We are all in high health, and the demeanour of the Convicts continues to be generally good; but I observe with regret that among them there are several old and nearly worn out men. There is, however, much strength, and I trust we shall be able to preserve it during the remainder of our long voyage, for the happy termination of which I anxiously look forward.

I have, &c.,

DAVID COLLINS.

His Majesty's Ship Calcutta,
Simons Town, Cape of Good Hope,
22nd Aug., 1803.

In my Letter of the 15th of July last (a Duplicate of which accompanies this), I had the Honour to acquaint your Lordship of my Proceedings at Rio de Janeiro up to that date. We sailed thence on the 19th with the Ocean, Store Ship, and had immediately the mortification to find that no alteration for the better had taken place in her sailing. Nevertheless, it was anxiously desired by Captain Woodriff to carry her on with him, that, in some bad weather which we met with, he very much

* Note 17.
strained the Calcutta, and endangered her Masts by endeavouring to proportion her Rate of Sailing to that of the Ocean. She was, however, lost sight of on the 31st in some thick weather, and we were compelled though very reluctantly to proceed without her.

It was not Captain Woodriff's intention to come into this Bay; but, on approaching the Cape, we had the Wind at S.E. for some days, directly preventing our endeavours to round it; we therefore bore up and anchored here on the 12th Instant.

This circumstance has enabled me to Purchase some Live Stock, Grain Seed, and other articles for the use of the new Settlement, Bills for the payment of which I have in the absence of the Commissary been obliged to draw myself to the amount of Three Hundred and nine Pounds, thirteen Shill'gs Sterling, the Particulars of which I shall transmit to your Lordship by the Calcutta.

The Convicts continue healthy; but I am sorry to acquaint your Lordship that one of them, John Henry Cashman, a fine youth of 16 or 17 years of age, having committed a Robbery on one of the Officers of the Ship whose attendant he was, was drown'd on the Evening of the 18th in his attempt to swim from the Ship.

I think it absolutely necessary to acquaint your Lordship that Captain Woodriff and myself were received by the Governor of Capetown with every mark of distinction and respect due to Officers in the Service of his Brittanicke Majesty.

We Proceed for Port Phillip to-morrow, if the Wind is fair, proposed departure.

Ocean, as we think, from the Winds which have prevailed since our anchoring here, that she cannot even yet have got to the Eastward of the Cape.

I trust I shall soon have it in my Power to report to your Lordship my Arrival at the Place of our destination with all our People and Stock in Health.

I have advanced the Sums of £20 to the Revd. Mr. Knopwood, £10 to Mr. l'Anson, and £5 to Mr. Hopley (in addition to the like Sum which that Gentleman received at Rio de Janeiro) at the request of those Officers to enable them to procure some Stock at this Place, which Sums are to be repaid out of their growing Salaries.*

I was the more readily induced to do this, as I well know it was your Lordship's wish that every Person, proceeding to the New Settlement, should be rendered as comfortable as circumstances will admit, and therefore hope your Lordship will approve of my having so done. And I have, &c.,

DAVID COLLINS.

* Note 17.
1803.
5 Nov.

Arrival at Port Phillip.

Lieutenant-Governor Collins to Governor King.

(Despatch No. 1, per Mr. William Collins in a cutter and the transport Ocean; acknowledged by Governor King, 26th November, 1803.)

Head-quarters Camp, at Sullivan Bay.

Sir,

Port Phillip, 5th November, 1803.

I beg leave to acquaint Your Excellency that having sailed from Spithead in His Majesty's Ship Calcutta, on the 24th of April last, charged with the Establishing a Settlement in this Harbour, pursuant to a Recommendation from you to that effect, I arrived here on the 9th Ulto, having in my way hither touched at Teneriffe, Rio de Janiero, and Simon's Bay, at which latter place I purchased a small Quantity of Stock and Seed Grain for the Intended Colony.

The Calcutta is commanded by Captain Daniel Woodriff, who having been once before in New South Wales,* was selected by Government as a fit person to be employed in the present Expedition, and I feel much pleasure in having it in my Power in this early stage of my Communication with your Excellency to bear my Testimony to the Propriety of their selection.

We were accompanied by the Ocean, a Store Ship, richly freighted—such has been the liberality of Government—with an ample supply of every Article that could be suggested as likely to be of advantage to an Undertaking of the success of which Government had entertained the most sanguine Hopes. From this Ship being a dull Sailer we parted Company in some very bad weather a short time before we made the Island of Tristan da Cunha, but had the satisfaction of finding that she had anchored here on the 7th of October, only two days before us, by which she had escaped a heavy Gale of Wind which we met with on the 8th, when off King Island.

I have brought in with me 299 Male Convicts, 16 Married Women, a few Settlers, and a small Detachment, as per Margin,† from the Royal Marines under my Command, with a complete Civil Staff, of which the Judge-Advocate‡ alone is absent; but I have my Lord Hobart's assurance he shall be sent out by the first Ship that sails after me.

From Mr. Mertho.§ who had been examining some part of the Bay, I received the first unfavourable impression of it, which I am truly concerned to observe a more minute Survey thereof has only tended to strengthen.

Anxious to discover a Place possessing the advantages of fresh Water, Timber for building, and Soil for agricultural Pursuits, whereon I could land my People, I determined to lose no time in examining the Bay. Captain Woodriff and myself accordingly sat off on the Monday after our arrival, and landed at the

*Note 12. 13 Subalterns, 3 Serjeants, 2 Drummers, 39 Privates. †Note 5. ‡Note 18.
COLLINS TO KING.

Watering place* under the High Land on the Eastern side of the Bay. Here we found fresh Water and enough for my Purposes, but a Soil of Sand only, the access to both of which was barred by water so shoal that no loaded Boat could approach within half a Mile, and with the Wind at West not at all. Upon ascending the hill we found sand on its summit, and its sides thinly clad with miserable stunted Timber.

The two following days were spent in an equally unsuccessful Examination of the Western or Lagoon side of the Bay. Here we found the Soil somewhat better, but entirely destitute of that great Essential, fresh Water.

Having received the most positive Orders to discharge the Store Ship without any delay, I felt myself no longer at liberty to continue my personal Researches after a proper Place; and on Thursday, the 13th (the 4th day from my arrival), I went on shore, with Captain Woodriff, to a Bay on the East side, where very good fresh Water had been obtain'd by sinking Casks near the Margin of the Sea Shore. In the Bay† adjoining to this I found a Level of about five Acres upon which I instantly determined to land my People, Stores, and Provisions, and from which I have now the Honour of reporting my Proceedings to your Excellency.

That every further Information respecting this capacious Harbour should forthwith be obtained, Captain Woodriff dispatched his first Officer, Lieut. Tuckey,‡ accompanied by Mr. Harris, the Dep'y-Surveyor of the Settlement, and a Mr. Collins,§ a Settler (formerly a Master in the Navy), in the Calcutta's Launch, attended by a Boat belonging to me, on a Survey of the Harbour. Upon this business they were absent Nine days, and I have now the Honour to enclose a Copy of the Report made to me for your Information, by which I think it will appear that having before me but a choice of difficulties, I could not be anywhere better placed than I am, and where I shall wait until Honoured with your Excellency's Commands for my future Proceedings.

The Soil from Arthur's Seat to Point Calcutta, at the entrance of the Harbour, is light and mixed considerably with Sand. Even the few Patches of black Vegetable Mould which here and there have been met with abound therewith. I have, nevertheless, opened two Acres of Ground for a Garden, and am preparing five acres for Indian Corn. Of the success of the latter I do not entertain much hope, but I find in it some employment for my People. They, I am happy to say, conduct themselves most perfectly to my satisfaction, wading the whole day long up to their Middles in Water, with the utmost cheerfulness, to discharge the Boats as they come in.

* Note 19. † Note 20. ‡ Note 21. § Note 22.
1803.
5 Nov.

**Arrangement of stores.**

Marines landed from H.M.S. Calcutta.

**Request for military detachment.**

**Condition of settlement.**

**Water supply.**

**Discharge of Ocean transport.**

**Classified return of convicts.**

The Bread, Flour, and Salt Provisions for their support I have stowed in large Piles in the open air, while the Bale Goods, Wine, Spirits, and other Articles of Value are deposited under three large Elaboratory Tents, which I have guarded as well as my small Military Force will allow. From the scantiness of this I have been constrained to request Captain Woodriff to land one Non-Commission’d Officer and ten Privates from the Detachment of Royal Marines belonging to His Majesty’s Ship under his Command, to be lent for the duties of this Garrison during her stay here; but as the same necessity for this assistance will exist after her departure, I must submit to your Excellency whether it would not be expedient to increase my force by a small Party from the Troops under your Command at Port Jackson. As this must in a great measure depend upon what may be your determination respecting my future Proceedings, I shall add nothing farther on the subject, but that were I to settle in the upper part of the Harbour,* which is full of Natives, I should require four times the force I have now to guard not only the Convicts, but perhaps myself, from their attacks.

I cannot but suppose that all the disadvantages of Port Phillip are as well known to your Excellency as they are to myself at this moment. If they are, you will have anticipated this Report; but it may not have entered into your contemplation that there are at this time between three and four hundred People sitting down cheerfully, with no other or more certain supply of Water than what is filtered daily through the perforated sides of Six or Eight Casks which are sunk in the Sand. The Water, certainly, is good—at least my Sick List does not indicate that it is otherwise. How long the supply may last, or how far it is calculated to meet a continuation of the dry weather which we have hitherto experienced, Time alone can determine. At present the Casks regularly fill as they are emptied. I shall sink a Well as soon as the hurry of clearing the Store Ship is over. That Labour has gone on rapidly, and she was discharged from Government employ on the 4th Instant. The Calcutta's Boats have given considerable assistance in expediting this business, from the nature of which I fear they must have suffered considerably; but Captain Woodriff has most obligingly furnished me with all the aid in his Power.

I inclose a Return of the Convicts, classed according to their various Trades and Occupations, by which your Excellency will be able to form some idea of the aid I am likely to derive from them. Among them are certainly some who will be exceedingly useful to me; but I am concerned to state there are many who

* Note 23.
will be exceedingly useless. I shall, however, endeavour to get from them all the labour I possibly can, there being much to be done to get my Stores and them under a more durable covering than the Canvas we are at present under before the Winter season sets in, if it should appear expedient to your Excellency that I am to remain here until that Period. I am well aware that a Removal hence must be attended with much difficulty and loss; but, upon every possible view of my situation, I do not see any advantage that could be thereby attained, nor that by staying here I can at all answer the intentions of Government in sending hither a Colonial Establishment. The Bay itself, when viewed in a Commercial light, is wholly unfit for any such purpose, being situated in a deep and dangerous Bight between Cape Albany Otway and Point Schanck, to enter which must ever require a well-manned and well-found Ship, a leading Wind, and a certain Time of Tide, for the Ebb runs out at the rapid Rate of from five to seven Knots an hour, as was experienced by the Store Ship. The Calcutta had fortunately a fair Wind and the Tide of Flood when she came in, and she experienced a very great indraught which had brought her during the Night much nearer than she expected. With a gale of wind upon the coast, and well in between the two above-mention’d Points, a Ship would be in imminent risk and Danger.

There is (if alive) among the Convicts under your government Request for a man of the Name of John Macguire. He was formerly a Serjeant in the Portsmouth Division of the Royal Marines, and conducted himself during the time of the Mutiny in the Fleet* with so much resolution and loyalty that I believe, when he was tried on a Capital charge, his Life was saved in consequence of this Character being given him from his Officers. In this Man I think I could place much dependance, and, if he can be spared, should wish to have him with me as an Overseer. If your Excellency has no better employment for him, I shall feel myself obliged by your directing his being sent hither by the first conveyance.

If James Bloodworth is still in the Settlement, and his own Master, I would enter into an engagement to employ him for a Twelvemonth certain. If he is a Servant of the Crown, your Excellency can direct his attendance. I need not point out how extremely useful he may be to me, so conversant as he is not only in constructing, but in planning the several Buildings that I must very shortly have in hand. I have not anyone that I could place with so much satisfaction to myself in the direction of my Carpenters, Sawyers, Bricklayers, etc., as this Person, and

* Note 24.
1803.
5 Nov.

Prevention of free men visiting Port Phillip.

Despatch sent via Norfolk Island.

Services of W. Collins.

Cutter prepared for voyage to Port Jackson.

therefore hope he may be permitted to attend me. If a few thousand Bricks could be sent at the same time I could find immediate use for them.

As there are many free People at present at Sydney, there may, perhaps, be some who may be desirous of visiting Port Phillip; but as such could only prove extremely troublesome to me at present, will you forgive my requesting that none may be suffered at any time to come hither, but such as I may have occasion to point out?

Upon my arrival at Rio de Janeiro, I found lying there the Britannia, a South Sea Whaler, commanded by Mr. Quested, who formerly, I think, took out the Speedy* to New South Wales. Finding that I was proceeding to this Country, Mr. Quested offered to deliver a Letter for your Excellency to the Commanding Officer at Norfolk Island, to be forwarded thence to Port Jackson. I availed myself of the offer, and accordingly sent a Letter addressed to your Excellency on board the Britannia, on the Morning of her departure from Rio, which was on the second of July last. I therein informed you of the probability of my reaching the Place of my destination in all the last Month, and hoped if you received my Letter in time, that some Vessell might be dispatched to meet the Calcutta here or in the Straits. Nothing having come in since my arrival, now nearly a Month, I conclude that Mr. Quested has been delayed upon his Voyage, and have, therefore, being extremely desirous that you should, as speedily as possible, be informed thereof, determined to prepare a very fine Six-Oar'd Cutter† belonging to the Settlement and send her forthwith to Port Jackson.

This Letter will, I hope, be delivered to your Excellency by a Mr. Collins,‡ who came to this country on a fishing Speculation. He accompanied Captain Woodriff and myself on the examination which we made of the Harbour, and was afterwards the associate of Lt. Tuckey in the more accurate Survey, which was made by that Officer, of the whole of this extensive Bay. His zeal for the good of His Majesty's Service is equal with his abilities to promote it, and having offered his services to convey this information to your Excellency, I am happy in the opportunity of introducing him to your Excellency's Notice, convinced that the Service which he will have rendered, as well as his own merit, will give him some claim thereto.

I have had the Boat prepared under his direction, and he seems confident of her successfully making this short Voyage. I cannot but own that I shall feel no small degree of anxiety until I can be informed of the event of it, which I trust your Excellency will gratify me with as speedily as it may be in your Power. The

* Note 25. † Note 26. ‡ Note 22.
Dispatches and Private Letters which I am honour'd with the charge of for your Excellency, I do not send by this conveyance, which I trust you will deem, with me, rather too precarious; but they shall be forwarded, with many others for various Persons under your Government, by the first safe conveyance which may offer.

In the Preparations which have been necessarily made on this occasion, we have been materially assisted by Captain Woodriff, who has most readily furnished me with such articles as the Public Stores could not supply, and could be spared from the Ship.

I have instructed Mr. Collins to follow such directions for his return to me, with the Cutter and her Crew, as you may think fit to give him. He and the People are victualled for one Month. Should his stay be protracted beyond that Period I presume you will direct the Commissary to supply him with whatever may be necessary.

The Store Ship being cleared, Captain Woodriff is sending on shore such articles of Stores and Provisions as were put on board the Calcutta for the use of this Settlement. A few days will complete the delivery, when that Officer would be left to proceed to Port Jackson, pursuant to his orders to that effect; but I have officially requested him to remain here until I shall have heard from your Excellency, representing to him how absolutely necessary the appearance of a King's Ship is to me in my present Situation. I hope you will do me the Honour to coincide with me in this opinion, and approve of my application to Captain Woodriff for that Purpose.

I have, &c.,

DAVID COLLINS.

[Enclosure No. 1.]

MR. HARRIS’S SURVEY OF PORT PHILLIP.

Copy of Report of Survey made by Mr. Harris, Deputy-Surveyor of Port Phillip.

The Land in general round Port Phillip, at a short distance from the shore, carries a deceitful appearance of a Rich Country. The Soil is, however, for the most part Sandy, and very thinly wooded. Some light black Mould is found on the Heights and in the Valleys, but neither in quality or Quantity sufficient for cultivation to repay the cares of the Husbandman. The best soil is found in Western Bay, chiefly consisting of Marle, covered with a light black Mould. Good water is found in many parts of the Eastern Coast of the Harbour, but the Western appears a dried-up Country, seeming not to possess sufficient Moisture for the smallest Cultivation. The Northern Shore is more numerously inhabited than any other parts, from which it is likely that Water

* Note 27.  † Note 28.
is to be found there, although no appearance of it was seen during the Survey. Good Clay and Stone is found in abundance on the Eastern Shore, fit for all the Purposes of Building.

G. P. HARRIS, Deputy-Surveyor.

[Enclosure No. 2.]

**Trades and Occupations of the Convicts landed at Port Phillip.**

<table>
<thead>
<tr>
<th>Trades and Occupation</th>
<th>Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpenters</td>
<td>Three</td>
</tr>
<tr>
<td>Cabinet Makers</td>
<td>Three</td>
</tr>
<tr>
<td>Shipwrights</td>
<td>One</td>
</tr>
<tr>
<td>Sawyers</td>
<td>Nine</td>
</tr>
<tr>
<td>Wheelwrights</td>
<td>Two</td>
</tr>
<tr>
<td>Coach maker</td>
<td>One</td>
</tr>
<tr>
<td>Cooper</td>
<td>One</td>
</tr>
<tr>
<td>Chair maker</td>
<td>One</td>
</tr>
<tr>
<td>Brick makers</td>
<td>Four</td>
</tr>
<tr>
<td>Bricklayers</td>
<td>Six</td>
</tr>
<tr>
<td>Plasterers</td>
<td>Two</td>
</tr>
<tr>
<td>Stonemason</td>
<td>One</td>
</tr>
<tr>
<td>Blacksmiths</td>
<td>Eight</td>
</tr>
<tr>
<td>Locksmiths</td>
<td>One</td>
</tr>
<tr>
<td>Tinner</td>
<td>One</td>
</tr>
<tr>
<td>Sailor and Screwsforger</td>
<td>One</td>
</tr>
<tr>
<td>Miners</td>
<td>two</td>
</tr>
<tr>
<td>Brass founder</td>
<td>One</td>
</tr>
<tr>
<td>Farrier</td>
<td>One</td>
</tr>
<tr>
<td>Millers</td>
<td>One</td>
</tr>
<tr>
<td>Bakers</td>
<td>Five</td>
</tr>
<tr>
<td>Pastry Cooks etc.</td>
<td>Two</td>
</tr>
<tr>
<td>Butchers</td>
<td>Eight</td>
</tr>
<tr>
<td>Gardeners</td>
<td>Seven</td>
</tr>
<tr>
<td>Taylors</td>
<td>Five</td>
</tr>
<tr>
<td>Dyers</td>
<td>One</td>
</tr>
<tr>
<td>Weavers</td>
<td>Eight</td>
</tr>
<tr>
<td>Calico Printer</td>
<td>One</td>
</tr>
<tr>
<td>Carpet Weaver</td>
<td>One</td>
</tr>
<tr>
<td>Stocking Weaver</td>
<td>One</td>
</tr>
<tr>
<td>Currier</td>
<td>One</td>
</tr>
<tr>
<td>Shoemakers</td>
<td>Twelve</td>
</tr>
<tr>
<td>Skinner</td>
<td>One</td>
</tr>
<tr>
<td>Gun maker</td>
<td>One</td>
</tr>
<tr>
<td>Button maker</td>
<td>One</td>
</tr>
<tr>
<td>Watchmaker</td>
<td>Two</td>
</tr>
<tr>
<td>Mathematic's</td>
<td>One</td>
</tr>
<tr>
<td>Mariner</td>
<td>One</td>
</tr>
<tr>
<td>Lapidary</td>
<td>One</td>
</tr>
<tr>
<td>Refiner</td>
<td>One</td>
</tr>
<tr>
<td>Silversmith</td>
<td>One</td>
</tr>
<tr>
<td>Platers</td>
<td>Two</td>
</tr>
<tr>
<td>Barbers</td>
<td>Three</td>
</tr>
<tr>
<td>Printers</td>
<td>Three</td>
</tr>
<tr>
<td>Engraver</td>
<td>One</td>
</tr>
<tr>
<td>Copper Plate Printer</td>
<td>One</td>
</tr>
<tr>
<td>Gilder</td>
<td>One</td>
</tr>
<tr>
<td>Watermen</td>
<td>Six</td>
</tr>
<tr>
<td>Fishermen</td>
<td>Five</td>
</tr>
<tr>
<td>Mariners</td>
<td>Eight</td>
</tr>
<tr>
<td>Culkers</td>
<td>Two</td>
</tr>
<tr>
<td>Ropemaker</td>
<td>One</td>
</tr>
<tr>
<td>Sail maker</td>
<td>One</td>
</tr>
<tr>
<td>Hemp Smoker</td>
<td>One</td>
</tr>
<tr>
<td>Malster</td>
<td>One</td>
</tr>
<tr>
<td>Brewer</td>
<td>One</td>
</tr>
<tr>
<td>Schoolmaster</td>
<td>One</td>
</tr>
<tr>
<td>Writer</td>
<td>One</td>
</tr>
<tr>
<td>Clerks</td>
<td>Eleven</td>
</tr>
<tr>
<td>Clerks</td>
<td>One</td>
</tr>
<tr>
<td>Labourers</td>
<td>One hundred and thirty seven</td>
</tr>
</tbody>
</table>

DAVID COLLINS, Lieut.-Governor.

Camp at Sullivan Bay, 5th Novr., 1803.

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**Lieutenant-Governor Collins to Governor King.**

(Despatch No. 2, per Mr. William Collins in a cutter and the transport Ocean; acknowledged by Governor King, 26th November, 1803.)

Camp at Sullivan Bay, Port Phillip,

5th Novr., 1803.

Sir,

I have the Honour to enclose for your Excellency's Information, returns of the Civil and Military Establishment placed under my Orders, for the intended settling of Port Phillip, and of the supernumeraries which have been landed for the Duty of this Garrison, from His Majesty's Ship Calcutta.

I also inclose the Surgeon's return of the Number under Medical Treatment this Day. The People are in general very
healthy, and the Complaints which require Medicines, have been
occasioned either by accident, or going into the Water to unload
the Boats.

We have buried one Male Convict* since we arrived; he was
landed in a state of great debility, and died shortly after. We
sailed with three hundred and seven Male Convicts, Eight of
whom* we buried on the Passage, and one female, wife to one of
the Convicts.

I have, &c.,

DAVID COLLINS.

[Enclosure No. 1.]

RETURN of the Officers belonging to the Civil Establishment of Port Phillip.

<table>
<thead>
<tr>
<th>Names</th>
<th>Appointment</th>
<th>Where disposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Collins, Esq.</td>
<td>Lt. Governor</td>
<td>At Port Phillip</td>
</tr>
<tr>
<td>Benjm. Barbauld</td>
<td>Depy. Judge Advocate</td>
<td>In England on leave</td>
</tr>
<tr>
<td>Wm. P'tson</td>
<td>Surgeon</td>
<td>At Port Phillip</td>
</tr>
<tr>
<td>Mattw. Bowden</td>
<td>1st Assist. Surgeon</td>
<td>Do.</td>
</tr>
<tr>
<td>Wm. Hopley</td>
<td>2 Do. Do.</td>
<td>Do.</td>
</tr>
<tr>
<td>Leond. Fookbook</td>
<td>Dy. Commissary</td>
<td>Do.</td>
</tr>
<tr>
<td>A. W. H. Humphreys</td>
<td>Mineralist</td>
<td>Do.</td>
</tr>
<tr>
<td>Thes. Clark</td>
<td>Superintendent</td>
<td>Do.</td>
</tr>
<tr>
<td>Wm. Patterson</td>
<td>Overseer</td>
<td>Do.</td>
</tr>
<tr>
<td>John Ingle</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Wm. Parish</td>
<td></td>
<td>Do.</td>
</tr>
</tbody>
</table>

DAVID COLLINS, Lieut.-Governor.

Camp at Sullivan Bay, 5th Novr., 1803.

[Enclosure No. 2.]

RETURN of the Military Establishment of Port Phillip.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Marines</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>39</td>
</tr>
</tbody>
</table>

[Enclosure No. 3.]

RETURN of the Supernumeraries landed from His Majesty's Ship Calcutta.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Marines</td>
<td>1</td>
<td>10</td>
<td>11</td>
<td>..........</td>
</tr>
</tbody>
</table>

DAVID COLLINS, Lieut.-Governor.

Camp at Sullivan Bay, 5th Novr., 1803.

[Enclosure No. 4.]

[A copy of the surgeon's return is not available.]
1803.
5 Nov.

Request for commissarial instructions.

Proposed issue of spirits to civil officers.

14 Nov.
Arrival at Port Phillip.

HISTORICAL RECORDS OF AUSTRALIA.

LIEUTENANT-GOVERNOR COLLINS TO GOVERNOR KING.

(Despatch marked "Separate," per Mr. William Collins in a cutter and the transport Ocean; acknowledged by Governor King, 26th November, 1803.)

Camp at Sullivan Bay, Port Phillip,
Sir, 5th Novr., 1803.

I beg leave to acquaint your Excellency, That the Deputy Commissary Mr. Leonard Fosbrook has, from the suddenness of his appointment, unfortunately been obliged to leave England, without receiving any Instructions from the Treasury for his Guidance. Having mentioned this omission in my Letters from Teneriffe, I have no doubt but they will be sent by the first Ship, but as this may not reach me for some Months, it has occurred to me, that to remedy the present inconvenience, he might be furnish'd with Extracts from such parts of Mr. Palmer's Instructions as may be applicable to his Duty. If they can be procured in time to return by the Cutter, and your Excellency sees no objection, I shall be obliged to you to order them to be prepared for me. I have written to Mr. Palmer on the subject.

In answer to an application, which I made just before I sailed, to the Under Secretary of State, I was inform'd that I was not to issue Spirits to any but the Military under my Command; I have however reason to think, that it was not in that Gentleman's knowledge that Spirits were issued to the Civil Servants of the Crown in New South Wales, and I had not time afterwards to point out that circumstance to him. I have therefore to request you will have the goodness to inform me, if Spirits are allowed to the Officers of your Civil Establishment, and if they are in what Quantity, that I may direct the Dy. Commissary to issue the same to the Civil Officers of Port Phillip, as I am certain it could not be intended by the Secretary of State, to make such a distinction between them.

I have, &c,

DAVID COLLINS.

LIEUTENANT-GOVERNOR COLLINS TO LORD HOBART.

(Despatch No. 1, per ship Ocean to Port Jackson, thence per H.M.S. Calcutta.)

Head Quarters, Camp at Sullivan Bay,
My Lord,
Port Phillip, 14th Novr., 1803.

I have the Honour to acquaint your Lordship with my Arrival in this Bay on the Morning of Sunday, the 9th of October.

Having anchored at Simon's Bay for a few days, we sailed thence with a fair Wind on the 25th of August, and for the
thirteen following days were considerably retarded in getting to the Eastward by unfavorable Winds; we, however, reached the place of our destination on the 9th of October, as above stated. Upon entering the Bay, I was much gratified with the sight of the Store Ship, from which we had parted Company in some very blowing Weather a few days before we made the Island of Tristan da Cunha; and, to add to that satisfaction, I found she had anchored here only two days before us.

I cannot give your Lordship better Information of my subse- quent Proceedings than by subjoining an Extract of a Letter, which I have written and sent to Governor King.

[Here followed paragraphs 5 to 12 of the despatch numbered 1; see page 26 et seq.]

I regret that I have not a better Report to make to your Lord- ship of the probable Success of an Expedition, equipped under your Lordship’s auspices with a liberality that inspired every one concerned in the Undertaking with the most sanguine Hopes of success. You may rest assured that what is possible shall be done by me to ensure it, if it should be Governor King’s opinion that I am to remain here. I have suggested to that Gentleman, in a Private Letter which I wrote him, that Port Dalrymple, on the Northern Side of Van Dieman’s Land, appears to possess those requisites for a Settlement, in which this very extensive harbour is so wholly deficient. Every day’s experience convinces me that it cannot, nor ever will be, resorted to by speculative Men. The Boat that I sent to Port Jackson was three days lying at the Mouth of the Harbour before she could get out, owing to a swell occasioned by the Wind meeting the strong Tide of Ebb. A Ship would undoubtedly find less difficulty, but she must go out at the Top of the Tide and with a leading Wind, which is not to be met with every day. When all the disadvantages attending this bay are publicly known, it cannot be supposed that Commercial People will be very desirous of visiting Port Phillip.

There is a Run of fresh Water* in the N.E. part of the Harbour, where Captain Woodriff is proceeding with the Calcutta to recruit his Water. Here, I understand, the Soil is miserably poor and sandy, and the approach to it very shallow; but I shall have the Honour of transmitting the Survey made by Mr. Harris, the Deputy Surveyor, by the Calcutta.

That Ship has nothing in her now belonging to Government, but the Ammunition intended for this Settlement; for the recep- tion of which, I am constructing a Magazine, Bomb Proof, to be formed of Stone, and Captain Woodriff would soon be left at liberty to proceed according to his Orders to Port Jackson; but, having officially applied to him to remain† here until I can hear

* Note 30. † Note 27.
from Governor King, he has acceded to my wish, and I hope your Lordship will not disapprove either of my request or his consent thereto. I shall send Copies of the Letters, which passed on this occasion, by the Calcutta.

I have been much disappointed in my Hopes of saving the Salt Provisions by the issuing of fish and Kangaroo occasionally; but of the latter not one has yet been killed, and of the former but very few taking. I shall, however, construct a Boat as speedily as possible to be employed on that Service, and all the Aid that I can derive therefrom I will avail myself of.

I am sorry to state that many of the Articles of Ironmongery are totally unfit for use, owing to the badness of the Materials of which they have been made. Specimens of these I shall send to the Transport Board by Captain Woodruff.

I am getting on with a Store House; but I find great difficulty, not only in procuring a Quantity of proper Timber sufficient for the Purpose, but in bringing in what I do find, owing to the great labour of dragging a heavy Timber Carriage through a Sandy and hilly Country. The Preservation of my Stores are, however, my greatest Care, and I shall not omit any Exertion that may tend to place them in proper Security.

I am at a loss to know how to dispose of the Settlers, this place not holding out any Prospect for their succeeding in Agricultural Pursuits. 16 having signified their wish of remaining here; I have placed them in a Valley close to my Encampment, where I have allowed them to construct temporary Huts, and allotted them small portions of Garden Ground. I imagine the excellence of our Provisions, than which none can be finer, has induced most of them to remain here; but, if I am not to remove, I shall look out for Situations whereon to place them, and ease Government of the Expence which they incur as speedily as the circumstances, in which I shall find myself, will admit of. I am sorry to observe that in general they are a necessitous and worthless set of People.

The Ration which I at present issue is to each Male Convict for seven days:—7 lbs. of Beef or 4 lbs. of Pork, 7 lbs. of Biscuit, 1 lb. of Flour, 6 oz. of Sugar. The One Pound of Flour formed no part of the Ration, which I received from the Treasury; but it was given to the first Convicts who landed at Port Jackson, in addition to the 7 lbs. of Biscuit, and I thought it would enable my People to make a Pudding on Sunday, which is the use to which they put it, and find thereby a grateful addition to their Salt Meat on one day in the Week; when the Biscuit is expended, which it soon will be, I shall then issue Seven Pounds of Flour.
I have issued, since my arrival, a complete Suit of Clothing to each Male Convict, a Comfort that the Majority of them stood much in want of, for the wretched apparel with which they embarked was completely worn out long before we had reached the most trying part of the Voyage. During the Progress of that, I had made up and issued to them about Sixty Suits from the Materials which were put on board to be made up on the Passage, and these were distributed to Men who were falling ill for want of Clothing, and to some who—being allowed to assist in working the Ship—were at all times exposed to the Vicissitudes of Weather and Climate.

The small Quantity of Stock, with which I landed, is doing very well, and I hope will soon increase; but three Heifers that I purchased at the Cape, though each was two years old, could not bear the Cold and Wet Weather which we met with, and died soon after we sailed. A small Cow, which I bought at Rio de Janeiro, will calve in a few days, and I have two fine Bulls alive.

The People for the three weeks which succeeded our Debarkation continued healthy and well-behaved, but since that time we have never had less than thirty under Medical Treatment; and a desertion rather alarming has taken place among them, no less than twelve having left the Settlement within the last Week.

I had received Information that these were to be followed by five others, who I caused to be seized a short time before the Hour at which they purposed quitting the Settlement. I have them now chained to each other, with an assurance from me that they shall remain in that state upon two-thirds allowance of Provisions until they will either give me such Information as may lead to the apprehension of the others or that those others return, which I am not without hopes they may be induced to do when they find themselves disappointed in their Expectations of finding a South Sea Man, and their Provisions fail them.

I have employed some People who I think I can depend upon to go after these infatuated Wretches, and trust they will succeed, that an Example sufficient to deter others may be made of them.

The Cause of this desertion I can no otherways account for than by the operation of the restless disposition of Man, which is ever prone to change, for the Convicts are well fed and cloathed, and not overwrought. Complaint, I am well convinced, they cannot have, for the hardest labour which we have had has been discharging the Store Ship, in doing which the Gangs that were employed were rewarded each Saturday Night with a Proportion of Spirits and Water, which I thought they merited.
The Ocean being on the point of sailing for China, I have judged it expedient to give your Lordship these few Particulars of my Situation; but by the Calcutta which may be the first in England, I shall have the Honour of stating every circumstance that has occurred more fully than I do at present.

And have, &c.,

DAVID COLLINS.

LIEUTENANT-GOVERNOR COLLINS TO GOVERNOR KING.
(Despatch No. 3, per transport Ocean; acknowledged by Governor King, 26th November, 1803.)

Head-quarters Camp, at Sullivan Bay,

Port Phillip, 14th November, 1803.

The Ocean Store Ship being ready to Proceed on her voyage to China, I take the opportunity of transmitting a Duplicate of my Dispatches written to your Excellency on the 5th Instant, and which were forwarded in an open Boat, under the Care of a Mr. Collins, who came out to this Country as a Settler.

To these I have but little to add; yet that little is of great Moment to the Welfare of this Settlement. I am concerned to state that twelve of the Convicts have within the last week left the camp and were at first said to be gone for Port Jackson; but I have been since informed they are proceeding to a Bay upon the Coast which they have been told is at this time of the year the resort of South Sea Whalers.

[Here followed a repetition of the second, third and fourth last paragraphs of the despatch to Lord Hobart of same date.]

That any should reach Port Jackson I think to be next to an Impossibility; but if they should I trust your Excellency will send them hither to meet the Punishment due to their Offences.

I am, &c.,

DAVID COLLINS.

GOVERNOR KING TO LIEUTENANT-GOVERNOR COLLINS.
(Despatch per ship Ocean; acknowledged by lieutenant-governor Collins, 16th December, 1803.)

Sir, Sydney, New South Wales, 26th Nov., 1803.

I have Received yours of the 5th Instant, dated from Port Phillip. Mr. Collins, who delivered me your Despatch, Arrived here the 24th Instant in the Ocean with his People and the Cutter.

On the Receipt of yours, I changed the destination of the Lady Nelson (being the only Vessel here), which was on the point of Sailing for Norfolk Island. I hope she will be ready
KING TO COLLINS.

39

28th Instant, And that favourable Winds will enable her Commander to Deliver this Despatch in a few Days after.

The Enclosures and Accompanying Survey will Inform you that your Observations on Port Phillip have been fully Anticipated, And I have no Doubt but Government is now in possession of that Information* which went by the Glatton. That Ship Sailed the 16th May last.

Not having Received my Despatches from the Secretary of State (which I think you and Captain Woodriff were very right in not Subjecting to be Carried to China by the Ocean or risking them in the Open Boat), I Cannot proceed further than in laying all the Information I possess before you, and Suggesting the propriety of your Consulting with Captain Woodriff on the expediency of the Measures it may appear necessary for you to adopt, at the Same time giving my Opinion.

It appears, as well by Mr. Grimes's and Mr. Robins's Surveys as by your Report, that Port Phillip is totally Unfit in every point of View to remain at without subjecting the Crown to the certain expensive prospect of the Soil not being equal to raise any thing for the Support of the Settlement. Unless you should have made any further Observations to encourage your Remaining there—perhaps the Upper part of the Bay at the head of the Rivers may not have escaped your Notice, as that is the only part Mr. Grimes and those that were with him Speak the least favourably of—from this Circumstance, I shall presume it will appear to you that removing from thence will be the most Advisable for the Interest of His Majesty's Service.

You will perceive by the enclosure that my first View, respecting forming a Settlement at Port Phillip, proceeded from the reports of its first discoverer, Mr. Murray, And the Subsequent Account of Captain Flinders, a Copy of whose Chart I also Send. You will observe that it was not my Intention to fix that Settlement or any other, until I heard from England; And you will also observe the Reasons† that Determined me on fixing a Settlement at the Derwent on Van Dieman's Land; Also the Commandant's Communications from thence, And my Correspondence with him. The Circumstances you will Consider as a guide to your Judgment in going to that Settlement, Or whether you may consider Port Dalrymple more eligible. As you are provided with Captain Flinders's Charts And his Pamphlet of Observations, I can give you no other Information respecting that place than what it contains, except sending you his and Mr. Bass's Manuscript Journals, where you will Observe

* Note 31. † Note 32.
1803.
26 Nov.

Advantages and disadvantages of settlement on Derwent river and Port Dalrymple.

Having no other Copy, I will thank you to return it by the Calcutta or Ocean.

I shall now State what I Consider the Advantages and Disadvantages of fixing your Government at the River Derwent or Port Dalrymple.

The Advantages of the River Derwent is the Situation for Ships to touch at on their Way to China or this Place. The favourable report of the Soil by Bass and Flinders, and its being confirmed by Mr. Bowen in the Short time he has been there, together with the facility of Ships having Access to it, is a great Recommendation. Altho' not so Advantageously Situated as Port Dalrymple, yet its Capability in Affording future protection to the Sealers, and those who go in quest of Oil, is an Object of equal Consideration with the Advantage of having a Settlement already commenced and Stocked, altho' on a very small Scale.

Your Residence at Port Phillip will have convinced you of the prevalence of South West and Westerly Winds, the former of which being the more general makes the North Side of Van Dieman's Land a Weather Shore for Vessels passing thro' the Straits either way; so far the entrance of Port Dalrymple is easy, and in a great degree Safe of Access; but it must not be forgot that sometimes Gales do blow from the Northward, altho' of Short Duration compared to the South and Westerly Winds, which may be called almost Constant. Messrs. Bass and Flinders do not speak so decidedly of the Soil as they do of that of the Derwent. The Difficulty of Access into the Port is particularly Stated by Capt'n Flinders, altho' that is an Inconvenience that probably may be lessened when a more perfect knowledge of the Channel is Obtained.

This Consideration I presume will have its Weight with Captain Woodriff and the Commander of the Ocean. Excepting the Possibility of not finding good Soil at Port Dalrymple, and the present apparent difficulty of Access in the entrance, I decidedly Consider that place the most Advantageously Situated for the principal Settlement on Van Dieman's Land on every Account, and more particularly so as a place of Resource to our Sealing and Fishing Vessels, and as Colonial Vessels may hereafter be despatched from thence to Protect our Fisherys at King's Island and Cape Barren, which are beginning to be encroached on and annoyed by the Americans.

Having possessed you of all these Circumstances, it remains with you to Determine which of the Two places you Consider most Eligible to remove to with your Establishment, etc.

* Note 32.
KING TO COLLINS.

I have Written to Captain Woodriff to request him to give you every Assistance, consistent with his Instructions from the Admiralty; and I have no Doubt whatever of that Officer's Considering the exigency of the Service in such a point of View, as to Conduct you to the place you may fix on; And, as the Calcutta can take no more than the Establishment and Convicts, I have taken the Ocean up, which you will Observe by the enclosed Correspondence and Charter Party, she must not be Detained more than Four Months. But I hope she will return in time sufficient to Save Six Weeks for her going to Norfolk Island and back again.

The Lady Nelson being on the Establishment of the Navy, I have Necessarily put her under the Orders of Captain Woodriff; but, if he can spare her, I have Requested him to Send her back with the Dispatches, as you will readily conceive it is a great Object to me to Obtain them as soon as possible.

Mr. Collins informs me you have no other Boat than the Launch and Cutter he came in. As the Porpoise was unfortunately Wrecked on the Passage* to England, and the Investigator is condemned, and knowing the importance of Boats in a new Settlement, I shall request Captain Woodriff to leave the launch and Cutter, he brought out for the Porpoise, for the Use of your Settlement. But, as every other Article brought for those Ships are very much wanted in the Colony, I hope the liberal manner, in which you have been Equipped, will not Require any of those Stores being left.

Hearing that you have no Fresh Provisions, I have Directed the Commissary to Send from Government Stock 12 Wedder Sheep, 8 Sows, and 4 Hogs, with Sixty Bushells of Maize, half of which I Request Captain Woodriff to accept, which I hope will be Acceptable, as I can Assure you. Sir, in this early stage of the Correspondence, And not having Received my Despatches, that I shall be happy to manifest an Interference in every way that can forward the Views of Government and in Nothing that can Retard it.

That every facility may attend your Expediting the Service, I have taken up a small Colonial Vessel, the Edwin,† which sails tolerably well; my View in taking up this Vessel is in Case you should judge it advisable, while the Calcutta and Ocean are loading, to Send and Examine how far the Entrance of Port Dalrymple is capable of Admitting the Calcutta and Ocean. And also whether the Soil is eligible for a Settlement. On the Same Idea, I have sent a Boat that Captain Flinders came from Wreck Reef* in, And is well fitted to Accompany the Edwin; but I earnestly Request she may not be employed on any Service that

* Note 34.   † Note 35.
1803.  
26 Nov.

Instructions re schooner Edwin.

Employment of J. Macguire.

Reply from J. Bloodsworth.

Inability to send bricks.

Services of W. Collins and J. Mertho.

Action of D. Woodriff.

HISTORICAL RECORDS OF AUSTRALIA.

will Damage her, that she may be Returned by the Ocean or Calcutta in the same State she is sent, as we have no more Oars in the Settlement and the loss of that Boat will be much felt. Should you give up examining Port Dalrymple, I Request the Edwin may not be Detained for any Other Service, but Discharged, and a Certificate sent to me of the Day of her Discharge. And, as she will in that Case proceed to King Island, and not having carried any Casks, I have to Request you will Direct the Deputy Commissary to furnish the Master with such good Empty Salt Meat Casks, as he can stow, taking the Master's Receipts for them, which he will send to the Commissary that Payment may be required of the Owners.

Respecting the Person you mention, he was strongly recommended to me by Lieut't Michell of the Glatton's Marines; he has the Charge of the Orphan's farm; but, if it is in your power to give him any appointment, I shall most readily send him when I Receive your Answer.

James Bloodsworth, you must recollect, received an absolute Pardon* at the Commencement of the Settlement, since when he has been a Superintendant, And a very Useful well behaved Man. I have Sent to him and read that part of your letter to him, offering to discharge him as a Superintendant, in which Case he can be at liberty to go to you. I have required his Written Answer, which I enclose.

I am Sorry the Necessity of dispatching the Vessels on Monday prevents my sending the Bricks, which might interfere with the Stowage of the Provisions and Stores in your removal.

Not having heard from Norfolk Island for some time past, I have not Received the letter you wrote me from Rio de Janeiro. Mr. Collins's handsome behaviour in Volunteering his Services to come up in the Boat is equal to his good Conduct in persevering as he has done; nor do I Consider the Service less Indebted to Captain Mertho's humanity in taking him up and touching here, which has enabled me to facilitate your Removal much sooner than it otherways could have been effected. Mr. Collins returns by the Ocean with the Boat and People; And I can only say that, if any interference of mine should be Necessary in promoting his Views, I shall Consider it my Duty to forward so beneficial an undertaking as far as I can with Propriety.

While I Consider the Service much benefitted by Captain Woodriff's exertions, I approve of your requesting him to remain until my Answer Arrives; and I have no Doubt from that Officer's Character that he will readily accede to my Request of landing you either at Hobart in the Derwent or at Port Dalrymple; but I am Sorry to say that I have no Vessel under my

* Note 36.
Direction, that I can send to Remain with you, having no other King’s Ship than the Buffalo now absent, and the Lady Nelson, with the Francis Colonial Vessel, which are very insufficient for the Necessary Service of this Colony.

I shall attend to your Request respecting Free People receiving Restrictions on my Permission to go by any Government or other Vessels without your Application.

In the Lady Nelson, Henry Hacking* goes as a Supernumerary for Victualls; he has been tried twice by a Criminal Court, and both times Condemned to Die; he has been forgiven for the first Offence, Shooting and Wounding a Woman, on Condition of being Transported for Seven Years. He soon after received an Absolute Pardon. For the last Offence, robbing the Investigator of King’s Stores and Selling them, he was Reprieved on the Condition of being transported for Seven Years to Van Dieman’s Land. I have sent him in the Lady Nelson; if you wish to have him, I have Directed the Commander to mention my Wish to Captain Woodriff, and to give him up to you as a Convict. He is still a good Man, and I am Inclined to believe the last Crime was Committed to Obtain Spirits. I think he will be found very Useful, But I have left it to his own Choice to Remain with you or to return in The Lady Nelson.

In the Event of your fixing on Hobart,† I enclose a Letter for the Commandant, requiring him to give that Command up to you; And, as the Surgeon Mr. Mountgarrett may also wish to return to England as you are provided with Medical Gentlemen, I have no Doubt of Captain Woodriff’s giving them a Passage hither, as it may be an Object to both those Gentlemen to get home as soon as Possible. The Storekeeper, Mr. Wilson, being on the Establishment of this Settlement, I have to request he may also be Returned, when he has given up the Charge to the Deputy Commissary.

Respecting the Officer and Detachment of the New South Wales Corps on Duty at Hobart, if you can dispense with their Assistance, their Return to this Place is Necessary, the Corps being much Reduced; added to which, it is Requisite to send an Officer to Norfolk Island as a fourth for Criminal Courts, which cannot be done until more Arrive from England, or that Mr. Moore returns, there being only the Adjutant and one Subaltern at Head Quarters.

PHILIP GIDLEY KING.

[Enclosure No. 1.]

[A copy of this enclosure is not available.]

* Note 37. † Note 38.
1803. 26 Nov.

Proposals for charter of ship Ocean.

[Enclosures Nos. 2 and 3.]

[ Copies of the journals of surgeon Bass and lieutenant Flinders will be found in volume I, series V, and of the chart in the volume of charts. ]

[Enclosure No. 4.]

[A] GOVERNOR KING TO MR. JOHN MERTHO.*

Sir, Sydney, 25th Novr., 1803.

An Exigency of the Public Service requiring that the Civil and Military Establishment, with the Provisions and Store-landed at Port Phillip, should be removed to Port Dalrymple or the River Derwent on Van Dieman’s Land, If it meets the concurrence of Lieutenant Governor Collins, who has reported Port Phillip as unfit to form a Settlement at, And, as it appears to me that the sooner that business is performed His Majesty’s Service will be benefited thereby, I have to request you will inform me how far it will coincide with your pursuits to return to Port Phillip, and to put Yourself under the direction of Lieutenant Governor Collins or Captain Woodriff for performing the above Service. I have to request You will specify the Terms on which You would engage the Ship for the Term of four Months.

I am, &c.,

PHILIP GIDLEY KING.

[B] MR. JOHN MERTHO TO GOVERNOR KING.

Sir, Port Jackson, 26th Novr., 1803.

I had the honor to receive Your Letter Yester­day Evening. In answer to which, I beg leave to acquaint Your Excel­lency that I have no objection of performing the Service therein mentioned, provided His Excellency Governor King thinks proper to engage the Ship on the following Terms, which is the lowest Terms I can offer her for, viz. The Ship to he taken up for four Months certain, and paid at the rate of Eighteen Shil­lings per ton per Calendar Month; And if His Excellency Gover­nor King thinks it necessary to engage the Ship longer than four Months, the same rate of pay to be paid until His Excellency thinks proper to discharge the Ship or order it to be done.

I have, &c.,

J. MERTHO.

[C] CHARTER PARTY OF THE SHIP OCEAN.

[A copy of this document will be found on page 147 et seq., volume V, series I.]

[Enclosure No. 5.]

[A copy of the letter from James Bloodsworth is not available.]

* Note 18.
COLLINS TO KING.

[Enclosure No. 6.] 1803.
[This letter* to commandant Bowen was dated 26th November, 1803.]

GOVERNOR KING TO LIEUTENANT-GOVERNOR COLLINS.

(Despatch per ship Ocean; acknowledged by lieutenant-governor Collins, 16th December, 1803.)

Sir, Sydney, New South Wales, 26th November, 1803.

In answer to that part of your Separate Letter, stating that [Here followed the second paragraph of the despatch, see page 84], you must know that neither of these descriptions have ever been allowed any Spirits as a Ration for some time before and since Major Ross left the Colony; nor have I ever seen or heard of any Instructions on that head, unless you have brought any out with you, that I have not yet received. I believe it comes within your recollection that a Letter† from Mr. Secretary Dundas to Lieut’ Govr. Grose or Govr. Hunter is extant, wherein it is particularly stated that the Military are not to receive it as a Ration, and that the only quantity sent to this (I believe by the Bellona soon after Govr. Phillip’s departure) was charged to the Military, as appears by an extract† from Mr. Dundas’s Letter to Govr. Hunter, dated July 1st, 1794. However, I never heard of any Spirits being issued as a Ration to the Civil or Military, since the Gorgon left the Colony in 1791, Nor does any Officer I spoke to on the subject recollect such an indulgence since that period to either Civil or Military, except on their Majesties’ Birth days.

I have, &c,

PHILIP GIDLEY KING.

LIEUTENANT-GOVERNOR COLLINS TO GOVERNOR KING.

(Despatch No. 4, per H.M.S. Calcutta; acknowledged by Governor King, 30th December, 1803.)

Camp at Sullivan Bay, Port Phillip, 16 Dec.

Sir, 16th December, 1803.

By the arrival of Mr. Collins in the Ocean on the Evening of the 13th Instant I had the Honor of receiving your Excellency’s several Letters of the 26th of last Month, and have now to acquaint you that, on communicating the subject of them to Captain Woodriff, I received, to my great surprise, an intimation from that Officer, that it was his intention to proceed on Sunday next to Port Jackson if the Lady Nelson should not in the meantime arrive. As the reasons which have operated with him to form this determination are of a nature to preclude any other

* Note 39. † Note 40.
1803.
16 Dec.

Preparations for removal of settlement; and for embarkation on Ocean transport.

Removal in two detachments.

Choice of site for settlement undecided.

Repairs to schooner Francis.

than expressions of my regret thereat, I find myself left to remove the Establishment (with the direction of which I have been entrusted) with the assistance only of one Ship.

This Circumstance, however unpleasant as it is, does not discourage me in making the Preparations that are necessary for as speedily removing as I should have done had I received that assistance from the Calcutta which she could have afforded me, and I hope, though I cannot speak positively, that it will be in my power to dismiss the Store Ship within the time desired by Your Excellency, to accomplish which (as I am perfectly sensible of the Expence attending that Ship’s being employed on this Service) you may be assured no Exertions of mine shall be wanting.

Mr. Mertho having informed me on his arrival that his Ship would not be ready to begin receiving Stores, &c, for Ten Days, I shall employ that Interval in constructing a temporary Wharf over the Flat, which I shall carry out about 500 feet, and at which Boats may then be loaded without grounding. This and other preparations will sufficiently occupy me until the Ship is ready, after which, if our Weather is favorable, no time will be lost in filling her, and embarking the Establishment.

The Embarkation of the whole cannot possibly take place at once. I shall, therefore, divide the Military, Civil, and Convicts into Two Detachments, one of which, with a Proportion of Stores and Provisions, can very well be sent away at a time.

As yet I have not made choice of the Place whereto I shall proceed, as I am unacquainted with Port Dalrymple, and do not think it expedient to come to a decision on a point of that importance until I have had that Harbour examined.

This I shall be soon enabled to do by the Francis, Schooner, which arrived here the day before yesterday; but I am sorry to observe that she is in so leaky and weak a Condition, and stands in need of so much repair before it would be safe to send her to Sea, that I have had her laid ashore in this Bay and sat the Carpenters to work upon her. They talk of not being able to compleat her under Eight or Ten Days; but this will not be productive of any delay or impediment to the principal business of loading the Store Ship, which cannot be compleated before her return from Port Dalrymple, even with this interruption in her Sailing. I enclose a Copy of the Carpenter’s report of her Defects.

I have seriously considered the Advantages and Disadvantages of the Two Harbours stated in your Dispatch No. 1, and have attentively perused the Inclosures contained therein. As your
Excellency's Opinion seems to point towards my fixing at Port Dalrymple I shall (if its local advantages are found to be such as will warrant my proceeding thither) not hesitate in giving that Harbour the preference, although I must acknowledge that the circumstance of a Settlement having been commenced in the Derwent is a strong inducement for my establishing myself there. Should that eventually be the Case, I shall deliver the Letter* which you have sent to me for the Commandant at that Port.

I shall, as speedily as Circumstances will allow me, give Your Excellency information of what place I fix at; and as I deem it of consequence to the Settlement I am about to form that the Secretary of State should know as early as possible where I am to be found, and be made acquainted with my Proceedings, I hope Your Excellency will enable me to have a Communication with you before the Calcutta quits Port Jackson.

From the abruptness of her departure it is not now in my power to send any Accounts by her to England, or any other Information than what has been contained in my Letters to Your Excellency. We are, however, preparing every Document that will be necessary in enabling Government to know the exact state of the Colony, which will be completed in time to send by the Calcutta, if enabled by your means to get them on board that Ship before she Sails. I shall at the same time forward to Your Excellency Returns of my Provisions and Clothing, by which you will be enabled to judge of the state of my Stores.

I omitted mentioning to Your Excellency in my former Despatches that I am instructed† to send, as soon as my situation will admit of it, an Establishment to King Island, consisting of a Superintendant, a small Guard, and a few Convicts. I find by your Letters, and the printed accounts which I have read from the Papers published at Sydney, that there is already a Settlement formed there. I shall nevertheless comply with my Instructions whenever I shall find myself at liberty so to do, unless Your Excellency should see any reason to the contrary. Upon this subject I request to be Honoured with your Opinion by the next opportunity which you may have of communicating with me.

I am concerned to inform you that the Lady Nelson has not arrived, and from the bad Weather which the Ocean met with in her Passage hither, the Master and Mr. Collins are both extremely apprehensive for her safety. The Master of the Francis, observing a Smoke upon one of the Islands named Kent's Group in these Straits, I shall (though he thinks it may have been occasioned by some People Fishing) direct him to visit those

* Note 39. † Note 41.
1803.
16 Dec.

H. Hacking to be employed as pilot.

Appointment offered to J. Bloodsworth.

J. Mauguir.

Marines embarked on H.M.S. Calcutta.

Desertions of convicts.

Punishment of deserters.

Islands on his way to Port Dalrymple, and shall deem myself happy if by these means I may be able to succour or rescue any of her unfortunate People from Distress.

Should Henry Hacking* ever arrive, I should (notwithstanding the Character he brought with him) be extremely desirous of availing myself of his, to me, well known abilities as a Pilot.

I feel some disappointment in finding an unwillingness in Bloodworth to leave Sydney. If he apprehends any loss of the advantages he now possesses, I can offer him the place of a Superintendant, which I will ensure to him for a Twelvemonth, and every other local Encouragement that the situation of an Infant Settlement can hold out to him.

Had Maguire been sent to me, which I rather wished for the reasons I before stated, I intended to have appointed him an Overseer; but it would not have been in my power to have made him any pecuniary recompense for his Services as such while he continued with me as a Convict. In the Event of his being made Free, I could give him a Salary of £25 Per Annum. I, however, suppose he has greater advantages by his Superintendance of the Orphan’s Farms, and may perhaps in that situation be more usefully employed. I shall therefore not urge anything more upon the subject of his coming to me.

Having re-embarked the Marines belonging to the Calcutta, I have been obliged to reduce the number of my Sentinels, both by day and night. I shall, however, constantly direct my attention to the safety of my Stores, which I have the pleasure to say, from the general behaviour of the Convicts, I do not apprehend to be in any danger.

Of these People there were, at one time, no less than Twelve who had quitted the Settlement and taken to the Woods. I at first conceived they had formed the desperate resolution of proceeding overland to Port Jackson; but, on the apprehension of some, and the Voluntary return of others, I learned that they had been misled by an Idea of reaching some Bay where they might meet the Ocean, or some one of the South Sea Whalers, which they had been told resorted thither. Their appearance bore Witness to the distress, Fatigue, and hardships which they underwent. I, nevertheless, thought it my Duty to punish those who had been brought in, upon which occasion I caused every description of Persons residing in the Settlement to be assembled on my Parade, and, after His Majesty’s Commission had been read† (a Ceremony I had reserved until I should be finally established), I punished the Four Delinquents who had been Apprehended with One Hundred lashes each by the Drummer of my Detachment.

* Note 37. † Note 12.
I conceived it absolutely necessary to convince these People, by every means in my Power, of the folly of such a proceeding; and I should have hoped this Measure, added to their own Tale of their distresses, would have effectually deterred others from following their Example, had not two others very lately Absconded. One of these, George Lee, is a Man of a Cast (in point of Abilities and Education) superior to the rest, but who, from the badness of his Heart, had lately accused one of the Superintendents and an Overseer (a Free Man) of some infamous Conduct, which he could not support by any one evidence. Imagining that I should withdraw the Countenance which I had shown him, he quit the Settlement a few days since, taking with him one Gibson, a Scotch Lad, with whom he was intimate at the Hulks. I can hardly suppose he would attempt to cross the Country to Port Jackson, as I think he has more sense; but as he knows nothing of my intended removal, I fear, if he does not return before it takes place, that the Death of himself and his Companion must be the inevitable result of his Imprudence.

In addition to these I have still Two Convicts* unaccounted for. As they were the first who absented themselves, I take it for granted they have perished.

Having brought out with me Eighteen Persons as Settlers and their Families, under the Sanction of Government, I inclose a Return of their Names and Numbers. My intention of removing I have communicated to them, and, leaving it to their own election whether to proceed to Port Jackson or accompany me, they all made choice of the latter, excepting one Millar, a Shipwright, who has accepted an Engagement with Mr. Palmer, the Commissary, and who Captain Woodriff has admitted for a Passage in the Calcutta.

I should not have consented to his departure could I have found employment for him in the line of his Profession, but for some time to come a Boat will be the only Vessel I shall have occasion to construct, and that is now thrown to a greater distance by the appropriation of the Launch and Cutter belonging to His Majesty's late ship Porpoise to my use which your Excellency has directed.

I have to return your Excellency my thanks for the Public and Live stock. Private Stock you were so good as to send by the Ocean. Captain Woodriff had Six Sheep and Six Hogs, the half of what arrived, agreeable to your wish, and I inclose herewith a return of the Stock belonging to Government. The private Stock in the Colony is not at present worth putting into a Return.

In the execution of the Orders which have been given me it is a great satisfaction to me to know that I am placed within reach of

* Note 43.
Your Excellency’s advice and opinion, and as I shall at all times feel a pleasure in having recourse thereto, so shall I hope to be honoured with the same. Having, &c.,

DAVID COLLINS.

P.S.—Captain Woodriff has charge of a Box addressed to Your Excellency, containing two Packets of Public Dispatches, with which I was Charged, and the Private Letters, which I brought out for yourself and several of the Officers, and other Persons under your Government, a List of which is herewith inclosed. I thought it unnecessary to require a Receipt for the Box from Captain Woodriff.

[Enclosures.]


[Copies of these enclosures are not available.]

GOVERNOR KING TO LIEUTENANT-GOVERNOR COLLINS.

(Despatch per sloop Nancy; acknowledged by Lieutenant-Governor Collins, 27th January, 1804.)

Sir, Sydney, Port Jackson, 30th December, 1803.

The Calcutta arrived here the 26th Inst. I received all my Letters and Dispatches by that Ship, and I believe everything that was destined for this place.

As you are deprived of the Calcutta’s assistance in removing, I am glad the Francis was sent to you, but am much at a loss to account for her being in so bad a state, as she was reported to me in very good order, and it is a very short time since she had New Sails. However, I hope she will be useful.

A schooner† is just returned from Port Dalrymple after an unsuccessful attempt to procure Fresh Water, in search of which he may have been impeded by the natives, who were extremely inimical to him. He reports that at the entrance there is only three fathoms water in a winding intricate channel, and that when he was in there was not room anywhere for a Ship to Swing without Grounding. As these are such Objections, which, if true (and I have no reason to doubt it), I have no idea but you have or will totally abandon that place as a settlement and confine your views to the Derwent.

As Captain Woodriff spoke the Lady Nelson, I hope she has long ere this been with you, and that you will find her useful in your removal; And as you are now possessed of the whole of our

* Note 44. † Note 45.
Colonial Vessels, you will be so good to make use of One of them to send up your Dispatches as soon as they can be got ready for England; for altho' I have not yet asked Capt'n Woodriff when he will depart, yet I do not think it can be in less than Six Weeks at any event. I trust you will have landed at Hobart before that time is up, so as to give some account of the Prospect you have before you at that place.

I enclose a Copy of my Orders to the Commander of the Lady Nelson for your information.

Respecting a Settlement at King's Island, none has yet been formed otherways than by the Sealers and Whalers resorting there occasionally to procure their Oil and Skins, and in doing which they have been most unwarrantably molested by an American Ship named the Charles, of Boston. The Deposition that has been made on that head I send you.

I consulted with those concerned in Sealing and procuring Oil from the Sea-Elephant, to learn from them how far making a Settlement on King's Island, by sending a Serjeant's Guard and a few Convicts, would inconvenience the Fishery and Skinning. They observed that if the Island was to be inhabited, it would most effectually drive away the Elephants; and this appears to be so well founded and supported, that I would have you defer sending any one to that place for the present, for however great the advantage of having a Guard and People there, yet the loss of what makes it an object in a Commercial point of view, more than counterballances the convenience that might eventually be afforded by a Settlement being formed there.

I cannot but approve of your proceeding respecting the Con- victs who Absconded from your Settlement. I hope it will deter others from entering into similar extravagant excursions, which must always tend to their destruction—at least, so it has happened here; but, notwithstanding the many Examples that have been made, and certainty of some of those Deserters having met with the most horrible Deaths, they have not been deterred. By a Letter I have recently received from the Commandant at Hobart, it appears that a hardened Desperate Villain named Duce* has absconded with a small Boat, in which was himself and five others. Where they are going was, I believe, unknown to themselves when they set off. If their good fortune drives them towards you, I request that Duce may receive a most Exemplary Punishment, as this is the second overt attempt, besides many others in Contemplation. You may be assured that any of your fugitives that may reach this place shall be sent back to you again.

* Note 46.
I have spoken to Bloodworth again, who has declined going on account of his very large Family, and his Exertions here being necessary to maintain them, particularly now, as all the Servants are ordered to Government Labour. As an inducement to him, I offered to keep him on the Superintendents' List here by not replacing him (altho' I should feel much inconvenience by that measure), yet he perseveres in his wish not to go; and I am sure, when you consider his large Family, and being established here, you will applaud his motives. There is a Settler at Hobart named Clark. He was a discharged Soldier, is a very good Man, and the best Stonemason we had. I employed him a long time for Government, until Circumstances induced me to order him to return to his Duty in the Corps. He is, in my opinion, equal to Bloodworth, and I would recommend you to employ him. You will find it much more eligible, Expeditious, and Cheap to build with Stone than Brick, as we have found here from Experience.

The Two Bales missing have made their appearance, and shall be sent you by the first direct opportunity.

I have spoken to McGuire respecting his going to you. He argues like a reasonable man on the subject. He says he has his Family, and is very comfortable in the Superintendance of the Orphan's Farm; but says that if you will take him into the Marines he will thankfully join your Detachment, and for which purpose I will qualify him by a Conditional Emancipation.

I send this by a Sloop* going to King's Island; the Master has promised to deliver you this letter. It was my intention to have taken him up to go with you to Hobart; but as it will interfere with their private views, and requiring an indemnification for the Vessel if lost, I have made no other engagement with him than to deliver you this Letter, for which I will thank you to direct the Commissary to give him Thirty Empty Salt Meat Casks, taking his Receipt as a Remuneration for that Service.

After having stated my reasons for a Settlement not being made on King's Island, I think there is a necessity for a small Establishment being left at Port Phillip in the most Eligible situation, as well for the purpose of advising any Ships that may hereafter arrive, as for other Advantages that will attend that measure; perhaps a trusty Serjeant and Superintendant might be sufficient at present until further instructions are received from England on that head.

After your first Embarkation is disembarked again, I must request the Lady Nelson being sent here, as I suppose about that time the Calcutta will be returning to England, and I am very

* Note 47.
anxious that Mr. Bowen should return by that Ship that he may be in the way of that Promotion in the Navy that I conceive his exertions warrants him Expecting.

As I have not had time to consider My Lord Hobart's Letter to me respecting your Colony, together with your Instructions, it being necessary to advise you respecting Port Dalrymple as soon as possible, I shall defer entering into them at present, but shall do all I can to promote the object of your endeavours and request you will unreservedly communicate every Circumstance which may tend to that end.

I need not repeat the great necessity there is for using every dispatch with the Ocean on account of the Expence.

I have, &c,

PHILIP GIDLEY KING.

[Enclosures.]


[Copies of these enclosures are not available.]

LIEUTENANT-GOVERNOR COLLINS TO GOVERNOR KING.

(Despatch No. 5, per schooner Edwin.)

Sir, Ship Ocean, Port Phillip, 27th January, 1804.

The Master of the Edwin informing me that he may possibly arrive at Port Jackson sooner than I may have an Opportunity of communicating with Your Excellency by any other Channel, I avail myself of his offer of delivering this Letter, and have the Honor to inform you that the day after I received your Dispatch by the Nancy I was gratified with the arrival of the Lady Nelson, whose appearance I had for some time wholly despaired of.

I have already apprized Your Excellency of my intention of sending the Francis, Schooner, to examine Port Dalrymple; upon this Service I employed Mr. Collins, who returned therefrom in the Lady Nelson, having been obliged to direct the Master of the Francis to proceed to Port Jackson, that Vessel being represented by him to be in such a state as to preclude her proceeding on the service which I had directed her to perform. Upon this subject I shall, however, enter more fully in my next Letter to Your Excellency.

Mr. Collins’s Report (a Copy of which is enclosed) is upon the whole favorable to the Establishment of a Settlement at Port Dalrymple; but I had made my Election of the Derwent previous both to the Receipt of your Dispatches and Mr. Collins’ report;

* Note 48. † Note 49. ‡ Note 22.
the Motives which led to this I shall have the Honor of submitting to you by the Lady Nelson. I also enclose a Copy of the Report made me by Mr. Clark, the Superintendent, who I sent with Mr. Collins.

During the absence of Mr. Collins I had caused the proportion of Stores and Provisions which I designed to take with me to be embarked on board the Ocean, so that on the arrival of the Lady Nelson nothing remained to be done but the embarkation of the Military and Civil Officers of the Establishment, together with the Prisoners.

This being completed, I embarked myself Yesterday Evening on board of this Ship, and we have now only to wait for an Easterly wind to carry us out of the Harbour to the entrance of which, we are proceeding, and I hope in a short time to have the Honor of communicating my arrival and Establishment at the Derwent to Your Excellency.

The Lady Nelson has now on board the greater part of the Settlers, and I shall dismiss her immediately after their disembarkation in order to give Mr. Bowen and the other Gentlemen of the Establishment, who are to quit the Settlement, an opportunity of proceeding to England by the Calcutta, agreeable to Your Excellency's wish on that head.

I inclose a Return of the whole numbers Embarked with me from the Colony, and a Copy of the directions which I have left with Lieut. Sladden the Officer next in Command to myself.

I have, &c.,
DAVID COLLINS.

[Enclosure No. 1.]

REPORT of a Survey, made by Mr. William Collins, of the Harbour of Port Dalrymple, January, 1804.

[Enclosure No. 2.]

REMARKS on the Land etc. in the Harbour of Port Dalrymple by Thos. Clarke, Superintendent.

[Copies* of these two enclosures will be found in section A of the papers relating to settlement of northern Tasmania.]

[Enclosures Nos. 3 and 4.]

RETURN of persons† embarked for Derwent river.
ORDERS given to Lieutenant Sladden.

[Copies of these two papers are not available.]

* Note 50. † Note 51.
Sir,

Sydney, New South Wales, 4th Febly., 1804.

As I suppose you have been informed of the Francis being so bad as to oblige her Commander to return here, and the Gentlemen you sent to Survey Port Dalrymple having proceeded there in the Lady Nelson, I have now to inform you that the Francis, thro' Age and constant Service, is so bad, that it will be necessary to give her a thorough Repair, which will be much retarded for the present by the Assistance required for the Calcutta.

By the Nancy, Sloop, I informed you of the Calcutta's Arrival here on the 26th December. The Reports made to me of Port Dalrymple, with the Report you may have received from the Survey of the Officers you sent to that Place, I conceive may have determined you on going to Hobart, where, perhaps you may be now. And will have learned that the Commandant, Lt Bowen, left that place* the 9th January. He arrived here the 23rd January. His return was caused by some improper Conduct, in which a Soldier of the Detachment from the New South Wales Corps is implicated with the Prisoners in robbing the Stores, to explain which he deemed it expedient to leave the Settlement and come with the representation. As we have no other Vessel to send than the Integrity, just launched, and has been fitted in great haste, I have ordered him to return in her to the Derwent, calling in his way at Port Phillip, and have instructed him to give you every information respecting the Settlement he has formed, and to go with you to deliver up his Charge; After which you will direct the Integrity to return to this Port as soon as possible, that she may arrive with Lieut. Bowen before the Calcutta sails, which Captain Woodriff has limited to the 1st next Month; but perhaps he may detain the Ship a few days later.

Your being on the Spot and making enquiries will enable you to form a more decided opinion respecting the capability of the Derwent and the Land about it, as well as what may be found in its interior, than I can possibly do from the official Accounts I have received from thence. In forming Your Judgment and determination I shall be ready to give you every Assistance I can command.

I shall be very anxious to hear of your proceedings, And that you may be enabled to transmit some satisfactory information respecting your final Settlement. As I may not have an Opportunity of communicating with you again before it is time to Sow

* Note 52.
Wheat, I have directed 80 Bushels of the best Seed Wheat we have to be put on board the Integrity, and have also sent a Quantity of Bricks and Shingles, which will be found useful.

Mr. Bowen will inform you of such persons as he wishes to bring up as Evidence against the Soldier he brought here as a Prisoner, who I request you will send in the Integrity. Should it appear necessary to Mr. Bowen and L't Moore that the Serjeant should be sent, one is sent by the Integrity to replace him; otherwise the one now sent can come back.

Thomas Hayes, who came out a Settler in the Ocean and came here in the Calcutta, as well as Fletcher, the Stone Mason, with their Families, wish to return to you as Settlers. I have, therefore, given them permission to go in the Integrity for that purpose.

There appears to have been a mixture of the Bales designed for this Place and those intended for Port Phillip, which I have directed the Commissary to explain.

Mr. Wilson the Storekeeper at the Derwent's Conduct has been so very neglectful that I request that You will not omit informing him of his discharge, and send him back by the Integrity.

Observing by My Lord Hobart's Dispatches that Mr. Humphreys is to repair to this Settlement when he has been some little time at the place where you may fix, And as there is much desirable and perhaps valuable information to be gained here in his branch of Science, I have to request that when You and that Gentleman are of Opinion that his researches here may be attended with more probable Advantages than with You that he may be sent. Of the prospect he may have here of answering his Mission, he may gain much information from Doctor Brown.*

If you find it necessary to detain L't Moore† with his party, I should recommend You giving them the same allowance as is given to the Detachment of Royal Marines.

I have, &c.,

PHILIP GIDLEY KING.
that Officer acquainted with my opinion of Port Phillip and Sentiments respecting a speedy removal thence, being too urgent to admit of my waiting for the Departure of the Calcutta, I sent thither Mr. Collins, (who came out in the Ocean as a Settler) he very handsomely offering to undertake the Voyage and deliver my Letters to the Governor.

The Boat having been prepared under his immediate inspection, (her Crew consisting not of Seamen belonging to the King's Ship, but of Seven Convicts upon whom I hoped I could depend) he sailed upon this service, in which there certainly was much risk, on the 10th Novr., and in Seven days was followed by the Ocean, who was pursuing her Voyage to China. The Master of this Ship informing me, that if the Wind permitted he should pass near enough to Port Jackson to deliver a Letter, I gave into his charge a Duplicate of my Dispatches to Governor King.

The People who I had sent after the Deserters, mention'd in the latter part of my Letter No. 1, returned on the 16th Nov'r, with five of them, whom they reported to have met with at the distance of Sixty Miles from the Encampment.

Hitherto I had not caused my Commission as the Lieu't-Governor to be read,† reserving the publication of His Majesty's Pleasure therein until I should be permanently established in whatever place might be adopted for the Settlement which the Government of which I had been Honor'd. Determining to make a Public Example of these Delinquents, I thought it would add to the Solemnity which I wished should attend this act of Justice to cause the Commission to be read, and gave the orders necessary for the occasion.

According to these Orders all the Civil, Military, Settlers, and Prisoners were assembled on the following day, at Eleven O'Clock, on the Public Parade, when His Majesty's Commission, appointing me to be the Lieu't-Governor of a Settlement to be formed in Bass's Straits, was publicly read by the Chaplain, the Rev. Mr. Knopwood, at the conclusion of which the Detachment of Marines fired three Vollies. I then addressed the Convicts in general, and after pointing out the comforts which they enjoyed, and the ill use which they made of them, I called the five Prisoners forward who I caused to be punished with one Hundred Lashes each by the Drummers of my Detachment.

The apprehension of these People was followed in a few days by the voluntary return of three others, who had been longer absent, and whose appearance bore Testimony to the Hardships they had undergone. These I did not punish—indeed they immediately required Medical Treatment; and I thought their own Tale of their sufferings might operate more effectually to deter

* Note 26. † Note 42.
1804. 28 Feb.

While upon this subject I shall (though not in the regular Detail of the Transactions of the Settlement) report to your Lordship the subsequent Desertions that took Place among these People.

There was among the Prisoners who were received from the Hulks at Portsmouth, one George Lee, a young man of Education and abilities. He had been noticed in the Calcutta in consequence of these advantages, and on his landing I did not employ him at hard Labour, but permitted him to construct a small Hut, in which he resided. I was concerned to find that he abused the indulgence, and misapplied the leisure which I allowed him by endeavouring to create dissatisfaction among the Prisoners, and throwing some very illiberal reflections upon the Officers in General of the Settlement.

I thought it absolutely necessary to have this Man's conduct investigated, and for this Purpose requested the Rev'd Mr. Knopwood to make the proper Inquiry. The result of this was so unfavourable to Lee that I determined to disgrace him, and ordered him to be classed to a Gang; but he prevented me by withdrawing from the Settlement, taking with him another Prisoner and a Musquet, which he obtained by uttering a Falsehood from the People at my Garden. This Man was held in such Estimation by the Prisoners in general that they concluded he must be in Possession of some resources unknown to them to enable him to live independent of the public Stores, and I was informed that a large Party intended to join him.

Several Robberies having been committed in the Night preceding Christmas Day, and one of a very daring Nature in the Commissary's Tent, from whence a Gun had been stolen, I promised to procure from the Governor-in-Chief a Conditional Emancipation for any Prisoner who should bring forward and prosecute to Conviction any Person or Persons who had been guilty of these outrages. I also appointed a Night Watch, consisting of five Persons, which was afterwards improved into an armed and Voluntary Association of the Civil Officers of the Settlement, for the Protection of the Persons, Property, and Peace of the Colony.

The Reward that I had offered had the effect which I had rather hoped than expected. A Convict (since dead) came to me in a few days with Information that the Commissary's and other Tents had been robbed by two Convicts, one of whom had been

* Note 55.  † Note 56.
for some time in the woods; the other went off the Night he committed the Robbery. He also told me that five other Convicts had for some time planned an escape, which was to be executed that Night, and they were to join the two Men who had robbed the Commissary. I could immediately have apprehended these People and prevented their making the attempt, but I judged it more advisable to detect them in the Act, and for that purpose sent out some People armed in the course of the Day, with Orders to Post themselves at a Place which, according to my Informant, they must pass, and endeavour to secure them, but at all events to prevent their escape. I was moreover not certain that the Information which I had received was correct, but the Event proved that it was so.

At One O'Clock in the Morning, the Non-Commissioned Officer who I had sent out brought me word that two of the Party under his direction had fallen in with the Deserters, one of whom, not answering on being three times challenged, had been fired at and wounded, his Companions making their Escape, and leaving him on the Beach, about three miles from the camp. I immediately despatched one of the Surgeons with Dressings, a Cart, and every assistance which was necessary to bring him. This was accordingly executed, and though the wounded Man was immediately pronounced to be in extreme danger (a Slug having lodged in the abdomen), yet neither The Pain which he suffered, nor the expectation of approaching dissolution could induce him to utter One Syllable that would lead to a discovery of his associates, or of others then in the camp who might have assisted them in their Escape.

This happened on the 27th of December. Upon the 13th of the following Month, one of these Wretches surrendered himself at the Camp, having accompanied the others, according to his calculation, upwards of one hundred Miles round the extensive Harbour of Port Phillip. He brought in with him the Commissary's Fowling Piece, and stated that he had subsisted chiefly upon Gum and shell-fish. His Companions intended to proceed to the Mountains, which are to the Westward of Port Jackson, and having no reason, from the result of some researches which I caused to be made after them, to think they were in my Neighborhood, I forebore harassing the Military in any further fruitless pursuit of them.

Having requested Captain Woodriff (who had nothing on board the Calcutta belonging to the Settlement but the Gunpowder and Ordnance Stores) to delay his departure, until I should have had a Reply to my Letter* which I had sent by Mr. Collins, he acceded to my request, as well as to a requisition, which I made,

* Note 57.
60

1804.
28 Feb.
Marines landed
from H.M.S.
Calcutta.

Construction
of magazine.

1804.
23 Feb.

Voyage of
W. Collins
to Sydney.

Removal of
settlement
approved by
Governor
King.

Refusal of
D. Woodriff
to assist in
removal.

of a Non Commissioned Officer and Ten Privates being landed for the Duty of the Garrison, from the Detachment of Royal Marines belonging to his Ship. I have now the Honour to inclose Copies of the Letter, which I wrote to Captain Woodriff and his answer upon this Occasion.

While waiting for the Return of the Boat from Port Jackson, I employed some People in constructing a Magazine of Stone, cemented with Lime, capable of containing the ammunition that was on board the Calcutta, in case any circumstance should occur that might oblige me to land it.

I have now to acquaint your Lordship with the arrival of the Ocean Storeship from Port Jackson on the 12th of December. I learned that the Master of this Ship had fortunately met with Mr. Collins in the Boat, which I had sent to Sydney on the Eve of a heavy Gale of Wind, which he escaped by being taken into the Ship and, in her, finishing his Voyage to Port Jackson.

Governor King had anticipated my objections to Port Phillip, and coinciding with me in the Propriety of a removal pointed out two Places to my Election, Port Dalrymple, or a Settlement which had been commenced Under his direction in the Derwent River, in Van Dieman's Land. To enable me to judge of either, he pointed out the advantages and disadvantages of both. He seemed to incline to the former of these Places, if it should be ascertained upon an Examination of that Harbour, that there was at its Entrance a sufficient depth of Water for large Vessels, for which purposes he sent me down one of the Colonial Schooners, and in order to facilitate the removal of the Establishment, he informed me that he had hired the Ocean for four Months, in which Service she was to co-operate with His Majesty's Ship Calcutta. But I had the mortification to learn from Captain Woodriff, that he intended to proceed immediately to Port Jackson, as he did not think it advisable to risk the King's Ship in exploring a New Harbour.

I cannot but own that at the first Communication of this intention, I felt myself very much hurt, for I reflected that I should have to remove in one Ship the People, Stores, and Provisions, which had been sent out by Government in two, and consequently should have to divide the small Military Force which was under my Command, as it was not possible the Ocean could take us all at one time; Captain Woodriff's reasons were of such weight with him, that I did not oppose them, and immediately sat about the arduous undertaking which was before me. I have the Honour to inclose the Copy of a Letter which Captain Woodriff wrote me on the occasion, and of my reply. The Calcutta left me on the 18th of December.
I forthwith dispatched the Schooner having given her some Repairs which she much needed,—to the Examination of Port Dalrymple, sending in her Mr. Collins, who, from his knowledge as a Master in the Navy, was well qualified to judge of the fitness of the Port, Mr. Humphrey, the Mineralogist, (who volunteered his services on the occasion) and Mr. Clark, the Agricultural Superintendent, with proper Instructions and directions to touch at Kent's Group, in their way through the Straits, to look for His Majesty's Armed Tender Lady Nelson, which had been sent to me by Governor King, and had been for some time missing.

During the absence of Mr. Collins, I loaded the Store Ship, putting on board somewhat more than half the Provisions, and nearly all the Stores, to facilitate which I ran out a Jetty 380 feet from the Beach, which proved of essential Service.

On the 20th of January, one of the Colonial Vessels arrived with a Letter* from Governor King,—wherein he informed me that a Schooner had come in from Port Dalrymple, in the Entrance of which the Master stated to him to have found only three fathoms water in a very intricate and narrow channel, and that he had been impeded in procuring fresh Water by large bodies of hostile Natives. His Excellency therefore imagined that I would give up all idea of going thither, and proceed to establish myself at the Derwent.

But, previous to the Receipt of this Letter, I had determined to proceed to that Settlement upon the return of the Gentlemen I had sent thither. The motives which led to this resolution being fully detailed in a Letter to the Governor, I have taken the liberty of enclosing a Copy of it to your Lordship, as well as of a Copy of another Letter to the same Officer, which contains a minute Account of my Transactions, from my departure from Port Phillip, to my finally establishing myself at this Place, where I have every Hope that the Disappointments which have hitherto accompanied me will cease, and that the anxious wishes, which hitherto have been procrastinated, of carrying your Lordship's intentions into Execution respecting the formation of a Settlement in this Part of New Holland, will at length be completely realised.

I should not presume to refer your Lordship to Copies of my Letters to another Person for my Transactions under the authority of your Instructions, did I not hope that the Multiplicity of the Business which is at present upon my Hands, and the short time I can spare from attending them to write my Letters, will Plead my Excuse. I am extremely solicitous of dispatching this Information of the Place where I have fixed the Settlement to Port Jackson in time to save the Calcutta, which I entertain a Hope may have not yet sailed for England; should I therefore

* Note 57.
have omitted giving your Lordship Information on any Point
which I may hereafter regret not having sent, it must be
ascribed to the same Cause, and will I trust meet the same
Indulgence from your Lordship.

On the Day following the arrival of the Sloop with Governor
King's last Letter, I had the satisfaction of seeing the Lady
Nelson enter Port Phillip, having on board Mr. Collins and his
Companions, who happily for them had been directed by me to
touch as before mentioned at Kent's Group, to look for this
Vessel. I say happily for them, for Notwithstanding the repairs
which I had given the Schooner, (the Francis), she proved so
very leaky, that she was wholly unfit for proceeding on the
Service upon which I had sent her. Mr. Collins therefore very
prudently dismissed her to Port Jackson, and proceeded to the
Examination of Port Dalrymple in the Lady Nelson.

I have, &c,
DAVID COLLINS.

[Enclosure No. 1]

[A] LIEUTENANT-GOVERNOR COLLINS TO CAPTAIN WOODRIFF.

Sir,

Sullivan Bay, 1st Novr., 1803.

Understanding from you that it is your Intention to
proceed pursuant to your Orders to Port Jackson with His
Majesty's Ship under your Command, as soon as she shall have
delivered the Stores and Provisions, which she has on board for
the use of this Settlement, I feel myself called upon to request
you will delay your departure until I shall have had some com­
munication with the Governor in Chief of these Settlements.

Various reasons induce me to urge a compliance with this re­
quest, but particularly the advantage that I am convinced I must
derive from the appearance of a King's Ship in this Harbour.
The Stores and Provisions, which have been landed from the
Ocean, are of great value and of the utmost consequence to me.
You are not unacquainted with the weakness of my Military
Force to protect them, which I have found so insufficient as to
have been obliged to apply to you to land a Detachment from the
Marines, belonging to the Calcutta, to enable me to furnish the
Centinels necessary for that Purpose; and, as this Detachment
must reimburse before your departure, I should in that Case be
left with those Stores in a very unprotected state.

As I propose opening a Communication immediately with
Governor King, I shall request that a Reinforcement be sent
hither from the Troops doing duty in that Settlement, to replace
those belonging to the Calcutta, and therefore trust you will
coincide with me in thinking that His Majesty's Service will be considerably benefited by your remaining here with the Ship under your Command, until I can hear from thence.

I have, &c,

DAVID COLLINS.

[B] CAPTAIN WOODRIFF TO LIEUTENANT-GOVERNOR COLLINS.

Sir, Calcutta, Port Phillip, 2d Novr., 1803.

I have the Honour to acknowledge the Receipt of your Letter to me of Yesterday's date, requesting I will delay the departure of the Calcutta for Port Jackson, until you shall have had some communication with the Governor in Chief of these Settlements, Stating that various reasons induce you to urge my Compliance with your request.

My Orders from the Right Honourable The Lords Commissioners of the Admiralty of the United Kingdom of Great Britain and Ireland are to Land the Colony at Port Phillip and proceed to Port Jackson. But, convinced as I am of the insufficiency of your Military Force to protect His Majesty's Stores and to keep the Colony in proper Subjection, I trust their Lordships will coincide with me that my complying with your request must be conducive of general good to His Majesty's Service, so far as it relates to the Colony. I shall therefore delay my departure. I have according to your request of the 31st Ulto. sent a Detachment of One Non-Commissioned Officer and Ten Privates of the Royal Marines to strengthen our Military Force for the better Protection of the Stores, etc.

I have, &c,

DL. WOODRIFF.

[A] CAPTAIN WOODRIFF TO LIEUTENANT-GOVERNOR COLLINS.

Sir, Calcutta, Port Phillip, 14th Decr., 1803.

By the arrival of the Ship Ocean from Port Jackson, I have received a Letter from His Excellency Governor King, informing me of his having taken that Ship into His Majesty's Service for the purpose of removing the Colony under your Protection to some other Place on Van Dieman's Land, naming Port Dalrymple in Bass' Straits or Hobart Town on the River Derwent.

His Excellency also informs me that the Colonial Brig Lady Nelson and Edwin, hired Schooner, are on their way to this Place to assist in the removal of the Colony. Having complied with your requisition of the 1st November to remain with His Majesty's Ship at this Place, until you had received Instructions from the Governor in Chief, And, as you have now received the desired Information, I beg to inform you of my Intention of
1804. 28 Feb.

quitting this Place with His Majesty's Ship on Sunday next for Port Jackson. Any Commands or Dispatches, You may have to forward to His Excellency, I shall be proud to bear. The ammunition I have directed to be put on board the Ocean Transport.

I have, &c.,
Du. Woodriff.

[B] Lieutenant-Governor Collins to Captain Woodriff.

Camp, Sullivan Bay, Port Phillip,
15th Decr., 1803.

Sir,

I was favoured with your Letter of yesterday's date, announcing your Intention of Proceeding on Sunday next to Port Jackson; in reply to which, I can only express my regret that, by your departure, I am precluded the Benefit of the assistance and Counsel, which your stay would otherwise have afforded me in the troublesome business of removing the Settlement under my direction to some part in Van Dieman's Land. At the same time, I cannot but express my thanks for the Acquiescence with my request of remaining here, until I should have heard from the Governor in Chief.

I shall trouble you to cause to be delivered on your Arrival at Sydney the Box of Dispatches and Letters, addressed to the Governor, together with the Packet to the same address, which will be herewith sent on board the Calcutta.

For the Ammunition, which you sent on board the Ocean, the Commissary has given a Receipt.

The Detachment of Royal Marines from your ship, which has been doing Duty in this Garrison, have been reembark'd pursuant to your Requisition to that Purpose; and I beg leave to inclose for your Information a Printed Copy of the Order,* which I gave out on that Occasion.

I have, &c.,
David Collins.

[Enclosures Nos. 3 and 4.]

[These two letters† to Governor King were dated 27th January and 29th February, 1804.]

* Note 38. † Note 39.
GENERAL AND GARRISON ORDERS.

SECTION C.

GENERAL AND GARRISON ORDERS.* 1803.

(October)

The orders printed in italics are copied from the original order book in the Mitchell library, Sydney.)

The Commissary is directed to issue, until further orders, the following Ration weekly:

To Civil, Military, and Free Settlers:
7 Pounds of Beef, or
4 Ditto of Pork;
7 Ditto of Biscuit;
1 Ditto of Flour; and
6 Ounces of Sugar.

To Women, two-thirds, and Children above five years, half, and
Children under five years, one-fourth of the above Ration.

A Copper will be immediately erected for the convenience of cooking,
and persons appointed to dress the provisions, which are to be ready
every day at 12 o'clock.

Half a pint of Spirits is allowed to the Military daily.

GARRISON ORDERS.

A Guard, consisting of 1 Serjeant, 1 Corporal, and 12 Privates, will mount daily in front of the Marine Encampment. Officer for the duty of this day, First Lieut. Johnson; to-morrow, Second Lieut. Lord.

The Sentinels at the different Posts will be at all times vigilant and careful to preserve peace and good order. After the beating of the taptoo, they are not to allow any (the Night Watch, which will be hereafter appointed, excepted) to pass without the Countersign; all prisoners taken during the night are to be sent to the Quarter Guard. The Sentinels at the Landing Place will not suffer any Spiritous Liquor to be landed at, or near their Post, without a written Permit, signed by the LIEUTENANT GOVERNOR; and they are not to prevent any Military or Civil Officer, or Free Settler, from going into a Boat, or on board of Ships at anchor in the Harbour; but other persons, if employed by an Officer, are to produce a Pass, signed by the Officer, which is to be given to the Sentinel, and by him delivered to the Serjeant of the Guard. The greatest attention to be paid to this Order.

The Morning Parade will be at 9 o'clock; the evening, at sunset. Daily routine. The taptoo will beat at 9 o'clock; the orderly-drum every day at one.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 16 October, 1803.

GENERAL ORDERS.

The following Working Hours are established until further orders:—

From Sunrise in the Morning (at which time the Drum will beat) until Noon, excepting half an hour at eight; and from one O'Clock until Sunset: at which time the People, wherever employed will bring in their tools and deposit them, under the inspection of the Superintendents and Overseers, in such places as they shall point out.

SER. III. VOL. I—E  * Note 60.
1803.
October.

Orders re Duties of sentinels.

Adjutant and quartermaster.

General Orders.

The Settlers and Prisoners are not to make fires near the Encampment, but in such places as will be pointed out to them by Lieut. Johnson; the Tents being all pitched, an accident happening unto one it could not be replaced.

The Sentinels have orders to stop all Prisoners found out of their Tents after 9 o'Clock at night, and bring them to the Quarter Guard.

Mr. John Ingle is appointed Inspector of the Public Mechanics and Artificers, until further orders.

Conduct of marines.

Garrison Orders.

The Lieutenant Colonel, on taking the command of the Detachment of Royal Marines landed at Port Phillip, entertains a hope that they will all feel a just sense of the honourable situation in which they are placed; they have been selected by their Sovereign to compose the Garrison for the protection of this infant Colony; he trusts this will stimulate them to use their best exertions, and enable the Lieutenant Colonel to report to the Secretary of State that such trust has not been unworthily placed in them.

He hopes they all know, that obedience to orders, sobriety, and cleanliness, form the essential points in the Character of a good soldier; while he observes that these are attended to, he shall feel a pride in having them under his command, and shall hold it his duty, by every means in his power, to render their situation comfortable.

He is unwilling to mention the word Punishment, but it is necessary they should know his firm determination to have the strictest obedience paid to such orders as he may think proper to give, from time to time, for their regulation, and he trusts that, when at a future period this shall be joined by other Detachments of their brave Comrades, he shall be able with pleasure to hold up this small band as an example worthy their imitation.

The Officer of the Day will have the charge of the Guard; and, once during the night, he will go the visiting rounds.

A Patrole of a Corporal, and two Privates, will occasionally, between the relief of the Sentinels, go round the Encampment, and take up all persons that they may find after the taptoo has beat, and bring them to the Quarter Guard.

Limitation of fires.

Prisoners' hours.

Appointment of J. Ingle.

Patrol of camp.
GENERAL AND GARRISON ORDERS.

The Detachment off duty will parade for drill at 7 o’Clock every morning (Sundays excepted), if the weather will admit. The Civil and Military Officers wanting the Countersign may have it on application to Lieut. Sladden. The Quarter Guard to be augmented by three Privates to-morrow; the additional Sentinel is for the preservation of two Water Casks at the Watering Place, which are appropriated solely to the use of the Civil and Military Establishment.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 18 October, 1803.

GENERAL ORDERS.

The Commissary will not deliver any articles from the Public Stores, but between the hours of eight and nine in the Morning, and one and two in the Afternoon; nor is he on any account to issue any thing without a written Order signed by the LIEUTENANT GOVERNOR.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 19 October, 1803.

GARRISON ORDERS.

19th Octr., 1803.

2d Lt. Menzies of the Royal Marines will disembark to-morrow Morning from His Majesty’s Ship Calcutta, and join the Detachment. A Garrison Court Martial to assemble to-morrow Morning at 11 o’Clock at 1st Lt. Johnson’s Marquee for the Trial of such Prisoners as may be brought before it.

1st Lt. Johnson, President; 2d Lt. Menzies, 2d Lt. Lord, Members.

The Prisoners to be acquainted and the Evidences warned to attend.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 20 October, 1803.

GENERAL ORDERS.

This Bay, and the Harbour in general, being unfortunately full of voracious Sharks and Stingrays only, it is recommended to the Convicts not to go into the water without the utmost precaution; and they are positively prohibited from bathing in front of the Encampment.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 20 October, 1803.

GARRISON ORDERS.

20th Octr., 1803.

The Garrison Court Martial held this Day is dissolved, and 1st Lt. Menzies will re-embark on board His Majesty’s Ship Calcutta. The Sentence of the Garrison Court Martial held this Day will be put in Execution this Evening at Retreat beating.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 20 October, 1803.

GENERAL ORDERS.

A General Muster of all the Male Convicts will take place on Monday morning next, at 7 o’Clock. They will understand that no provisions will be issued to such as do not attend; and those who are absent will be punished.

The Commissary will issue Clothing to the Convicts as soon as a sufficient quantity is landed from the ships.

The Officers, and others, who have been allowed Convicts to attend on them, will immediately make a return thereof to the Commissary;
1803.

Orders re Divine service.

The Settlers and Convicts will assemble to-morrow morning, in front of the Marine Encampment, at 11 o’Clock, for the purpose of attending Divine Service,* to return thanks for our prosperous voyage and safe arrival in this Harbour.

The Convicts will attend as clean as their present situation will admit.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 22 October, 1803.

Garrison Orders.

22d Octr., 1803.

The Troop will beat at 10 in the Morning, at which Time the Guard will mount until further Orders.

The Detachment being divided into Parade Companies, 1st Lt. Johnson will take the Command of the 1st, and 2d Lt. Lord that of the 2d Parade Company.

Garrison After Orders.

The Detachment will parade to-morrow morning at 11 o’Clock in front of their own Encampment for the Purpose of attending Divine Service.

General Orders.

There being already on the ground a quantity of fuel sufficient for the use of every one here, it is positively ordered that no more timber be cut down in the neighbourhood of the Encampment, for any purpose, without the Lieutenant Governor’s consent previously obtained.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 23 October, 1803.

Garrison Orders.

23d Octr., 1803.

Serjt. Richard Sargent of the 1st Parade Company Having been found Guilty of the Crime, with which he stood charged before a Court Martial, was sentenced to be reduced to the Pay and Duty of a Private Centinel; but, some alleviating Circumstances having appeared in the Course of the Proceedings, and in the defence offered by the Prisoner, he was recommended by the Court to the clemency of the Commanding Officer, which recommendation he was pleased to confirm, and the Prisoner was restored to his former Situation.

A Review of arms and necessaries to-morrow morning after Troop beating.

Garrison Morning Orders.

25th Octr., 1803.

This being the anniversary of His Majesty's accession to the Throne, the Detachment will assemble in front of the Encampment at 12 o’Clock, and fire 3 Volleys in Honour of the Day, after which the Guards will mount at 2 o’Clock.

* Note 61.
GARRISON ORDERS.

26th Octr., 1803.

The presence of the Officer of the Day being at all times indispensably requisite in the Camp, he is not on any pretence to quit it without the knowledge of the Commanding Officer.

The comfort and appearance of the Military depending much upon their cleanliness, the Right Honourable The Lords Commissioners of the Admiralty were pleased to admit a certain number of Women to accompany their Husbands in the present expedition, for the purpose of contributing to that end by washing for the Detachment. The Commanding Officer, therefore, directs and appoints the following women to be so employed, and in the following manner, namely:

- The wife of William Bean, Pte., to wash for 15 Persons.
- The wife of George Carley, Pte., " " " 15 do.
- The wife of James Spooner " " " 14 do.

And as an ample supply of necessaries has been sent out with the Detachment, he will not admit of any excuse for their appearing in a dirty, unsoldierlike manner, discreditable to themselves and the Corps to which they belong.

The different Packages and Cases, in which the Marine Stores and Clothing are contained, are not on any account, when emptied, to be destroyed or converted to any other use without the approval of the Commanding Officer.

GENERAL ORDERS.

As it is evident that the care and propagation of Live Stock is of the greatest importance in an infant Settlement, the Lieutenant Governor hopes he need not suggest to any one the necessity of preserving what has been landed; but, that there may be acquired, as speedily as circumstances will allow, a stock competent in itself to supply the Settlement with animal food, he is under the necessity of directing, that no part of the Live Stock belonging to individuals, Sheep, Swine, Goats, or Poultry, be slaughtered or exported from the Settlement, until further orders, without his knowledge and approbation.

A return of Live Stock in the possession of individuals, of every description, to be delivered to the Commissary immediately.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 27 October, 1803.

GENERAL ORDERS.

28th Octr., 1803.

Serjt. James McCauley is to attend and assist the Adjutant at all Garrison duty, Parades and Drills until further orders.
1803.
October.

**Orders re Sale of clothing.**

**Notice.**

BLINKWORTH, a Settler, has permission to sell a few articles of Wearing Apparel, which he brought from England.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 29 October, 1803.

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**Garrison Orders.**

29th Octr., 1803.

**The Quarter Guard will not turn out more than once a Day to the Lt. Governor unless particularly ordered.**

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**General After Orders.**

THE Commissary will issue the undermentioned clothing to each Male Convict to-morrow morning, at 9 o'Clock, for which purpose they will all attend at the Provision Store at that hour, viz.:—

1. Jacket.
2. Waistcoat.
3. Pair of Duck Trousers.
4. Do. of Breeches.
5. 2 Check Shirts.
6. 1 Pair of Shoes.
7. 1 Hat.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 29 October, 1803.

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**General Orders.**

THE LIEUTENANT GOVERNOR thinks it necessary to inform the People that the Clothing, which was issued to them this morning, is to serve them for the ensuing six months, the article of Shoes excepted, and that, until the expiration of that time, no more will be issued to them on any account. It therefore becomes the duty of every man that regards his own comfort to take the utmost care of his clothing; and the Lieutenant Governor expects that they will be at all times ready to produce them, when he shall call on them for that purpose.

He has remarked that several of the Tents are much dirtied and blackened at the entrance; as others are clean, this must proceed from the filthiness of the persons themselves who live in them; he therefore gives this notice that the next Tent, which he finds in that state, will be instantly taken away, and sent to the Public Stores.

The Overseers will attend to this order, and see that no dirt or rubbish is left in the Streets of the Encampment.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 30 October, 1803.

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**Garrison Orders.**

30th Octr., 1803.

*A Garrison Court Martial will sit to-morrow Morning at Eleven o’Clock for the Trial of such Prisoners as may be brought before it. 1st Lt. Sladdon, President; 1st Lt. Johnson, 2d Lt. Lord, Members.*

The Prisoners to be acquainted and the Evidences warned to attend.

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**Garrison Orders.**

31st Octr., 1803.

*The Sentence of the Court Martial held this Day to be put in Execution to-morrow Morning at 7 o’Clock.*
GARRISON ORDERS.

1st Novr., 1803.

The Commanding Officer is obliged to direct that in future the allowance of Spirits shall be mixed with 3 Water and issued twice a day to the Detachment. The Officer of the Day will taste it when mixed.

The Quarter Master will continue to receive the allowance daily from the Commissary: but he will take it into his charge, and see that it is mixed, agreeable to the above Order, at the Marine Store Tent.

One Serjeant and Ten Privates will be landed this afternoon from His Majesty's Ship Calcutta for the Duty of this Garrison. The Quarter Master will give them directions which Tents they are to occupy.

GARRISON ORDERS.

2d Novr., 1803.

The Quarter Guard will consist in future of one Sergt., 1 Corpl., and 18 Privates and a Picquet of 3 Privates will mount every evening at Retreat beating until further orders.

When any of the Detachment is confined in the Quarter Guard the Quarter Master is not to issue the allowance of Spirits to the Prisoner while confined, but reserve it at the disposal of the Commanding Officer.

A Garrison Court Martial will sit to-morrow Morning at eleven o'Clock at the Marine Mess room for the Trial of such Prisoners as may be brought before it.

1st Lieut. Sladden, President; 2nd Lieut. Menzies, 2nd Lieut. Lord, Members. The Prisoners to be acquainted and the Evidences to attend.

GARRISON ORDERS.

3rd Novr., 1803.

A Written Crime, signed with the Name and rank of the Officer giving it in, is in future always to be sent with a Prisoner when ordered into Confinement.
The Sergt. of the Guard will insert in his report the arrival and departure of whatever Boat shall come to the Landing or other Place in this Bay after Sunset.

The Court Martial which sat this Morning is dissolved. The Proceedings will be read this Evening at retreat beating.

**GENERAL ORDERS.**

**Divine service.** Divine Service being to be performed to-morrow morning at 11 o'clock, the Convicts will attend at that hour. The Overseers will muster them, and see that they are decently dressed.

**Issue of rations.** Provisions will in future be issued twice a week, viz., on Tuesdays and Saturdays.

**DAVID COLLINS, Lieutenant-Governor.**

Sullivan Bay, Port Phillip, 5 Nov., 1803.

**GARRISON ORDERS.**

**Church parade.** The Detachment will Parade to-morrow Morning at Eleven o'Clock for the Purpose of attending Divine Service.

**GARRISON MORNING ORDERS.**

**Divine service abandoned.** On account of the unfavourable appearance of the Weather, the performance of Divine Service will not take place as ordered yesterday.

**GENERAL ORDERS.**

**Reward offered.** A FEMALE Goat, the property of Lieut. Dowers, of His Majesty's Ship Calcutta, having been wantonly kicked, and thereby killed, by some person or persons at present unknown, the Lieutenant Governor is hereby pleased to promise a reward of FIVE POUNDS to any person who shall come forward with such information as shall lead to a discovery of the offender or offenders herein.

**DAVID COLLINS, Lieutenant-Governor.**

Sullivan Bay, Port Phillip, 7 Nov., 1803.

**GARRISON ORDERS.**

**Countersign.** The different Centinels, wherever placed, are always to demand the Countersign of every Person approaching their Posts; and they are not to suffer any one whatsoever to pass them with any other word than the Countersign.

**NOTICE.**

MR. HARTLEY having submitted a list of articles which he has for sale, with their prices, to the Lieutenant Governor, he has given him licence to sell them, and has caused the list to be made public on the Order-board.

**DAVID COLLINS, Lieutenant-Governor.**

Sullivan Bay, Port Phillip, 8 Nov., 1803.

**GARRISON AFTER ORDERS.**

**Water casks for marines.** The two Casks at the Watering Place, which have been appropriated to the use of the Civil and Military Officers, being properly prepared...
GENERAL AND GARRISON ORDERS.

1803.

November.

Orders re

10th Nov., 1803.

The Quarter Drum will beat for the Retreat until further Orders in the Evening at half past 6 o’Clock.

GENERAL ORDERS.

If the weather permits, Divine Service will be performed to-morrow at 11 o’clock in the forenoon.

In consideration of the extreme heat of the weather, the LIEUT. GOVERNOR appoints the following as the hours of labour, until further orders.

From five in the morning (at which time the bell will ring) until eight o’clock.

From half past eight until twelve, and from two until seven in the evening.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 12 Nov., 1803.
1803.

November.

Orders re Church parade.

12th Novr., 1803.

The Detachment will assemble for the purpose of attending divine service to-morrow at Eleven o'Clock in the Forenoon; and the Guard will on Sundays mount at Nine o'Clock in the morning until further orders.

Garrison Orders.

13th Novr., 1803.

The Quarter Master will employ the Taylor belonging to the Detachment, and such others Taylors as the Commanding Officer may appoint, in altering the Cloathing that became due the 4th June last. The Suits are to be fitted to the Men, and made up according to the Pattern established by the Admiralty. Each Suit when finished is to be labelled and put into the care of the Quarter Master, until the whole are completed, when they will be issued.

This work will be put in hand on Monday.

A review of arms and necessaries to-morrow morning as usual, after which the Articles of War will be read.

Garrison Orders.

16th Novr., 1803.

The Tents of the Marine Encampment will be struck for an hour at a quarter past one o'Clock this Day, during which time they will be swept and cleaned. This regulation will take place in future on Wednesdays and Saturdays at the above Hour, if the Weather permits.

Garrison Orders.

17th Novr., 1803.

The Detachment will assemble to-morrow at Eleven o'Clock in the forenoon on the Parade, when His Majesty's Commission appointing the Lt. Governor of this Settlement will be read, after which the Detachment will fire three volleys.

Garrison Morning Orders.

16th Novr., 1803.

The Texts of the Marine Encampment will be struck for an hour at a quarter past one o'Clock this Day, during which time they will be swept and cleaned. This regulation will take place in future on Wednesdays and Saturdays at the above Hour, if the Weather permits.

AFTER Garrison Orders.

17th Novr., 1803.

The Detachment will assemble to-morrow at Eleven o'Clock in the forenoon on the Parade, when His Majesty's Commission appointing the Lt. Governor of this Settlement will be read, after which the Detachment will fire three volleys.

Garrison Morning Orders.

17th Novr., 1803.

The Troop will beat this morning at Eleven o'Clock and the Guard will mount at Two.
GENERAL AND GARRISON ORDERS.

GENERAL ORDERS.

1803. November.

The Surgeon will send a return to the Commissary, on the morning of each Provision Day, of the number and names of the Sick Convicts under Medical Treatment; for whose use he will issue the following Ration, which will be drawn by the Surgeon, and served out to them in such proportion as he shall direct:—

- 3\(\frac{1}{4}\) Pounds of Beef, or
- 2 Ditto of Pork.
- 7 Ditto of Biscuit.
- 1 Ditto of Flour.

DAVID COLLINS, Lieutenant-Governor.
Sullivan Bay, Port Phillip, 18 Nov., 1803.

GENERAL ORDERS.

DIVINE Service will be performed to-morrow, at 11 o'clock in the forenoon, and every Sunday that the weather may be sufficiently favourable. The Convicts are expected regularly to attend without any further orders.

DAVID COLLINS, Lieutenant-Governor.
Sullivan Bay, Port Phillip, 19 Nov., 1803.

GARRISON ORDERS.

19th Nov., 1803.

The Detachment will parade for Divine service to-morrow at Eleven Church parade o'clock in the Forenoon, and every Sunday that the Weather may be sufficiently favourable.

GARRISON ORDERS.

20th Nov., 1803.

A Review of arms and necessaries to-morrow at Troop-beating as Review of usual. A Garrison Court Martial will sit to-morrow Morning at Eleven Court martial o'clock at the Officers' Mess Room for the Trial of such Prisoners as may be brought before it.

- 1st Lieut. Sladden, President; 1st Lieut. Johnson, 2nd Lieut. Lord, Members.

The Prisoners to be acquainted, and the Evidences warned to attend. The duty of the day will until further orders be taken weekly. The Garrison duty. Officer of the week will attend at Morning and Evening Parades, and have the charge of the Guard, going the rounds, etc., as heretofore done by the Officer of the Day.

All the Officers will attend on Sundays, and at the review of arms and necessaries, and whenever the whole Detachment is assembled on any service, more particular than a common Parade.

Officer for the ensuing week, 2nd Lieut. Lord.

GENERAL ORDERS.

The Lieutenant Governor having received such information from Caution on the Commander of His Majesty's Ship Calcutta, as leads him to sup- pose that a large body of Natives are at no great distance from the Settlement and, as it is very doubtful what may be their motives for coming on this side of Arthur's Seat, he thinks it necessary to caution the Convicts, and other persons, against going in that direction any distance along the beach in search of fish in their leisure hours.

He hopes that the punishment, inflicted on Thursday last, on the five delinquents who had absconded, will have its weight with all those
who witnessed it. If any should still intend to quit the Settlement in the same manner, he will call to their observation the wretched appearance of Hangan, and his two associates who returned to their duty on Friday night; by whose account they will find that, when engaged in a perilous undertaking of that nature, they cannot even trust one another; these people all declaring that, while they were sent to procure water for the whole party, those who remained took that opportunity of absconding with the provisions which they had left in their care, perfectly indifferent as to what might prove their fate. Such treachery must excite the honest indignation of every well-disposed mind; and the Lieutenant Governor thinks that that alone should be sufficient to deter others from associating in so rash and hazardous an enterprise. If they imagine that Masters of Ships, on quitting this Port, will receive any persons on board without the Lieutenant Governor's licence, let them be undeceived by his assurance that the Owners and Masters of ships, sent out to this Country, are bound by their Charter Parties to Government in such heavy penalties, if known to take away one individual without a certificate that he has permission so to do, that it cannot be their interest to incur the forfeiture of them. He therefore hopes he shall not hear any more of absconding from the settlement.

Sullivan Bay, 21 Nov., 1803.

DAVID COLLINS, Lieutenant-Governor.

GARRISON ORDERS.

21st Nov., 1803.

The Commanding Officer is concerned to be under the necessity of establishing the following Drill for the Non-Commissioned Officers:

- On Wednesday from Six until Seven in the Morning.
- On Saturdays from two until three in the afternoon.

The Sentence of the Court Martial, which sat this Morning, will be put in Execution to-morrow morning at seven o'Clock.

The Court is dissolved.

GARRISON ORDERS.

23rd Nov., 1803.

The Commanding Officer is surprised to observe the unsteady appearance of the Men at the Evening Parade. This can only proceed from their determination to evade the regulations, which he adopted in the hope of preventing this unsoldierlike appearance that he complains of in them, and which if persisted in will compel him not to increase the quantity of Water, but to reduce the Quantity of Spirits, which is at present allowed them.

GARRISON ORDERS.

26th Nov., 1803.

The Detachment will Parade for divine service to-morrow at Eleven o'Clock in the forenoon.

GENERAL ORDERS.

A General muster of all the Convicts will be taken at 5 o'clock on Tuesday morning, the 29th inst. previous to the provisions being served; and, as some regulation of the several messes will take place, those who neglect attending at that time will not receive any provisions.
The permission given to the Sawyers, to work in their overtime for individuals, is withdrawn. November.

As the reeds, which are to be found in the vicinity of the settlement, may be wanted for public purposes, the Lieutenant Governor forbids their being taken by any one whatsoever, until the use for which they are wanted shall have been submitted to him.

Several pieces having been of late frequently discharged very near the camp, all firing of musquets, or arms (military duties excepted), is prohibited within a mile round the settlement.

David Collins, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 27 Nov., 1803.

Garrison Orders.

27th Nov., 1803.

A Review of Arms and necessaries to-morrow at Troop-beating.

Garrison Orders.

28th Nov., 1803.

A Garrison Court Martial will assemble to-morrow at Eleven o’Clock for the Trial of such Prisoners as may be brought before it.

1st Lieutenant Sladden, President; 1st Lieutenant Johnson, 2nd Lieutenant Lord, Members.

The Prisoners to be acquainted and Evidences warned to attend.

General Orders.

The Commissary will issue, at 10 o’clock to-morrow in the forenoon, one wooden bowl, platter, and spoon, to each of the Military and their wives, and to each Free Woman belonging to the Prisoners.

David Collins, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 29 Nov., 1803.

Garrison Orders.

29th Nov., 1803.

The Quarter Master will furnish the Commanding Officer with the Return of names of such Men of the Detachment, who have received Slops since their landing, with an account of the articles which may have been issued to each.

The Sentence of the Garrison Court martial held this day to be put in Execution to-morrow morning at Six o’Clock.

The Court is dissolved.

General Orders.

It having been mentioned to the Lieutenant Governor that many of the People, not adverting to the consequences, are daily bringing birds’ nests into the Encampment containing either eggs, or young and un­fledged birds, he thinks it necessary to prohibit a practice at once so cruel and destructive. Any person offending against this Order will be punished.

It appearing by the proceedings of a Court Martial, held yesterday, that two of the Convicts, and one of their wives, had purchased articles from a soldier belonging to the detachment of Royal Marines, the Lieutenant Governor informs them that they are not to have any dealings or transactions whatsoever with the Military, who have not
any thing of their own to dispose of; and assures them that he shall always conceive the purchasers of such articles as greater offenders than the sellers, and deal with them accordingly.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, 30 Nov., 1803.

GARRISON ORDERS. 30th Nov., 1803.

The Commanding Officer hopes that no one of the Detachment under his Command but such an unsoldierlike character as Thomas Hodgeman would be concerned in any dealings or transactions with the Convicts. They must perceive the bad consequences that ever must and will attend such disgraceful conduct, and of which he trusts none of them will ever be guilty.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, 1 December, 1803.

GENERAL ORDERS.

HIS MAJESTY having been graciously pleased to appoint the following persons to compose the Civil Establishment of this Settlement, they are to be observed as such accordingly, viz.:—

Lieut. Colonel DAVID COLLINS, to be LIEUTENANT GOVERNOR.
Rev. Robert Knopwood, to be Chaplain.
Capt. Benjamin Barbauld, to be Deputy Judge Advocate.
Mr. William I'Anson, to be Surgeon.
Mr. Matthew Bowden, to be First Assistant Surgeon.
Mr. William Hopley, to be Second Assistant Surgeon.
Mr. Leonard Fosbrook, to be Deputy Commissary.
Mr. George Prideaux Harris, to be Deputy Surveyor.
Mr. Adularius Wm. Hen. Humphrey, to be Mineralogist.
Mr. Thomas Clark, to be Superintendent.
Mr. William Patterson, to be Superintendent.

And the Second in Command to be the Officer immediately under Lieut. Colonel COLLINS, in the command of the Detachment of Royal Marines doing duty in this Garrison.
GENERAL AND GARRISON ORDERS.

All persons, who have received tools from the Public Stores, are forthwith to bring them to the Carpenter's Shop, for the purpose of their being marked, after which they will be returned to them; and whatever tools are found upon any one, not marked, after Saturday the 10th instant, will be seized and returned to the Commissary.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 2 Decem., 1803.

GENERAL ORDERS.

The Biscuit being nearly expended, the Commissary will, on Tuesday next, the 6th instant, issue the following weekly Ration until further orders, viz.:

To Civil, Military, and Free Settlers—
- 7 Pounds of Beef, or
- 4 Ditto of Pork.
- 6 Ditto of Flour.
- 6 Ounces of Sugar, and
- 1 Pint and a half of Pease.

The usual proportion of the above Ration to Women and Children.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, 3 December, 1803.

GARRISON ORDERS.

3rd Dec, 1803.

The Detachment will Parade at Eleven o'Clock to-morrow in the Church parade.

The Detachment will Parade at Eleven o'Clock for the purpose of attending divine service.

The Guard will in future mount on Sundays at Eight o'Clock in the Morning. The Troop will beat as usual at Ten, and the Church Drum at Eleven in the Forenoon.

GARRISON ORDERS.

4th Dec, 1803.

Such Tools as are in the Possession of the Detachment whether for Branding Public or Private use will be sent to-morrow to the Carpenter's Shop to be marked pursuant to the General Orders of the second Inst. The Quarter Master will see this done. Detail for duty and an inspection of arms and necessaries.

GARRISON ORDERS.

4th Dec, 1803.

The Provisions being issued on Tuesdays and Saturdays, the People will work on those days during the following hours, viz.:

On the Tuesdays, from five in the morning until eleven; and from two until sunset.

And on the Saturdays from five in the morning until eleven; from which hour they will not be employed for the Public again, until Monday morning.

The Lieutenant Governor, observing that not more than half the Convicts attended the performance of Divine Service last Sunday, thinks it necessary to inform them, that he expects the attendance of every one that is able to appear; and that, if they neglect this necessary duty, he shall direct the Commissary to put those, who shall absent themselves, upon two thirds allowance of provisions for one month.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 8 Decem., 1803.
Garrison Orders.

9th Dec., 1803.

One Sentinel being withdrawn, the Picquet will not mount again, until further orders.

Garrison Orders.

10th Dec., 1803.

The Quarter Master will not in future issue the daily allowance of Spirits to any of the Detachment, who may be under Medical treatment.

The Detachment will Parade at Eleven o’Clock to-morrow in the Forenoon for the purpose of attending Divine Service.

Garrison Orders.

11th Dec., 1803.

Detail for duty and an inspection of Arms and necessaries.

Garrison Orders.

12th Dec., 1803.

The Quarter Drum for the Retreat will beat at a Quarter before seven until further orders.

General Orders.

The Commander of His Majesty’s Ship Calcutta having signified to the Lieutenant Governor his intention of sailing for Port Jackson on Sunday next, the Detachment of Royal Marines, belonging to that Ship, at present doing duty in the Settlement, will be returned to her to-morrow.

The LIEUTENANT GOVERNOR feels a pleasure in declaring that, during the time they have been under his orders, they have conducted themselves in every respect like good soldiers; and he regrets that the present situation of public affairs will not admit of his making any requisition for their being annexed to the Detachment of the same Corps now on service in the Colony, which it was his intention to have done.

He is also much gratified in being able to mark with his approbation, and hold up as an example worthy the imitation of their fellow Prisoners,* the meritorious conduct of—

John Rawlinson, William Thomas,
Urias Allendar, James Price, and
Christopher Forsha, David Wakefield,

which, since their return from Port Jackson, has been reported to him by Mr. Collins who had the charge of the Boat in which they were employed. They may rest assured that he shall not lose sight of the service which, so creditably to themselves, they have performed.

DAVID COLLINS, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 14 Decem., 1803.

Garrison Orders.

14th Dec., 1803.

The Detachment of Royal Marines belonging to His Majesty’s Ship Calcutta will be ready to re-embark on board that Ship to-morrow.

The Morning Drill will until further orders commence at Six in the Morning and in the afternoon at ½ past one.

* Note 26.
GENERAL AND GARRISON ORDERS.

1803.

THE LIEUTENANT GOVERNOR is under the necessity of directing that the People, who are employed in the preparations which are carrying on for removing the Settlement, do continue to work to-morrow after receiving their provisions, and on Sunday. This extra labour shall be made up to them at a future time; and he hopes he shall not find himself disappointed in his expectations of their loading the Storeship with the same spirit and activity that they manifested when her cargo was delivered.

DAVID COLLINS, Lieutenant-Governor.
Sullivan Bay, Port Phillip, 16 Decern., 1803.

GARRISON ORDERS.

For Guard to-morrow 1 1 9
Picquet this evening 0 0 6

GARRISON ORDERS.

For Guard to-morrow 1 1 9
Picquet this evening 0 0 6

In consequence of the General After Order of Yesterday, the Detachment will not parade to-morrow for Divine Service.

GARRISON ORDERS.

A Review of arms and necessaries to-morrow morning as usual.

For the duty of the ensuing Week, 1st Lieut. Johnson.

GENERAL ORDERS.

THE Commissary will immediately make a return to the LIEUT. GOVERNOR of the number of all descriptions of people in the Colony, distinguishing them as Civil, Military, Free Settlers, Free Women and Prisoners, in order to enable him to make a distribution of them for the first embarkation in the Ocean transport for Van Dieman's Land.

The Master of that Ship having informed the LIEUT. GOVERNOR that he shall be able to receive the cargo on Friday morning, Mr. CLARK, the Superintendent, will select two able Gangs of fifteen men each, under the Overseers JOSEPH MEYERS and JOHN WHITEHEAD, who are to attend every day at the Store and at the Jetty and assist in removing the provisions, etc., to the boats.

The Commissary will make such preparations at the Store as will prevent any delay occurring in the removal of the various articles under his charge.

Mr. INGLE will attend at the Beach, and take the utmost care that none of the bale goods, dry provisions, or cases of tools and ironmongery, receive any damage by the water.

The Superintendent Patterson will attend and direct the Gang at the Store.

The Lieut. Governor expects to see the same regularity and order preserved in these Gangs that he noticed while the ships were unloading.
1803. December.

Orders re
Issue of raisins for Christmas.

All tools, in the possession of individuals, are to be forthwith sent to the Public Store, in order to their being packed up. The Commissary will issue to each person in the Settlement (women and children excepted, to whom he will serve only the usual proportion) one pound of Raisins on the Provision Day next before Christmas;—on which day Divine Service will be performed in the forenoon, if the weather permits.

David Collins, Lieutenant-Governor.

Sullivan Bay, Port Phillip, 21 Decem., 1803.

Garrison Orders.

21st Dec., 1803.

Marine stores to be prepared for embarkation.

The Quarter Master will take the necessary measures for having the Stores in his charge ready for Embarkation when called upon for that Purpose.

He will number or otherwise mark all the Marquees and Tents at present occupied by the Detachment, in order to their possessing the same again wherever they may be landed.

A public caution.

Sullivan Bay, Port Phillip, 23 Dec., 1803.

The Lieut. Governor, understanding that there are, at this moment, people who are desperate enough to entertain a resolution of quitting the Settlement, previous to the removal of the Establishment, hoping and expecting to find means of subsisting hereafter, thinks proper to publish the following account of an attempt to escape from Port Jackson, which was made by four prisoners who arrived there in His Majesty's ship Glatton, which he has extracted from a Newspaper* published at Sydney, by authority of the Governor, and which he hopes will have the effect of deterring any of the Prisoners under his direction from following so pernicious an example.

Fatal excursion.

Port Jackson, 26 June, 1803.

"The following melancholy Account has been given by one John Place, who now lies in a very weak state in Parramatta Hospital, of an attempt made by him and three of his fellow Prisoners to escape from this Colony.

"John Place declares that he, John Cox, William Knight, and John Phillips, all late of the Glatton (Prisoners), formed a resolution, on the road from Castlehill to Hawkesbury, to attempt their escape. They formed this determination in consequence of having heard some people say, on board the Glatton, and while at work at Castlehill, that they could get to China, by which means they would obtain their liberty again; and, being all married men, except one, they were very anxious to return to their families. On the 7th of May they left Cornwallis-place, resolving to pass the Mountains, and took with them only their week's ration, which they received on Saturday, and consumed on the Wednesday following; but after travelling for 17 days, in hopes of passing the Mountains, and despairing of accomplishing the object on which they set out, they resolved, if possible, to return. After they had eaten their provisions, they found nothing to subsist on but wild currants and sweet-tea leaves; and had been oppressed with hunger for twelve days. Before they set off to return, John Phillips left them
to gather some berries, and they saw him no more; they heard him call several times, but could render him no assistance they being so reduced by hunger, and conclude he perished. Being asked in what direction they went, Place says, that they travelled the whole of the seventeen days with the sun on their right shoulder, and found great difficulty in ascending the Mountains; and that they attempted to come back also by the direction of the sun. After travelling for upwards of twenty days, all (except Phillips) reached within five miles of Richmond-hill, when Wm. Knight, unable to proceed any farther, laid himself down, and must, Place says, have perished. On the same day Place and Cox made the river above Richmond-hill, and in attempting to cross the fall the current carried them down. One was carried to one side of the river, and the other to the opposite side, with difficulty pulling themselves ashore by the branches of the trees. Cox had only his shirt and shoes on. Place saw him lying on the bank, where, the night being extremely cold, he supposes he perished. Place also laid himself down, despairing of life, and was found on the day following by a man who, with some of the Natives, was in quest of kangaroos; he was then too weak to walk alone, but was led by the natives to the nearest hut, where he remained till night; in the morning he was taken to Hawkesbury, and from thence sent to the Hospital at Parramatta."

GARRISON ORDERS.

24th Dec, 1803.

The Detachment will Parade to-morrow at the usual hour to attend Church parade.

Divine Service.

GARRISON ORDERS.

25th Dec, 1803.

Review of Arms and necessaries to-morrow Morning as usual.

For the duty of the ensuing Week, 1st Lieut. Johnson.

A Garrison Court Martial will assemble to-morrow morning at Eleven o’Clock at the Mess Room for the Trial of such Prisoners as may be brought before it.

1st Lieut. Sladden, President; 1st Lieut. Johnson, 2nd Lieut. Lord, Members.

The Prisoners to be acquainted and Evidences warned to attend.

GENERAL ORDERS.

Sullivan Bay, Port Phillip, 26 December, 1803.

A DARING ROBBERY having been committed on Sunday morning in the Commissary’s Tent, and the Sick having been at the same time meanly plundered of their Provisions in their Tents, by some Person or Persons at present unknown, the LIEUT. GOVERNOR calls upon all the well-disposed Persons in the Settlement to aid and assist in bringing the Offender or Offenders to justice; and he is hereby pleased to promise to procure, from his Excellency the GOVERNOR in Chief, a CONDITIONAL EMANCIPATION for any Prisoner who shall bring forward, and prosecute to conviction, any person or persons who have been guilty of these outrages.

The LIEUT. GOVERNOR in the most positive manner forbids the Prisoners from going to the sea-shore after cray-fish between sunset and
1803.
December.
Orders re
Establishment
of night watch.
sunrise; and, as they will in future be regularly mustered during the night, any person, found absent from his Tent, will be severely punished, unless he can satisfactorily account for such absence.

The following Persons are established as a Night Watch and Patrole, until further orders. They will apprehend, and lodge in the Quarter Guard, all suspicious persons whom they may meet between the above-mentioned hours; the Principal of the Watch reporting, in the morning, his proceedings during the night to the Rev. Mr. Knopwood.

WILLIAM THOMAS STOCKER, Principal.
JOHN SCULLAR.
JAMES TAYLOR.
PATRICK M'CARTY.
JOHN HINDES.

It is recommended to the Prisoners to be careful in securing their Provisions from depredations during the night, as no loss, so occasioned, can in future be made good from the Store.

The Surgeon will furnish a return of the expenditure of Medicines and Hospital Stores, and of the actual number of persons who have been under medical treatment, from the Day of our landing to the 31st instant, both inclusive.

The Commissary will also make a return of the quantity of Provisions and Clothing issued by him within the above Period.

DAVID COLLINS, Lieutenant-Governor.

GARRISON ORDERS.

26th Dec., 1803.

The Persons of those, who are appointed as a Watch during night by the General Orders of this Day, being well known to the Sentinels, they will, on challenging them and being answered "Night Watch," not demand the Countersign, but let them pass on, being satisfied that they are the Persons so appointed; and the Sentinels and Guard will at all times give them such assistance as they may require for the apprehension of Offenders.

The Sentence of the Court Martial held this Day will be put in Execution to-morrow morning at 6 o'Clock.

DAVID COLLINS, Lieut.-Governor.

SULLIVAN BAY, PORT PHILLIP, 28th December, 1803.

The indulgence, which was granted to certain Convicts of erecting and residing in Huts without the Encampment, having been abused, the Lieut. Governor is under the necessity of directing their being pulled down, and the Owners thereof immediately classed to Tents.

The Commissary will issue the Provisions to the Prisoners (such persons only excepted as the Lieut. Governor may point out), daily until further orders; the serving hour to be at 7 o'clock in the Evening, when the People leave off work. This measure is adopted to prevent their being robbed, at any time, of a quantity of Provisions, of which they would feel the loss.

DAVID COLLINS, Lieut.-Governor.

GARRISON ORDERS.

The Quarter Master will give in a return, the 31st of this Month, of all Stores received by him from the Commissary for the use of the Detachment. The Return will specify the receipt, expenditure, and remains.

* Note 63.
A Garrison Court Martial will assemble To-morrow at eleven in the forenoon at the Mess Room, for the trial of such Prisoners as may be brought before it.

First Lieut. Sladden, President; First Lieut. Johnson, Second Lieut. Lord, Members.

The Prisoners to be acquainted, and the Evidences warned to attend.

The COMMANDING OFFICER is concerned to observe the shamefull conduct of several of the Soldiers of the Detachment.

Drunkenness is a crime that he never will pass over; and to prevent, as far as in him lies, their disgracing themselves and the Royal and Honourable Corps to which they belong, by incurring the censure of Courts Martial, he directs that in future their allowance of watered Spirits shall not be taken to their Tents, but drank at the place where it is mixed, in presence of the Officer of the Day. If this regulation should prove insufficient, he assures them that the first man, who is found guilty of drunkenness by a Court Martial, shall never again receive the allowance of Spirits.

For Guard To-morrow ............... 1 1 9
For Picquet this Evening ........... 0 0 9

David Collins, Lieut.-Col., R.M.

General and Garrison Orders.

The Quarter Master will immediately cause to be dug a Pit at a convenient distance from the Southernmost Tents of the Marine Line

to be used by the Detachment as a Privy and they are on no account to use any other.

Earth is to be thrown into it every Morning.

The Court Martial which sat this Morning will meet again to-morrow at Eleven o’Clock in the Forenoon.

The Sentence of the Court Martial, which sat this morning, will be put in Execution this Evening at Retreat beating.

The Garrison Court Martial is further adjourned until Eleven o’Clock to-morrow, when it will again assemble as before directed.

attending to the Orders, which are given by the Sentinels to each other, and the Sergeants of the Guard will occasionally visit and learn from the Sentinels what orders they have received.

The Lieut. Governor is under the necessity of directing that the Labour on business of loading the Ocean be not suspended, until that is completed; the People will, therefore, work the remainder of this day, and Sunday.

It has never been his wish to make that day any other than a day of devotion and rest; but circumstances compel him at present to employ it in labour. In this labour the whole are concerned, since the sooner we are enabled to leave this unpromising and unproductive Country, the sooner shall we be able to reap the advantages, and enjoy the comforts of a more fertile spot; and, as the winter season will soon not be very far distant, there will not be too much time before us
1803.
December.

Orders re
Issue of shoes.

wherein to erect more comfortable dwellings for every one than the thin canvas coverings which we are now under, and which are every day growing worse.

Several people applying to him daily for shoes, he informs them that, on the arrival of the whole at the New Settlement, shoes shall be served out to all those who have not lately been supplied with new ones; and advises them to take care of those they have now got, not wearing them until they are past mending which some of them have done.

He cannot but pity the delusion which some of the Prisoners labour under, in thinking that they can exist when deprived of the assistance of government. Their madness will be manifest to themselves, when they shall feel, too late, their own ruin. After those who have absconded, he shall make no further search, certain that they must soon return, or perish by famine.

DAVID COLLINS, Lieut.-Governor.

GARRISON ORDERS.
31st Dec., 1803.

The Detachment will not Parade for Divine Service to-morrow. They will not on that or any other Day absent themselves from the Camp without Permission of the Officers of their Companies. The Court Martial which sat this Day is dissolved.

BY HIS HONOR DAVID COLLINS, ESQUIRE, LIEUTENANT GOVERNOR of a SETTLEMENT, or SETTLEMENTS, to be formed in BASS'S STRAITS, NEW SOUTH WALES.

A PLAN of an ASSOCIATION of the CIVIL OFFICERS of the Settlement, having been submitted by them to the LIEUT. GOVERNOR, he is pleased to approve thereof, and to authorise them, which he hereby does, to carry the same into effect.

The most probable means of this Association rendering a Service to the Settlement is principally by forming a Night Watch, to patrol from the beating of the Taptoo to that of the Reveille; during which Time they will search such places as may be deemed necessary for the Discovery of any Felony, Trespass, or Misdemeanour, and for the apprehending and securing for Examination any Person or Persons who may appear to them concerned therein, either by entrance into any Hut or Dwelling, or by such other means as circumstances may render expedient.

Cognizance is to be taken during the Day, as well as by Night, of such Convicts as may sell or barter their Clothing or Provisions, as well as of such as gamble for either of the above articles or Money; and, upon Detection, instantly place them in Confinement.

Upon receiving any information of a Robbery having been committed during the Night, they will use the most effectual means to trace out the Offender or Offenders, so that he or they may be brought to Justice.

One of the Members of the Association will, at the Morning Parade, report the occurrences of the Night to the Lieut. Governor, to whom they may have access at all hours.

When challenged by a Sentinel, the Officers on duty will give the Countersign, which shall be sent to them, for that purpose, at Sunset.

The Persons, who are joined with them in this duty, will, when challenged, answer "Night Watch," and, advancing to the Sentinel, make themselves known as such. To prevent mistakes, their Names will be left with the Guard.
GENERAL AND GARRISON ORDERS.

As the Military are to give them every assistance they may require, so they will be cautious not to interfere with them in the discharge of their duty.

Two of the undermentioned Gentlemen will meet each Night, taking with them four of the Persons named hereafter, and they will patrol at such hours as may be best calculated not to interfere with the Military Rounds or Patroles.

A Tent will be pitched for their accommodation in the rear of the Guard Tent; and the front of this Tent is to be considered as their Alarm Post, where all the Members of this Association will assemble and wait for Orders, when the drum shall beat to arms.

The Gentlemen will each be provided with a brace of Pistols and suitable ammunition. The other Persons will each be furnished with a short Staff.

This Association is to take place on Monday the 2nd of January, 1804.

Officers of the Association, and Principals of the Night Watch:—
Rev. Mr. Knopwood. Mr. Harris.
Mr. I'Anson. Mr. Fosbrook.
Mr. Bowden. Mr. Hopley.
Mr. Humphrey.

Subordinates of the Night Watch:—
Mr. John Ingle. Matthew Power.
Wm. Thomas Stocker. James Groves.
Andrew Whitehead. Francis Shipman.
Patrick M'Carty. Sanders Van Strutten.
John Crules.

Given under my Hand, at HEAD QUARTERS, SULLIVAN BAY, PORT PHILLIP, this 1st Day of January, 1804.

DAVID COLLINS, Lieut.-Governor.

GARRISON ORDERS.

1st January, 1804.

The Troop will beat to-morrow at 9 o’Clock, at which Time the Mounting Guard will mount.

The Sentence of the Court Martial, which sat Yesterday, will be put in Execution to-morrow morning at 7 o’Clock.

A Review of arms and necessaries to-morrow at Troop beating, after which the Articles of War will be read.

A Garrison Court Martial will assemble at the Mess room for the Court martial. Trial of such Prisoners as may be brought before it at Eleven o’Clock in the Forenoon.

1st Lieut. Sladden, President; 1st Lieut. Johnson, 2nd Lieut. Lord, Members.
The Prisoners to be acquainted and Evidences warned to attend.

GARRISON ORDERS.

2nd Jan., 1804.

The Garrison Court Martial which sat this Day is dissolved.
The Sentence of the Garrison Court Martial, which sat this day, will be put in Execution at 7 o’Clock to-morrow Morning.
HISTORICAL RECORDS OF AUSTRALIA.

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GENERAL ORDERS.

Sullivan Bay, Port Phillip, 3 January, 1804.
Parole—Bristol.

GARRISON ORDERS.

THE COMMANDING OFFICER is willing to believe that the unsoldierlike
behaviour of the Prisoners, Reay and Andrews, will never be imitated
by any of the Detachment. He feels it necessary to point out to them
that it is the Duty of all good Soldiers to discountenance such a pro­
ceeding, and report it to their Officers; as concealing it may be
attended with consequences very fatal to themselves, as well as highly
injurious to the service of their Sovereign, to whom every man has
sworn and owes allegiance.

DAVID COLLINS, Lieut.-Governor.

GENERAL ORDERS.

Sullivan Bay, Port Phillip, 5 Jany., 1804.

SOME danger having been apprehended from the Fires, which have
lately been in the vicinity of the Encampment, the LIEUT. GOVERNOR
directs the Settlers and others, who have cooking places in the rear
thereof, to extinguish their fires at 9 o'Clock at Night; and, as these
places will be visited after that hour, any person who may be found
acting contrary to this Order will be reported in the Morning.

GARRISON ORDERS.

THE Officer of the Week will daily visit the Tents at the hour at which
the Men dine and inspect the state of the Provisions and the mode of
cooking; observing at the same time, that such an economy is used by
them as to ensure a proper proportion of the ration for each day.

DAVID COLLINS, Lieut.-Governor.

GARRISON ORDERS.

8th January, 1804.

The arms and necessaries of the Detachment will be inspected to­
morrow at Troop beating.

As the Commanding Officer proposes that half of the Detachment
shall proceed with the first embarkation for the New Settlement, the
Quarter Master will immediately send half of the Stores under his
charge on board the Ocean.

GARRISON ORDERS.

Sullivan Bay, Port Phillip, 10 January, 1804.
Parole—Norfolk.

GARRISON ORDERS.

The Arms belonging to the Detachment being frequently in want of
repair, which can alone proceed from the carelessness of the Men, the
Commanding Officer forbids their being taken to pieces for the purpose
of cleaning, but by the consent of the Officer under whose inspection
they are placed, and in the presence of a Non-commissioned Officer, who
will take care that no part of the Arms is unnecessarily removed.
These are to be kept at all times ready for service; and, as he is
GENERAL AND GARRISON ORDERS.

January.

orders re "

1804.

orders re" 
appearance of marines on parade.

certain that if this Order is strictly attended to, the Arms will not be in want of such frequent repairs, he shall in future direct Stoppages to be made for the repair of such as shall appear to him to have been damaged through carelessness; nor are they, upon any account, to be taken out or used but upon duty.

He is concerned to observe that some of the Non-commissioned Officers are so extremely inattentive to their duty, as to bring the Men to the Parade in a slovenly and unsoldierlike state. It is their peculiar duty to inspect the Men on the beating of the Quarter Drum and to report them to the Officer of the Company, when they may find their appearance to be unmilitary. He should feel much regret at bringing a Non-commissioned Officer to a Court Martial, but as the service cannot be carried on without they attend to their duty, so shall he feel it his to have only good and attentive Men in that very useful class of Soldiers.

It is again ordered that none of the Detachment off duty quit the Camp without having first obtained leave from the Officer of the Company to which they are classed.

DAVID COLLINS, Lieut.-Colonel, R.M.

PORT ORDERS.

BY His Honor David Collins, Esquire, Lieutenant Governor of a Settlement, or Settlements, to be formed in Bass's Straits, New South Wales.

First.—No person but the Pilot, or Officer authorized by the LIEUT. GOVERNOR, is to board any ship or vessel arriving in this Port.

Second.—A Guard will generally be sent on board to prevent any articles being landed, until permission is given. The Guard is to be as comfortably lodged as circumstances will allow of, and not to be interrupted or insulted in their duty.

Third.—When the Ship is secured, the Commander is to produce a manifest of his cargo, specifying the different articles in the Vessel for sale. He is then to give a Bond of security, in the penalty of two hundred pounds sterling, not to open the Vessel's hatches for the sale of any article whatever, until a general Permit is given for that purpose; and not to send from the Ship, any Spirits, Wine, Beer or other strong drink, after that general permission is given, without a written Permit, signed by the LIEUT. GOVERNOR, specifying the quantities, with the name of each purchaser; and not to send from the Vessel, or to sell, any Arms or Ammunition to any person, without the LIEUT. GOVERNOR's permission as above, on the pain of the Bond being forfeited.

Fourth.—It being of the utmost importance, that none of the Convicts are carried from the Settlement, and that every precaution is taken to prevent their secreting themselves on board of Ships lying in this harbour, it is hereby ordered and directed, That no Convict, either male or female, be ever received on board of any Ship, or into any boat belonging to such Ship, unless permission has been obtained for that purpose from the Lieut. Governor.

Fifth.—No person is on any account to purchase any article whatsoever, whether Provisions, Bedding, Clothing or Tools, from a Convict, or from any of the Military, all such articles being the property of the Crown both before and after their being issued from the Public Stores. Any person or persons acting in disobedience to this order will be subject to a criminal prosecution.
Sixth.—Ships, not commanded by King’s Officers, are never to send their boats on shore at any other place but the Public Landing Place, nor give their people leave to go into the Country, without having first obtained permission from the Lieut. Governor.

Seventh.—No boat is to come, or to go from the Landing Place after the Taptoo has beat, upon any account, without the knowledge of the Lieut. Governor, or, in case of his absence, the knowledge of the Officer second in command.

Eighth.—No kind of Spirits are ever to be given, or sold, to any Convict. And none are to be landed for any person without a permit, which will be given on application being made to the Lieut. Governor, and the quantity approved of by him. All Spirits landed without a permit will be seized.

Ninth.—The taking spears, fishgigs, gum, or any other articles from the Natives, or out of their huts, or from the beach, where it is their custom to leave those articles, will be punished as a robbery; and if any of the Natives are wantonly or inconsiderately killed or wounded, or if any violence is offered to a woman, the offender will be tried for his life.

Tenth.—Ships, not King’s Ships, wanting wood, will on application have a place for their wooding pointed out to them.

Eleventh.—His Majesty’s Ships will wood in any part of the Harbour they may find most convenient, the ground immediately in the vicinity of the Settlement excepted.

Twelfth.—No boats are to be sent from the Ships to any part of this Harbour, either to haul the seine, or for any other purpose, without a petty officer and arms in the boat; and particular orders are to be given that the boat is never suffered to ground, or the arms to be landed, two or more people always remaining in the boat for the protection of those who are hauling the seine, or otherwise employed on the beach.

Thirteenth.—Persons dying on board are to be buried on shore; and no stone, gravel, ballast, or iron hoops are to be thrown overboard below high-water mark, on the penalty of five pounds sterling for each offence, which will be levied by a Magistrate.

Fourteenth.—The Master of any Ship, who takes a Convict from this Settlement, whose sentence of transportation is unexpired, will be prosecuted for such offence. And if after leaving this Port, any Convict should be found on board the Ship, the Master is hereby enjoined and directed to deliver up such Convict to the Governor, or Commanding Officer, at the first post he shall touch at, whether English or foreign, as a prisoner who has absconded from this Settlement.

Given under my Hand, at Head Quarters, Sullivan Bay, Port Phillip, this 12th Day of January, 1804.

DAVID COLLINS, Lt.-Governor.

GARRISON ORDERS.

Clothing of marines.

Firing practice.

12th January, 1804.

The Quarter Master will complete the Detachm’t with Leggins, and will take care that the whole of the New Clothing is completed by the 18th inst.

The Adjutant will practice the Men at firing with Powder on Monday and Tuesday next, for which Purpose the Quarter Master will prepare a dozen rounds of blank Cartridges for each Man.
GENERAL AND GARRISON ORDERS.

GARRISON ORDERS.

14th Jan., 1804.

The Detachment will not Parade for Divine Service to-morrow.

GARRISON ORDERS.

15th Jan., 1804.

The Detachment off Duty will Parade for Drill at 6 o’Clock to-morrow Morning if the Weather is fair. The Officers will attend. The arms and necessaries will be inspected at Troop beating.

GARRISON ORDERS.

17th Jan., 1804.

The Detachment will Parade at half past Eleven in the Forenoon Anniversary to-morrow, and at Twelve o’Clock fire three Tollies, it being the Anniversary of the Day upon which Her Majesty’s Birth is kept. The Quarter Master will issue the new Clothing to the Detachment, who will wear it to-morrow.

GENERAL ORDERS.

SULLIVAN BAY, PORT PHILLIP, 20 January, 1804.

THE LIEUT. GOVERNOR hopes the return of Daniel M’AUenan will have convinced the Prisoners of the misery that must ever attend those who are mad enough to abscond from the Settlement. To warn them from making any attempt of a similar nature, they are informed that, although this man left his companions on the fifth day after their departure hence, they all began to feel the effects of their imprudence; and more of them would have returned, had they not dreaded the punishment which they were conscious they deserved. Their provisions were nearly expended, and they had no resources. They lived in constant dread of the Natives, by whose hands, it is more than probable, they have by this time perished; or, if this should not have happened, how is it possible that strong, hearty men, who were always able to consume even more than the liberal allowance of provisions, which is issued to them, can exist in a Country, which no where affords a supply to the traveller.

The LIEUT. GOVERNOR can by no means account for this strange desertion of the people. Were they ill treated, scantily fed, badly clothed, or wrought beyond their ability, he should attribute it to those causes; but as the reverse is the case, he is at a loss to discover the motive.

He thinks it necessary to advise them, not to harbour, or supply with their provisions any people who may quit the Settlement, as it is his fixed determination to punish them with greater severity than he would the infatuated wretches themselves.

He is concerned that the several Prisoners who are now absent must be left to perish, as, by M’AUenan’s account, they are beyond the reach of any effort he might make to recal them to their duty. Divine Service will be performed on Sunday next, if the weather permits.

DAVID COLLINS, Lieut.-Governor.

GENERAL ORDERS.

Sullivan Bay, Port Phillip, 21 January, 1804.

MR. WILLIAM NICHOLLS is appointed Superintendent of Convicts, and is to be observed as such; he will take upon him the direction of the Carpenters belonging to the Colony.
Samuel Gunn will direct the Department of Shipwrights; and John Fell will assist the Storekeeper in the issue of Stores and Provisions.

Lieut. Sladden, the Rev. Mr. Knopwood and G. P. Harris, Esqr., will meet* on Monday morning, at 11 o’Clock, at the Mess Room, to hear and determine such complaints as the Lieut. Governor shall cause to be laid before them for that purpose.

The Rev. Mr. Knopwood, Mr. Bowden, Assistant Surgeon, G. P. Harris, Esqr., Surveyor, and A. W. H. Humphrey, Mineralogist, will hold themselves in readiness to embark on board the Ocean, Store Ship, with the Lieut. Governor.

Marines to embark.

A DETACHMENT, consisting of 1 Subaltern, 1 Serjeant, 2 Corporals, 1 Drummer, and 20 Privates, will hold themselves in readiness to embark on board the Ocean, Store Ship.

Officer for this duty, Second Lieut. Lord. S. C. P.

For Guard To-morrow .................... 1 1 8
For Picquet this Evening .................... 0 0 9

DAVID COLLINS, Lieut.-Governor.

An Inspection of arms and necessaries to-morrow morning as usual.

In future when any Materials for repairing or making Shoes for the Prisoners are issued by the Commissary, the Shoes so made, or repaired, are to be brought to the Store, where they will be delivered by the Storekeeper to the Persons for whom they are designed.

This Regulation is to be invariably observed.

THE Detachment of Royal Marines, which have been ordered to hold themselves in readiness for embarkation, will embark, at the Jetty, to-morrow after Guard-mounting, on board the Ocean. Boats will be ready to receive them and their baggage.

The COMMANDING OFFICER hoping that the punishment already inflicted on the prisoners, James Rea and Robert Andrews, will deter them from such unsoldier-like conduct in future, is pleased to remit the remainder of the punishment which they were sentenced to receive, and directs them to be released, and return to their duty.

He trusts that this lenity will be accepted by them as it ought; and, that when he shall be joined by that part of the Detachment which he is constrained to leave behind him, he shall receive such a report of their conduct from Lieut. Sladden, as will enable him to meet them with satisfaction.

DAVID COLLINS, Lieut.-Governor.

W. Sladden to command at Port Phillip.

THE Lieut. Governor proceeding to Van Dieman’s Land with the first Embarkation, the direction of the remaining part of the Civil and
GENERAL AND Garrison Orders.

Military Establishment is left with the Officer next in Command, First Lieut. William Stadden,* of the Royal Marines, who is to be observed as such.

DAVID COLLINS,
Lieut.-Governor, and Lieut.-Colonel, R.M.

GENERAL ORDERS.
Ship Ocean, Port Phillip, 27 Jan., 1804.

The whole number of Prisoners embarked in the Ocean (the Officers' servants excepted) will be distributed into three divisions, one of which will be upon deck at a time, in the same manner as seamen are divided into watches, and for the same period of time.

The several Overseers who are with the people will see that the watches are regularly relieved; and the watch or division upon deck, during either the day or night must not, upon any account, go below until relieved.

They will at all times give such assistance towards carrying on the duty of the ship as may be required of them by Capt. Mertho, or his Officers.

The division which is upon deck during the morning watch will wash and clean themselves upon the forecastle; and as these several regulations are calculated for their health and convenience, the Governor expects a due observance of them.

The three men who are on board, late belonging to the 25th Foot, will be classed one to each watch, and will perform the same duty which they were entrusted with at Sullivan Bay.

DAVID COLLINS, Lieut.-Governor.

PAROLES AND COUNTERSIGNS.

In the order book,† kept by lieutenant-governor Collins, the parole and countersign for each day were entered. They were as follows:

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<thead>
<tr>
<th>Date</th>
<th>Parole</th>
<th>Countersign</th>
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<td>16</td>
<td>Sullivan</td>
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<td>17</td>
<td>Calcutta</td>
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<td>18</td>
<td>Port Jackson</td>
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* Note 65.  † Note 66.
A JOURNAL OF THE PROCEEDINGS ON BOARD HIS MAJESTY'S SHIP CALCUTTA,*

Between the 9th day of October, 1803, and the 18th day of December, 1803,

By D. Woodriff, Captain.

Sunday 9th October.—Winds Vb. Latt. in 38° 18 S. Bearings etc. at Noon. At Single Anchor in Port Phillip.

P.M. Fresh Br's and Squally; Split fore top G't S'ls and Jib clewd top G't S'ls up and handed them. Down Jib and t'd Ship to N.N.E. At 2.30, Split Maintops'l, clewd Sail up, Unbent it, and bent another. Heavy squalls, close reef'd tops'l's and handed them. At 5 reef'd courses and handed mains'l. Strong Gales and sq'y. Down top G't y'ds. Set Storm Stays'l's and reef'd fores'l. At 7.30 Sounded Xo Gr'd 45 fm. Strong Gales and squally with a confused Sea. At 10 Sounded 39 fm. up for's'l. At 12 Sounded 40 fm. Carr'd away Larb'd Tiller Rope. At 12.30 Set the forestays'l. A.M. More Mod'te. Set the reef'd fores'l. Sounded 40 fm. coarse Brown Sand. At 3 set foretopm't Stays'l. At 4 a heavy squall with Rain. At 5 saw the L'd ab't Port Philip bear'g N. by E. Empl'd clearg' for Anchor'g. At 8 set tops'l's and Made St. At 9 standing in for what appeard to be the Entrance of Port Phillip. Got Sounded fm 17 to 10 fm. At 9.30 entered the harbor and at 10 came too with the best bower in 6 fm. Water; found the Ocean at Anchor, hav'g arr'd on Friday last. Sent the Jolly Boat in shore to sound. At Noon Light Br's and Small Rain. Must'd by Div'n.

Monday 10th.—Winds W. b. S., S.S.W., South, S. b. E. Bearings etc., Moord at Port Phillip.

P.M. The first part of these 24 hours fresh Br's and tolerably clear. Empl'd clearg' away the Booms. Got out all the Boats. At 4 wore

\* Note 66.
away upon the Flood Tide and moored ship a cable each way, the
Small Bower to the Westward. Proceeded ashore abreast of ship,
Attended by Govr. Collins and 1st Lieut., to examine the Land and
find fresh water. The Land appeared most composed of sand and no
Symptoms of fresh water. At midnight strong gales with squalls
and rain from S.S.W. A.M. bent the sheet cable. At 7 proceeded,
Attended by the Govr. and Lieut. Houston, to examine the water’s place
and a convenient situation to establish the intended colony. Sent 6
punchoons on shore and sunk them in the ground to fill with water
as wells. Empl’d clearing and cleaning decks and other requisite duties.
Carp’r fitting the launch.

Tuesday 11th.—Winds Vbte. S.S.E. Bearings, etc. Moored at Port
Phillip. The 1st part of these 24 hours moderate brs and cloudy with rain at
Intervals. P.M. sent the spare boats on shore to be hauled up under the
Guard of a Corp’l of Marines and 4 priv. At midnight moderate and
Cloudy. Ret’d from our researches after finding fresh water to the ship.
At 8 A.M. moderate brs and clear; proceeded again, attended by the
Govr. and 1st Lieut., to the Western side of the bay in search of
Fresh water and a convenient spot to land the convicts, etc.; loosed
Sails to dry. Unbent the main. Empl’d otherways as necessary.

Wednesday 12th.—Winds Southerly, W.S.W., West, Westerly. Bear-
ings, etc. Moored at Port Phillip. The 1st part of these 24 hours moderate and cloudy. Rec’d one tun
Of water p’r small launch from the wells sunk in the ground with
Casks. The Surgeon reported the quality of the water very good; people Empl’d as necessary. At 11.30 p.m. ret’d on’bd from examining
The west side of the bay and the lagoon. A.M. fresh br’s and cloudy.
Weather with hard squalls and rain. At 7, proceeded again, attended by the
Govr. and Lieut. Tuckey, to examine and search further up the
Bay to the Northwd for water, etc., as before. Sent the carp’r
And party in the yawl to the Eastern side of the bay to cut a piece of
Timber to repair the cutwater and knee of the ship’s head. Fresh
Br’s and squally with rain. Empl’d occasionally.

Thursday 13th.—Winds Westerly, S.W., S.S.W., S.W. Bearings etc.
Moored at Port Phillip. The 1st part of these 24 hours moderate and cloudy. Rec’d one tun
Of water p’r small launch from the wells sunk in the ground with
Casks. The Surgeon reported the quality of the water very good; people Empl’d as necessary. My return found the 3rd Lieut.
in charge of the ship, as Mr. Donovan, the 2d Lieut. had quit her and taken with him the 5th Lieut. and
Surgeon, tho’ he was left in charge of the ship and lieuts. Pateshal
And Dowers in Surgeon’s list of sick patients. A.M. proceeded again
With the Govr. to the place where we sunk the cask to procure water,
And where the Govr, from necessity, came to a determination to fix
Site selected. the troops and colony for the present; clear’d hawse; The carp’r ret’d
With the yawl with’bd find’g a piece of timber suffice’t to repair the
Cutwater.

Friday 14th.—Winds S.W., West, W.S.W. Bearings, etc. Moored in
Port Phillip. The first part of these 24 hours strong br’s and squally. At 1 P.M.,
Lieu’t Donovan, the 5th Lieut. and Surgeon, returned with the Jolly
Boat; Lieut. Donovan was ordered into arrest. At 2.30, ret’d on’bd,
The Govr. having determined to fix the camp, &c., near the spot where
I had ordered the cask to be sunk as wells to procure water. The
Middle part, fresh Br's and cloudy; the latter part, Light Br's and rain. A.M., Empl'd landing the Cattle and Stock, together with the Camp Equipage; clear'd hawse, and directed the Master of the Ocean to attend and assist the Master of the Calcutta to sound and examine the Channel near the Spot where the Colony was to Land, in order to move the Ships nearer for Landing the Stores, &c.; the Boats return'd, having found sufficient Water and good Anchorage about 2 miles higher up the Eastern Side of the Bay; Sent some more of the Colonial Marines and a party of Working Convicts on Shore to clear away and erect some Tents, &c.

Saturday 15th.—Winds Calm, E.S.E., S.E., S.E. b. S. Bearings, etc. At Single Anchor and working up to Anchorage Point, Port Phillip.

The 1st part of these 24 hours, light Br's and cloudy w'r with Rain. At 30 p. Noon, Unmoor'd Ship and hove short upon the small Bower. At 2.15, weigh'd and came to Sail, as did the Ocean. At 3.30, Light Airs and very variable to the North'd, with Rain. The tide of ebb having made too Strong, came too again in 13 f'm, the West End of the low Isl'd to the North'd bearing N.E. b. N., and the S.E. end of the Entrance of the Harbor W. ½ N., dist's off Shore about 1½ Mile. At 5, calm and cloudy; clew'd the Sails up and handed them; The Carp'r reported two of the Planks on the Star'd Side in the Ship's Counter to be Started. Middle and latter part, Light Br's and cloudy. A.M., Landed part of the Colonial Stores that were immediately wanted. At 8.30, hove short on the small Bower; loosed Sails. At 9, weigh'd and came to Sail to get the Ship into an eligible Situation, as near to the Camp as possible; In turning up the Bay, sounded from 6 to 18 f'm. At 10, tack'd to the South'd. At 10.15, crossed a Shoal in 4 f'm Water. At 10.30, short'd S'l, and Anch'd in 7½ f'm, as did the Ocean; unloosed the Sails. At Noon, fresh Breezes and cloudy; The Ocean at Anchor East of us about ½ a Mile.

Sunday 16th.—Winds S.E., S.S.W. Bearings, etc. Moor'd in Port Phillip.

The 1st part of these 24 hours, fresh Br's and cloudy W'r. Landed a part of the Camp Equipage at the place intended for the Settlement, nam'd by L't-Col'l Collins Sullivan Bay.* At 3.30, veer'd away upon the small Bower with the ebb tide, and moor'd Ship a Cable each way, The Camp bearing S.E. ½ S., the Entrance of the harbor (West) being just open, and Arthur's Seat E. ½ N. dist. from the So. Shore 2½ Mile, in 5½ f'm Water, Sandy bottom. Empl'd setting the Launch to proceed on a Survey of the harbor; Gave Mr. J. H. Tuckeyt an order to proceed in the Launch to survey the upper part of Port Phillip harbor. At 8.30 A.M., Launch proceeded on Survey. 9.30, began to disembark Convicts and Col'l Marines; Att'd with the Gov'r at land'g the Men, and directed the Master of the Ocean to Land Settlers and baggage. At finish'd disembarkation of the Men, &c; Must'd by Div's.

Monday 17th.—Winds S.S.E., Vble., S.E. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

Light Br's and fine W'r throughout these 24 hours. P.M. All the boats Empl'd Landing the Baggage of Col'l Marines and Convicts; The Boats of the Ocean Empl'd Landing the Settlers and their Baggage. A.M., directed the Surgeon of the Calcutta to deliver to Gov'r Collins the remains of Hos'p'l Stores, &c.; Empl'd Landing various Articles from the Ship, as requested by the Gov'r; Sent Mr. Purchis, the Master, with the Jolly-Boat to examine and sound the channel leading up the Bay. Cut 4 different specimens of Wood when on

* Note 67.  † Note 65.
Shore as Samples, but the Timber in gen'l near the Settlement is very small and low; Will not square more than 9 or 10 inches, and the shaft not more than 8 or 10 feet.

Tuesday 18th.—Winds—Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

The 1st part of these 24 hours, Light Airs and to'tly fine; At 4 p.m., Mr. Purchis ret'd, having found a good Channel, and Deep Water for 4 or 5 Miles E.N.E. of the Ship; Empl'd variously with the Boats land'g Baggage, &c. A.M., Mod'te and cloudy with small Rain at intervals; Empl'd clear'g the Ship and Land'g Colon'l Stores. Rec'd Landing Passengers* from the Ocean to proceed to Port Jackson. Sails rep'g colonial stores. Carpenter secur'g the Planks started in the Counter.

Wednesday 19th.—Winds S.S.W., Vble. to the North'd. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

First p't of these 24 hours Light Br's and cloudy; The Middle and latter part, Light Airs and frequently calm with hot W'r. P.M., the Boats emp'l'd landing various Stores and baggage. A.M., the Boats emp'l'd Landing colonial Stores from the Calcutta, and assisting to discharge the Ocean, Store Ship; Emp'l'd otherways cleaning Prison Rooms, &c., &c.; Obs'd a great Smoke to Northw'd.

Thursday 20th.—Winds S.E'ly. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

Light Br's and fine serene W'r throughout. Boats emp'l'd landing Colonial Stores from the Ocean; Emp'l'd b'd working up Junk, &c.; The Master sounding for a better birth, as at low Water the Ship tailed upon the outer Bank in 4½ f'm Water. A.M., clear'd hawse and ummoo'r'd Ship, Weigh'd both Anchors, and shifted our Birth nearer in Shore. At Noon, let go the best bower Anchor in 7½ f'm Water, fine Sandy bottom.

Friday 21st.—Winds S.E'ly, South, S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Fresh Br's and clear. At 3 P.M., veer'd away upon the flood tide and Moor'd Ship, the small Bower to the E. The Capt'n and Master ashore abreast of the Ship, in search of fresh water, began to sink wells until we came to a Sand Stone Rock, under which water appear'd. A.M., fresh Br's and to'tly clear. Boats discharging Cargo from the Ocean, Store Ship. At 7.50, Lieut. Tuckey proceeded with the Launch from surveying the N.W. p't of ye Bay, where he J. H. Tuckey reports, or rather supposes from the Swell from the Westw'd, that an opening must cert'ly be in that Neighbor'd into the Ocean or the W. side of the L'd, possibly about Cape Bridgewater, w'ch passage it was intended to have explored, but the Swell and a strong Cur't or tide setting f'm the N.W. drove the Boats so far to leeward as to prev't their gett'g up again. People on Shore digg'g for fresh Water.

Saturday 22d.—Winds S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

The last part fresh Gales and squally W'r. Captain and 1 Lieut, on Shore abreast of Ship in search of fresh Water. Boats emp'l'd land'g Stores and Cargo from Ocean. A.M., Strong Br's and squally. Boats Empl'd landing Cargo from both Ships. At 8, Lieut. Tuckey proceeded again to survey the reported opening in the N.W., At the head of the harbor. Party of hands on Shore digging Wells; Another party hauling the Seine.

Sunday 23d.—Winds S.W., Northerly, Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.
1803.
October.

Journal of proceedings on H.M.S. Calcutta.

Landing of stores.

Royal salute fired.

Return of J. H. Tuckey from survey.

Encounter with natives.

Unloading Ocean storeship.

HISTORICAL RECORDS OF AUSTRALIA.

The 1st p't of these 24 hours Mod'te Br's and cloudy. The Middle Fresh Br's, the latter light Br's and clear. P.M., Empl'd Land'g Cargo from the Ocean and digging Wells to procure fresh Water. A.M., wash'd and clean'd Ship; Must'd by Div'ns.

Monday 24th.—Winds Northerly, Calm, S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

The 1st p't Mod'te Br's and pleasant W'r; Capt'n and 3rd Lieut. on Shore Examining the Progress of the Men digging Wells. A.M., Light Airs and inclinable to calm; Boats assisting to discharge the Ocean; party on Shore digging Wells for fresh Water; Empl'd repairing the Yawl.

Tuesday 25th.—Winds Vble. and Calm. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

Light Br's and tolerable clear W'r throughout. Landed 12 Casks of Sugar and 2 Bales of Marine Clothing to the Settlement at Sullivan Bay; Boats empl'd unloading the Ocean. A.M., Boats landing Cargo from the Ocean; Rec'd 2 Casks of Water from the Wells which at present does not appear suffic'tly good to be drank; Carp'rs Empl'd about the Larb'd Side of the Counter.

Wednesday 26th.—Winds—Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

First part Light Br's and tol'bly clear, the Middle and latter cloudy. A.M., the Carp'rs reported the 3 lower Streaks of the Main Wale to be started at the After ends on the Larb' Side; On exam'g them found them started off from the Timbers more than 1 Inch. At 1 p.m., fired a Royal Salute of 21 Guns in honor of His Majesty's Accession to the throne; Boats empl'd unload'g the Ocean; Carp'rs about the Counter and repair'g the Yawl. A.M., Boats as before; Sailmakers rep'g S'l's.

Thursday 27th.—Winds—Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Light Br's and cloudy; Boats empl'd unload'g the Storeship. At 9.30, Lieut. Tuckey ret'd with the two Boats from exploring the N.W. side of the Bay, where he supposed there was an outlet, but on further examination prov'd to be a long Arm of the Harbor, in which on the Northern side they discov'd a secure cove with suffic't Water to receive Shipping and suffic'tly secure to heave them down if req'd, but no outlet to the Sea; The timber throughout very small and short and latterly very scarce indeed, nor co'd they find any fresh Water. In the head of this Arm Lieut. Tuckey fell in with a large party of Natives* who were very troublesome, and their Numbers increas'g from 1 to 200 the Lieut. and party was obliged to fire upon them, which drove them off, but with the loss of one of their Companions, who was Shot. A.M., Do. W'r; Boats Empl'd unloading the Storeship; Carp'rs secur'g the after ends of the Larboard Wale; Sail'm's rep'g S'l's; Exercised Great Guns.

Friday 28th.—Winds Vble. between So. and West. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

These 24 hours fine serene pleas't W'r throughout. P.M., the Boats discharging the Store Ship; A party on Shore hauling the Seine Caught about 6 dozen of Mullet, which were served as far as they wo'd go to Ship's Comp'y. A.M., Boats empl'd discharging Ocean Storeship; Deliv'd the two Brass Six-Pounders field-pieces with their furniture to the Gov'r; Carp'rs Empl'd ab't the Wale, &c.; Sail'm's rep'g S'l's; People empl'd as necessary.

* Note 79.
JOURNAL KEPT ON H.M.S. CALCUTTA.

Saturday 29th.—Winds S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

First part Mod'te Br's, with light Squalls at intervals; Boats empl'd unloading the Ocean Storeship. The Middle and latter part light Airs; Boats as before. At 9 A.M., Made Signal with a Gun for Pinnace to return on board; Sail'mrs Empl'd rep'g Sails; Carp'r's Shifting some Sheets of Copper wash'd off the bottom and fresh nailing several others.

Sunday 30th.—Winds Vble. to S.S.E., Northerly. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

The 1st part Light Br's and cloudy W'r; Boats empl'd unloading the Ocean; directed a Survey on a Pipe of Port Wine, part of the Cargo of that Ship. The latter part Mod'te and cloudy, with small Rain; The Boats Empl'd procuring Stone Ballast and carrying it off to the Ocean to shift her before we co'd take the remainder of the Cargo out; Must'd the Ship's Compy by Div'ns and read Articles of War.

Monday 31st.—Winds Northerly, W.S.W., S.W., Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

The 1st part of these 24 hours very unsettled W'r, with much thunder, light'g, and Rain from S.W., and freq't Squalls of Wind; the boats prior to this W'r Empl'd Ballasting the Ocean. The Middle part Mod'te and dark cloudy W'r; the latter part Light Br's and cloudy. A.M., the Boats empl'd unloading the Ocean; Lieut. Tuckey and one Boat away finishing the Survey of the Harbor; Carp'r away in the Woods in search of Timber.

Tuesday 1st November.—Winds South, S.W., W.S.W., S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Strong Br's and very squally, with much Rain, Thunder, and Lightening; Boats empl'd landing Cargo and empty Water-Casks, &c., from the Ocean; Lieut. Tuckey ret'd from surveying the Eastern pt of the Bay between the Camp and Arthur's seat. A.M., Mod'te Br's and cloudy, with Rain; Punish'd Jno. Jackson, Carp'r's Crew, with 12 lashes for Contempt to his Superior Officer; Boats empl'd landing Cargo and Stores from the Ocean and colonial provis'ns from the Calcutta; Rec'd Sundry Cases and boxes from the Ocean directed for Gov'r King at Port Jackson; The Carp'r and 4 Men away in the Woods in search of Timber fit for Ship-building.

Wednesday 2nd.—Winds W.S.W., W.S.W., S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

These 24 hours squally unsettled W'r throughout, with Rain and dark cloudy W'r. P.M., disembark'd One Serj't and 10 private Marines in consequence of an Application from the Lieut.-Gov'r to strengthen the Garrison Duty; Boats empl'd landing Cargo and Stores from the Ocean and the Colon'l Ordnance Stores from the Calcutta; Carp'r and party away in the Woods in search of Timber.

Thursday 3rd.—Winds S.W., W.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Fresh Br's and equally at intervals; The Boats empl'd landing Cargo from the Ocean and Colonial Ordnance Stores from the Calcutta. A.M., Mod'te Br's and cloudy; Boats empl'd as before; Carp'r's away in the Woods in search of Timber; Rec'd Sundry Cases and boxes f'm Ocean directed to Gov'r King of P't Jackson.

Friday 4th.—Winds S.W., W.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Fresh Br's and dark cloudy W'r, with Rain; Empl'd var'sly;Examined the Ocean and found the Master had landed all the Stores.
The Despatches sent to Sydney.

Examination of channel.

Sunday 5th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M., Fresh Br's and cloudy W'r; Boats landing Colonial Provisions and Stores. A.M., Fresh Br's and cloudy; Boats constantly emp'ld landing Provisions and Stores; Carp'tr and party in the Woods in search of Timber; Held a Survey on the remains of Boatswain's Stores.

Despatches sent to Sydney.

Saturday 5th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M., Fresh Br's and cloudy W'r; Boats landing Colonial Provisions, &c. A.M., Wash'd and clean'd below; Wrote to Gov'r King and Capt'n Colnett, or Senior Naval Officer at Pt. Jackson, and deliv'd the Letters to Mr. Collins to proceed to that place in the Lieut.-Gov'r's Cutter*; Carp'tr and party ret'd from the Woods hav'g only been able to procure a part of 4 Trees worth cutting down.

Monday 7th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M., Strong Br's, with Rain. Emp'l'd landing Colonial Stores at Sullivan's Bay. A.M., Squally, with Rain. The Cutter attempted to get out of the Harbor, but c'd not; Carp'r and party in the Woods.

Tuesday 8th.—Winds South. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. Fresh Br's and cloudy W'r throughout. Emp'ld as necessary; Sail'mrs repair'g Sails; Carpenter and party in the Woods in search of Timber.

Wednesday 9th.—Winds S. b. E., Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M., Fresh Br's and cloudy W'r. Emp'ld as necessary. A.M., Light Airs, inclinable to calm. At 5 proceeded in the Barge, attended by Lieut. Tuckey, to explore the Channel for the Ship to approach the Watering Place near the Head of the Harbor, and if practicable to approach it with the Ship; parties on Shore Wooding and brooming; Sail'mrs rep'g Sails.

Thursday 10th.—Winds Vble., S. E., Northerly. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M., Mod'Ve Br's and cloudy, but hot sultry W'r. Emp'ld as necessary. At 1 A.M., ret'd from the Head of the Bay, where fresh Water was to be had at Tide time; Carp'r in the Woods collecting Timber, Sail'mrs rep'g Sails, and parties on Shore wooding and brooming.

Friday 11th.—Winds Northerly, N. E. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. P.M.—Light Br's and hot sultry W'r. Party on Shore Wooding and brooming. A.M., Do. W'r. Deliv'd the remains of the colonial Bread to the Settlement; The Master and pinnace away buoying the Channel to enable us to carry the Ship up to the Watering-place; Sail'mrs rep'g Sails; Carp'rs in the Woods.

Saturday 12th.—Winds Calm, S.S.E. Bearings, etc. Moor'd at Anchorage Point, Port Phillip. Light Br's and sometimes calm. Emp'ld as necessary; Carp'rs in the Woods cutting Ship's Timber. A.M., The Master buoying off the Channel; Emp'ld otherways as necessary.

Sunday 13th.—Winds S.S.E., South, Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

* Note 26.
JOURNAL KEPT ON H.M.S. CALCUTTA.

P.M., Strong Breezes and squally. The Carpenter Sent on board knees, part of the Timber his party has cut and squared upon the Eastern Shore of the Bay; The Master buoying off the Channel. A.M., Sent a Lieut, and the Carpenter over to the Western Side of the Bay to examine the Timber; found it also decayed and very difficult of Access; Mustered the Ship's Company by Divisions.

Monday 14th.—Winds S.S.E. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Strong Br's and very squally W'r, with rain. A.M., The Carp't'r and additional hands in the Woods near Arthur's Seat cutting Timber.

Tuesday 15th.—Winds South to S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Fresh Br's and cloudy W'r, clear'd Hawse. A.M., bent the Sails and got all clear for proceeding up the Harbor to the Watering Place; Carp'r and party on Shore cutting Compass Timber. Departed this life, Mr. M'l McCarty,* Cook; Interred the body on shore.

Wednesday 16th.—Winds Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Fresh Br's and squally W'r. Empl'd variously. A.M. Sent an Officer to search the Ocean for Deserters or prisoners. At 5 A.M. She got under Weigh; Sent the Master and Boat's Crew to assist her down to the Harbor's Mouth. At 7 she bro't up, as the Wind came in at South; The Boats ret'd; Sent an Additional party of 6 Marines on Shore to the Camp at the request of the L't-Gov'r to assist doing Garrison Duty, and carp'r's and party in the Woods felling Timber.

Thursday 17th.—Winds South to S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M., Light Br's and cloudy W'r. At 3 unmoored Ship, and hove Short upon the best bower. A.M., Light Airs and cloudy, the Wind from the Westw'd. At 6 weigh'd and came to Sail, the Launch attend'g on the North Side of the Channel leading to Arthur's Seat. At 10 one of the Carp'r's Crew came off in the Punt to demand Supply of Ammunition, as the Natives were very numerous about their Tent, and had been very troublesome. At Noon Latt. obs'd 38° 19'S., with a Light Air Southerly, and from that to S.S.W.; Sent the necessary Assistance to the Carp'r's on Shore until I could get up to the Place with the Ship.

Saturday 19th.—Winds Vble. Bearings, etc. At Single Anchor at Arthur's Seat.

P.M., Very squally unsettled W'r, with thunder, lightning, and Rain; Wind flying all round the Compass. At 2 Anch'd with the best bower in 6 f'm Water, fine hard Sandy bottom, The Camp bearing W. b. S. § S., The End of the Spit of the Isl'd Shoal N.E. § N. Veer'd to of a Cable; Sent all the Boats ashore to fetch off the Carp'r, his party, and the Timber they had cut down and prepared; Rec'd Sundry pieces of Compass Timber; Empl'd stowing it away. At 6 P.M., very squally; Wore to a whole Cable. At 7 Mod'te, hove the

* Note 70. † Note 42.
Cable in again; The 1st Lieut. and Master laying down an additional buoy upon the Spit of the Island Shoal. A.M., Light Br's and cloudy, with Rain. Empl'd fetching off Compass Timber; Sighted the Anchor and let it go again.

Sunday 20th.—Winds—Bearings, etc. Moor'd at the Watering place.

• P.M., very squally, unsettled W'r, with Rain. All the Boats empl'd fetching off the Timber. At 3 veer'd to a whole Cable; At 5 Mod'te, Hove the Cable in again. A.M., Fresh Br's and cloudy W'r. At 3 weigh'd and made Sail up the Harbor; Haul'd ranges of the Cable, The Launch and Yawl sounding ahead and upon each Bow. At 5.15 pass'd the Buoy we laid down upon the Island Shoal; Steer'd N.N.E. along Shore ab't 3 miles distance, having from 11 to 10 f'm, Sandy bottom. At 9.30 Short'd S'l and prep'd to Anchor; At 10, being abreast of the River,* came to with the best bower Anchor, 3 less than 5 f'm, sandy bottom; Veer'd away and moor'd Ship a Cable each way; Muster'd by Divisions.

Monday 21st.—Winds Vble., Northerly, Calm. Bearings, etc. Moor'd at the Watering place.

P.M., Light Br's and cloudy. A.M., Mostly calm; Down top-G't Y'ds. At 4 A.M. sent the Carp'r and hands on Shore to search for and cut down Timber; Landed Sixty Empty Butts, an Officer and hands on shore, filling water at the River, which must only be done upon the Ebb tide, as the Water is salt upon the Flood, and frequently so when blowing fresh from the Westward.

Tuesday 22nd.—Winds Vble., XW., North, N.W. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M., Mod'te Br's and clear; Rec'd 12 tons of Water p'r Launch and rafts, Empl'd stow'g it away; Carp'rs and party on Shore cutting down timber. A.M., Strong Br's and cloudy, with thunder, lightning, and rain; Sent on Shore more empty Casks but co'd receive no Water in consequence of the violent surf upon the Beach that the Boats could not approach it; Sail'm'rs empl'd repairing Sails.

Wednesday 23rd.—Winds N.W., Northerly, Westerly. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

Strong Br's and squally W'r, with thunder, lightning, and Rain; The Launch at Grapnel near the Shore among the Breakers; Sent the Master and a Kedge Anchor to haul her further off. At 5, Moderate; Got off 6 Butts of Water per Launch, but co'd not fill any in the River, It being nearly as Salt as the Water in the Bay, occas'd by the Surf on the Beach, which penetrates thro' the Sand into the River. A.M., Fresh Br's, and a large Surf upon the Beach; Filled several Butts of Water up the River, but was obliged to start them again, being so impregnated with Salt; Carp'rs on Shore felling Timber; Lieut. and party attending the Watering and getting the Timber down to the Beach.

Thursday 24th.—Winds S.W., South. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M. Fresh Br's and cloudy W'r with Rain and a large Surf upon the Shore. Parties on Shore cutting Timber and attending the Watering, which still continues Salt. A.M. Fresh Br's and dark cloudy W'r. Rec'd a tunn of Water p'r Yawl and small Launch from another small Run occasioned by the late Rains. Rec'd One load p'r large Launch of Compass Timber. Empl'd as necessary; clear'd Hawse.

Friday 25th.—Winds South'ly, S.E., S.W. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

* Note 71.
JOURNAL KEPT ON H.M.S. CALCUTTA.

P.M. Mod'te Br's and cloudy W'r. Rec'd Compass Timber and Fresh Water per Launches and Rafts. Carp'rs and Parties Empl'd on Shore felling and hewing Timber and filling Water. A.M. Light Br's and pleasant W'r. Rec'd Timber and Water per Boats and Rafts. Sailors w'g'g Sails. At Noon, Fresh Br's and cloudy.

Saturday 26th.—Winds Vble. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M. Mod'te Br's and cloudy W'r. Empl'd fetching off Water and Timber. A.M. Moderate and clear W'r. Employed fetching off Timber and getting it out of the Woods. Carp'rs and party felling Timber.

Sunday 27th.—Winds Vble. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M. Mod'te and cloudy. Completed our supply of Water to the amount of 55 tons. Empl'd getting Timber down to the Beach from the Woods and bringing it off. A.M. Light Airs and vble. with thunder and lightening. Empl'd fetching off Timber p'r Launch and Yawl and stow'g it away. Caught a large Quantity of Mullet with the Seine. Carp'rs Empl'd felling Timber. Must'd the Ship's Comp'y and read Articles of War, etc.

Monday 28th.—Winds Vble. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M. Mod'te Br's and cloudy W'r with heavy Rain. Empl'd fetching off Compass Timber. Clear'd Hawse. A.M. Light Airs and variable with Showers of Rain. Empl'd getting Timber out of the Woods and fetching it off.

Tuesday 29th.—Winds Vble. Bearings, etc. Moor'd at the Watering Place, Port Phillip.

P.M. Mod'te Br's and dark cloudy W'r. Empl'd getting Timber out of the Woods and fetching it off. Struck the Carp'rs' and Watering Parties' Tents and brought all off. At 8, very squally from the S.W. with heavy rain. A.M. Strong Br's and cloudy W'r. Cleared Hawse. Empl'd stowing away Timber and clearing the Ship to proceed down the Harbor. At 11 squally with hail and rain.

Wednesday 30th.—Winds W., N.N.W., N.W. Bearings, etc. Sailing down the Harbor and at Single Anchor, Arthur's Seat.

P.M., Strong Br's, with a large Western Swell; Empl'd clearing the Decks and preparing to unmoor. A.M., Strong Br's and squally. At 5, clear'd hawse and unmoo'd Ship; Hove in upon the small Bower. At 9, Seat a Petty Officer and 2 Seamen, to accompany the Ship in the Launch down the Harbor. At 9.30, Weight'd and came to Sail, with a fresh Breeze at N.N.W., the Launch in Comp'y; Strong Br's and very squally W'r; haul'd ranges of both Cables; Course steer'd, Sailing down nearly S.S.W.; Sound'gs from 5 to 11 f'm, Sand and Clay. At 11, Short'd Sail, not seeing the Buoy upon the Small Isl'd Shoal, Suppos'd it to be Wash'd away or Sunk. At 11.30, very squally; Came to with the Small Bower Anchor in 6 f'm, Clay bottom; Launch came to about ¼ a Mile within us; veered to a whole Cable; Strong Br's and heavy Squails, with Rain, thunder and lightening; furled S'ls; A large Sea and Swell from the N.W.

Thursday 1st. December.—Winds N.N.W. to S.S.W. Bearings, etc. At Single Anchor at Arthur's Seat.

Strong Gales and very squally, with a large Sea from the N.W. At 3 P.M., A violent heavy squall from the S.W., with thunder and lightening and heavy Rain. At 5, More Mod'te; hove in to ¼ a Cable; Got the Launch alongside and moo'd her. A.M., Strong Gales and...
cloudy, with Rain. At 8, fresh'd hawse. At 11, very squally; veer'd to a whole Cable. At Noon, Strong Gales and squally; veer'd the Launch astern with a hawser.

Friday 2d.—Winds N.W. to S.W. Bearings, etc. At Single Anchor at Arthur's Seat.

P.M., strong Gales and heavy squalls at Intervals; hands standing by the best bower and Sheet Anchor. A.M., Fresh Gales and cloudy, with Rain at times; Sailn's Emp'd rep'g Sails; Found a puncheon of Rum, part of the Ship's Spirits, had leaked partly out; Also a Cask of Molasses and a keg of Essence of Malt; All stowed in the After hold.

Saturday 3d.—Winds West to S.W. Bearings, etc. At Single Anchor at Arthur's Seat.

P.M., Fresh Br's and cloudy W'. At 4, Mod'te; hove in to ¾ a Cable; Empl'd work'g up Junk. A.M., Do. W'; 1st Lieut, and Master away in the Pinnace laying down Buoys, the former hav'g sunk or broke adrift in the late Gales.

Sunday 4th.—Winds Vble. to S.Wr., Calm. Bearings, etc. At Single Anchor at Arthur's Seat.

E.M., Light Airs, and sometimes Calm; hove the Cable in to Short Service; Got up top-G't y'ds. A.M., Light Airs and very variable. At 7, sighted the small Bower Anchor and let go the best bower: loosed S'ls; Sent the Launch for a turn of Water near Arthur's Seat. At Noon, Launch ret'd, having only 3 Butts of Water.

Monday 5th.—Winds Vble. Bearings, etc. Sailing down the Harbor.

P.M., Light Airs and tolerably fine; the Wind vble all round. At 4.45 a light Breeze Sprung up from S.E.E.; Set the top'sls and top-G't S'ls, and weigh'd; Steer'd for the Narrows W. ¾ N., the Buoys being right ahead; Dist'ce abt. 2½ Miles; Sounded freq'tly: Regular Soundings from 6 to 8 f'. Light Br's and fine. At 5.40 Shooed our Water to 5 f'. At 5.45 the Ship took the Ground upon the Spit of Sand running from the Small Island called Swan or Cygnet Island. Handed the top-G't S'ls, &c.; Light Airs and tolerably fine; the Boats sounding round the Ship; found the fair way of the Channel to be about the ship's length to the Southw'd of us; Run the Stream and Kedge Anchors to the Southw'd and S. Eastw'd in 6½ f'm Water; Hove a Strain, but finding the Anchors came home, Clew'd the tops'ls up and handed them, and prepared to carry out the best bower Anchor. At 7 succeeded in carry'g it out in ¾ less 7 f'm to South'd; Got down top-G't Y'ds, and hove a strain upon the Cable, but the tide of Ebb having made Strong, and the Ship sued more than one foot, desisted from any further attempt and prepared to heave off upon the Flood tide; Weigh'd the Stream Anchor again. At Midnight, low water, Depth alongside 16 Ft. 6 In.; Ship's Draft when afloat forward—abaft—heeling abt. 2½ Streaks to Port, but mostly calm and Water perfectly smooth. A. M. Light Br's and vble to N.E. At 3.30, the Ship nearly upright again; hoisted out all the Spare Boats and hove as much Strain as the Messenger wo'd bear. After which applied addit'l Purchase, And at 4.35 observed her to alter her position. At 4.40 the Ship afloat fore and aft. Secured the Boats for towing. Sent the Launch to weigh the Kedge Anchor. At 5.15 weigh'd and made Sail for the Narrows. At 5.30 pass'd thro' between the Buoys ¾ less 5 f'm not farther distant than 2½ Cables length asunder. Course down W. ¾ N. At 7.15 abreast of the Camp bear'g South and in 14 f'm. Water between the Sands. At 8.30 haul'd up for the Anchorage; we left on the 15th ult. Cross'd over the Camp Spit in 19½ feet Water, And at 8.40 came too with the small bower in 7½ f'm Water; veer'd away.
and moor'd Ship a Cable each way; handed Sails. Hoisted in the spare Boats.

Tuesday 6th.—Winds Calm, Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Light Airs and calm at Intervals. Down top G't Y'ds. A.M. Mostly calm. Sent the Master away in the Yawl to take up the Buoy's off the Sands and at the Narrows. Rec'd 3 Butts of Water from the Wells near the Camp. Shifted top G't M't. Empl'd clear'g Ship. Carp'rs and party on Shore in search of Timber.

Wednesday 7th.—Winds West' y, W.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Strong Gales and very squally with excessive hot Winds from the W.N.W. Got the Sprits'l Y'd out and rigged it. A.M. Strong Br's and sq'ly W'r with Rain. Carp'rs on Shore, felling Timber.

Thursday 8th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Strong Br's and squally W'r with Rain. A.M. Fresh Br's and cloudy. Carp'rs on Shore felling Timber. Empl'd on board as requisite.

Friday 9th.—Winds S.W. to South. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Strong Br's and very squally W'r with much Rain. A.M. Strong Br's and cloudy. Empl'd as necess'y; parties on Shore cutting down Timber and getting to the Water Side. Carp'rs on board repairing the Boats.

Saturday 10th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

Fresh Br's and clear W'r. Carp'rs and parties felling Timber. A.M. Do. W'r. Rec'd Compass Timber and firewood. At 5 L't Tuckey proceeded overland to'sd Western Port* to examine that Harbor. Capt'n and Master Survey'g the Entrance of Port Phillip and outer Bay.

Sunday 11th.—Winds Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Light Br's and clear W'r; loos'd Sails to dry. Empl'd getting off Timber. A.M. Med'te and cloudy. Must'd by Div'ns.

Monday 12th.—Winds South, S. b. E. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Fresh Br's and tolerable clear W'r. A.M. Do. W'r. The Capt. and Master away Survey'y the Entrance of the Harbor, etc. Carp'rs Empl'd in the Woods procuring Compass Timber.

Tuesday 13th.—Winds Vble. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Fresh Br's and toll'ble clear W'r. Capt'n and Master Survey'y the entrance of the Harbor and outer Bay. Carp'rs Empl'd as before. At 3, the Ocean ent'd Harbor, and at 6 anch'd near the Calcutta, hav'g been chart'd by Govr. King to proceed back to this Port for the purpose of remov'g the Colony to Van Diemen's Land on the S. Side of Bass's Straits. By this Ship, rec'd Advice from Govr. King of his intent'ns of removing the Colony, for which purpose he had sent the Ocean Transport, as also the Lady Nelson and a small Schooner Nam'd the Edwin; but neither the Lady Nelson or Edwin has yet app'd. The Ocean also bro't back Mr. Collins and the colon'1 Cutter (that she pick'd up at Sea and carr'd to P't Jackson). Rec'd also by the Ocean, under cover I'm Govr. King, a Copy of the King's Proclamation,† dated 16th May, 1803, declar'g gen'l Reprisals ag't the France.

* Note 72. † Note 73.
1803.
December.
Journal of proceedings on H.M.S. Calcutta.
Return of J. H. Tuckey from Western port.
Projected departure of H.M.S. Calcutta.

Ships, Goods and Subjects of the French Republic; as also Notice of the Orders dispatched from the Lords of the Adm'ly to the Command'g Off'rs of H.M. Ships of War, Authoriz'g them to capture, Sink, burn and destroy the Ships and Vessels belong'g to the French Republic, dated 17th May, 1803. At 7, L't Tuckey ret'd from Western Port. Struck Carp'rs' Tents on Shore and recalled the parties on board. A.M. Mod'te and cloudy W'r. Waited upon the Lt. Govr. to signify, as the Ocean had arriv'd to remove the Colony and other 2 Vessels were daily expected, I should proceed with the Calcutta purs't to my orig'1 Instructions from the Adm'ly, and any dispatches he might have to send I sho'd be ready to receive.

"Wednesday 14th.—Winds South. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Moderate and cloudy W'r. Rec'd a tunn of Water and some Salt prov'ns that the Purser had landed belong'g to the Ship. Deliv'd to the Master of the Ocean for the use of Lt. Govr. Collins the Launch and 22 ft. Cutter, lately intended for H.M.S. Porpoise. Empl'd getting on b'd such Compass Timber as was cut down. A.M. Do. W'r. Empl'd getting on board and clearing the Ship for Sea. Deliv'd all the Powder, etc., intended for the Colony on board the Ocean Transport.

Thursday 15th.—Winds S.S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Fresh Breezes and dark cloudy Weather. Arrived the colonial Schooner Francis, Ten days from Port Jackson, to assist in the removal of the Colony from this Port to Van Diemen's Land. Received Compass Timber. Informed Lieut. Governor Collins by Letter of my intention of proceeding with His Majesty's Ship under my comm'd to Port Jackson. A.M. Strong Breezes and cloudy. Hoist in the Launch and bent the Mainsail, etc. Employed stowing away Timber in the Fore Hold and Orlop.

Friday 16th.—Winds S.W. Bearings, etc. Moor'd at Anchorage Point, Port Phillip.

P.M. Fresh Breezes and cloudy Weather. Received Firewood. Employed preparing for Sea. A.M. Do. Weather. Carpenters securing the Orlop deck Scuttles, etc. Received on board the Detachment of Marines lent to the Garrison At Sullivan Bay Camp.

Saturday 17th.—Winds—Bearings, etc. At Single Anchor, Port Phillip.

P.M. Light Breezes and cloudy Weather. A.M. Light Breezes and cloudy with Small Rain. At 5 unmoored and hose Short on the small Bower. Up top Gall'Yards, etc.; the Tide of Ebb having nearly done could not weigh. At Noon made the Signal for Sailing with a Gun. Delivered twelve Water Butts from the Ocean Transport, as also two Doors of the Lower Prison Room, as per Request of Lieutenant Govr. Collins.

Sunday 18th.—Winds W.S.W., Calm, W. b. S., West. Bearings, etc. at Noon. Rocky Point or the small Rock at the East Entrance N. 40 W. Cape Schank S. 58 E. The Landing extending towards Cape Albany Otway S.W. b. W. Off Shore 2 Miles, 16 f'm Water.

P.M. Light Airs and cloudy. At 1 repeated Boats Signal with a Gun to ret'n on b'd. At 3, Mod'te and cloudy. Weigh'd and made sail tow'ds Harbor's Mouth. At 4 the Wind dying away came too with the small Bower in 6 f'm Water; One Tree Point E. b. E. to the W. End of Swan Isl'ds N.E. b. N.; furl'd Sails. At 5.30 quite calm; weigh'd the Anchor and dropp'd down with the Ebb tide. At 6.30
COMMISSARIAT RETURN.

1803.

December.

Journal of proceedings on H.M.S. Calcutta.

Departure from Port Phillip.

H.M.S. Calcutta entered Port Jackson in the afternoon of the 27th December, 1803.

PERSONS VICTUALLED AT FULL ALLOWANCE.*

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<th>Date of Victualling</th>
<th>Names</th>
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<td>Wm. Sladden</td>
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<td>J. M. Johnson</td>
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<td></td>
<td>Richard Bowden</td>
<td>Do.</td>
</tr>
<tr>
<td></td>
<td>John Keeling</td>
<td>Do.</td>
</tr>
<tr>
<td></td>
<td>Allan Young</td>
<td>Do.</td>
</tr>
<tr>
<td></td>
<td>John Taylor</td>
<td>Do.</td>
</tr>
<tr>
<td></td>
<td>James Price</td>
<td>Do.</td>
</tr>
</tbody>
</table>

* Note 74.
### Persons Victualled at Full Allowance—continued.

<table>
<thead>
<tr>
<th>Date of Victualling</th>
<th>Names</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Oct., 1803</td>
<td>Samuel Wiggins</td>
<td>Private of Marines</td>
</tr>
<tr>
<td></td>
<td>James Spooner</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>William Bean</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>George Curley</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Thomas Hope</td>
<td>Do</td>
</tr>
<tr>
<td>17 Oct., 1803</td>
<td>Civil Officers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Leonard Fosbrook</td>
<td>Commissary.</td>
</tr>
<tr>
<td></td>
<td>Wm. I'Anson</td>
<td>Surgeon.</td>
</tr>
<tr>
<td></td>
<td>Matthew Bowdlen</td>
<td>Assistant Do of Marines</td>
</tr>
<tr>
<td></td>
<td>Wm. H. Humphrey</td>
<td>Mineralogist.</td>
</tr>
<tr>
<td></td>
<td>Geo. P. Harris</td>
<td>Surveyor.</td>
</tr>
<tr>
<td></td>
<td>Roht. Knopwood</td>
<td>Chaplain.</td>
</tr>
<tr>
<td></td>
<td>Wm. Hopely</td>
<td>Ass't Surgeon.</td>
</tr>
<tr>
<td></td>
<td>Sam'l Lightfoot</td>
<td>Hospital Assistant.</td>
</tr>
<tr>
<td></td>
<td>Thomas Clark</td>
<td>Superintendent.</td>
</tr>
<tr>
<td></td>
<td>William Paterson</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Jno. J. Sutton</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>John Ingie</td>
<td>Overseer.</td>
</tr>
<tr>
<td>2nd June, 1804</td>
<td>William Parish</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Richard Clark</td>
<td>Superintendent.</td>
</tr>
<tr>
<td>17 Oct., 1803</td>
<td>Settlers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Thomas Preston</td>
<td>Settler.</td>
</tr>
<tr>
<td></td>
<td>Thomas Littlefield</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>William Nicholls</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Wm. Cockerell</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Edward Millar</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Richard Pitt</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Jno. Blinkworth</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Jan. Dares</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Thomas Issell</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Jno. Gravie</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Robt. Littlejohn</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Thomas Hayes</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>William Collins</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Edward Hamilton</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>James Robbs</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>John Hartly</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Robert Miller</td>
<td>Do</td>
</tr>
<tr>
<td>13 March, 1804</td>
<td>Henry Hayes</td>
<td>Do</td>
</tr>
<tr>
<td>17 Oct., 1803</td>
<td>(The names of 331 prisoners here follow:)*</td>
<td></td>
</tr>
<tr>
<td>1st Nov., 1803</td>
<td>Wm. P. Crook</td>
<td>Missionary</td>
</tr>
<tr>
<td></td>
<td>Tim'ly Marshall</td>
<td>Serg't of Marines</td>
</tr>
<tr>
<td></td>
<td>John Pegg</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>George Winsley</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>Wm. Heydon</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>Wm. Hutton</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>James Smith</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>George Wagstaff</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>John Collier</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>Dennis Dunn</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td></td>
<td>Thomas Eaves</td>
<td>D. 17 Dec., H.M.S. Calcutta.</td>
</tr>
<tr>
<td>25th Jan'y., 1804</td>
<td>John Salamander</td>
<td>Native</td>
</tr>
<tr>
<td></td>
<td>-- Brown</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>Henry Hacking</td>
<td>Do</td>
</tr>
</tbody>
</table>

*Note 73.*
COMMISSARIAT RETURN.

Persons Victualled at Full Allowance—continued. 1803-4.

<table>
<thead>
<tr>
<th>Date of Victualling</th>
<th>Names</th>
<th>Quality</th>
<th>Return of persons victualled</th>
</tr>
</thead>
<tbody>
<tr>
<td>25th Jan., 1804</td>
<td>J. Wm. Porter</td>
<td>Servant</td>
<td>D. 1 Augt., 1804 to Sydney</td>
</tr>
<tr>
<td></td>
<td>James Wilde</td>
<td>Do</td>
<td>D. 17 March., Do</td>
</tr>
<tr>
<td></td>
<td>James Mahon</td>
<td>Do</td>
<td>D. 3 April.</td>
</tr>
<tr>
<td></td>
<td>James Swinney</td>
<td>Po</td>
<td>D. 12 May.</td>
</tr>
<tr>
<td></td>
<td>George Clark</td>
<td>Do</td>
<td>D. 12 May</td>
</tr>
<tr>
<td>10th 26th Jan., 1804</td>
<td>Henry Young</td>
<td>Do</td>
<td>D. 1st Augt., Do</td>
</tr>
<tr>
<td></td>
<td>Thomas Smith</td>
<td>Do</td>
<td>D. 12 May</td>
</tr>
<tr>
<td>31st 19 Nov., 1803</td>
<td>James Milne</td>
<td>Do</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Thomas Hopkins</td>
<td>Do</td>
<td></td>
</tr>
</tbody>
</table>

**Females.**
- Susannah Sladden
- Mary McCauley
- Ann Thorne
- Ann Gangell
- Ann Wiggins
- Sarah Spooner
- Elizabeth Bean
- Mary Curley
- Maria Sarjeant
- Mary Hayes
- Frances Nicholls
- Ann Elizabeth Cockerell
- Elizabeth Millar
- Hobbs
- Patterson
- Hopley
- Hessekiah Chelves
- Hartley
- Jane Millar
- William Hayes
- Mary Crook
- Mary Marshall

**Children of Settlers.**
- James Wilde
- James Mahon
- James Swinney
- George Clark
- Henry Young
- Thomas Smith
- James Milne
- Thomas Hopkins
- J. Wm. Porter

*Note 75.*
1802.

May.

Establishment for settlement at Port Phillip proposed by Governor King.*

May, 1802.

[A copy of this return will be found on page 491, volume III, series I.]

1803.

November.

Governor King to Captain Woodriff.

Sydney, 26th November, 1803.

[A copy of this letter will be found on page 145, volume V, series I.]

Memoir of a Chart† of Port Phillip, surveyed in October, 1803, by Lieut. James Tuckey of His Majesty’s Ship Calcutta.

Port Phillip lies in the bottom of a deep bay between Cape Albany Otway and Point Schank; coming from the westward, the entrance is easily discovered by a single high bluff headland without trees, about 3 leagues from the Port (Westward‡); the land round is low and covered with trees. On approaching the entrance with the ebb tide, a violent surf appears to break across, leaving no apparent channel; this, however, is merely caused by the tide, which runs 6 knots, meeting the southerly wind, for across the entrance there is not less than seven fathoms of water.

The prevalence of southerly winds renders Port Phillip easily accessible, but in the same proportion the egress is difficult, Point Schank bearing S.E. and Cape Otway S.W.; it is obvious that with the wind at south a ship would not be able to clear either; and, as we have found the wind steady in that point for many days together and often blowing very hard, the knowledge of this circumstance will certainly prevent Whalers from ever making it a place of rendezvous; to this may also be added the danger of the Coast between Port Phillip and Western Port, a tremendous surf breaking even in the calmest weather at a mile or two distant from the shore. The wreck of a large boat,§ built partly of Teak and partly of the Port Jackson she oak (Beef wood), was found here, but nothing appeared that could lead to a discovery of what she was.

After the Calcutta’s arrival, several days were employed in a fruitless search for a more eligible place to establish the Colony than the vicinity of the Harbour Mouth afforded, the scarcity of water and poorness of the soil here outweighing the convenience of situation; at last tolerable water having been procured by sinking casks in the sand, this spot was fixed on at least for a temporary establishment, and named Sullivan’s Bay by the Lieutenant Governor; but, as from the extent of the Port (the

* Note 76. † Note 77. ‡ Called Whale head by Captain Woodriff. § Note 78.
extremes being sunk in the Horizon), it was naturally supposed that more convenient spots might be found; the first Lieutenant of the Calcutta was directed to ascertain this material point by surveying the port, and the following is a copy of his report to Captain Woodriff.

From the entrance of the Port to Arthur's Seat, the land is high and indented with many small bays, formed by projecting sandstone cliffs; the soil very sandy and rather thinly wooded. At Sullivan's bay, the beach runs off flat for ¼ of a mile; but, as the water is always very smooth, piers might be constructed with little difficulty, the materials (either wood or stone) being on the spot.

Arthur's Seat.—Arthur's Seat is the commencement of a tongue of land, which descends gradually to Point Schank, which latter forms the entrance to Western Port; the base of Arthur's Seat is granite, projecting in a high bluff headland; here are two or three streams of good water issuing from springs on the side of the hill, and also many ravines where the water apparently takes its course in the rainy season. The bay between Arthur's Seat and A is commodious and secure; the water deepens from 4 fathoms one mile off to 16 in the centre of the Channel; the beach is sandy and bold too at all times of tide; the south part of the bay is hilly; the bottoms very narrow into which a black vegetable mould is washed down by the rain; the summits are more or less light and sandy; the north part of this bay is a sandy level with patches of brush swamp, which supply several stagnant pools of fresh water; the soil round these swamps is a wet peaty earth, from which arises a strong disagreeable effluvia, that must render this spot extremely unhealthy; on this swamp, there are scarce any trees, and on the rising ground inland they are small and thinly scattered; on the north part of the swamp is a brackish lagoon, closed by the beach which runs a mile to the eastward.

Point A to B.—The hill at point A (which I ascended) projects like Arthur's Seat in steep cliffs of granite; here are a few spots of tolerable soil and a run of fresh water; from its summit the swamp above mentioned is seen extending to the eastward, in which direction is a large lagoon inland 3 miles; beyond this the land rises in ridges and terminates in an even line of moderate height.

From A to B, the shore is bound by cliffs of brown granite, which at the latter point changes to sandstone; in this place are some scanty rills of water descending from swampy spots between the hills.
Bay B.C.—In the Bay between B. and C., the land rises mostly with a gradual ascent from the beach, which is steep too; on the south part of the bay is a closed brackish lagoon, forming a swampy island; about a mile inland, the water is fresh and free from weeds; but stagnant; the soil round is light and sandy with patches of brush swamp, the trees small and open; in the centre of the bay, cliffs of ochery earth, mixed with Ironstone, rise from the beach, and near there are cliffs of yellow and white sandstone; off point C found five fathoms close to the rocks, but its exposure to the prevailing S.W. winds must render it unsafe to heave vessels down here.

Bay C.D.—The bay between C.D. is partly sandy and partly rocky; the land rises by an abrupt slope to a green terrace; the only trees here are the she oaks which are small and thinly scattered. Point D. projects in a bluff of Ironstone with a remarkable break near its extremity; the little bay to the northward of this point is well sheltered for small craft in 2 and 3 fathoms, within this depth the bottom is rocky; near the point are about 50 acres of tolerably clayey soil, but in general it contains a large proportion of granite sand, with blocks of that stone rising above the surface; two water courses near this point are now dry.

Points E.F.—Over points E.F. are a few spots of good black mould, covering a bed of stiff red clay, which appears proper for making bricks; a deep gully between two hills appears at times to be the channel of a large body of water, but at present it is dry; these two points are bluff, and long stoney spits run off from them; the trees are close but small.

Points F.G.—From F.G. are many high bluff points, forming little bays, some of which are sandy and some rocky; in one of them the cliffs are perpendicular and formed of pure Pipe Clay; the south point of this bay is composed of mussel and oyster shells in regular strata, several feet deep; the base Ironstone and the soil within the points very sandy; a mile north of point G, the hills are separated by a chasm 100 yards wide, at the head of which is a swamp, from whence issues a small stream of water that looses itself in a black pebbly beach; around this swamp are a few large stringy bark trees.

Point H.—The hill to the north of the stream terminates the high land of the second tongue from Arthur's Seat; from its summit hills of arid sand are seen inland with no other vegetable than heath, fern and parched grass in tufts; the sides of the hill are clayey and stoney; from hence, a sandy level with patches of swampy ground is seen to the N.E. as far as the northern hills, which, rising in the N.N.E., extend eastward in a long ridge of even height. About a mile from H, a considerable stream empties...
itself through the beach; the entrance is very narrow and from
the looseness of the sand and the strength of the stream, when
swollen by rains, I should suppose it often shifts, and probably
during the heats of summer, when the current becomes languid,
is entirely dried up; the stream runs out at the rate of 3 miles an
hour, and is perfectly fresh immediately within its point of
junction with the salt water. I went up it a quarter of a mile in
the cutter, where a gravelly bar crosses it; beyond which the bed
again deepens; its course for about 12 miles is nearly parallel to
the beach, at which distance an extensive swamp commences and
the river diverges more inland. Its source, I suppose to be in
the Northern Mountains; the banks are very sandy and thickly
covered with flowering trees, rushes and flags; here are also
several Honey suckle trees of a growth sufficient for compass
timber for Line of Battle Ships. A sandy bar runs parallel to the
beach at about \(\frac{1}{4}\) a cable length distance, which I suppose defends
the latter from the violence of the surf in blowing weather, but
which must also render landing very dangerous at such times;
the shrubs and grass growing down to high water mark evinces
that no material surf ever breaks on the beach.

**Point I.**—From this river to I, an extensive bay winds to the
north westward; the land on the southern part is low, sandy and
swampy; near the centre of this bay a spit of sand and weeds
runs off \(\frac{1}{4}\) of a mile; here the shore changes to low sand and
ironstone cliffs, which are soon succeeded by high perpendicular
cliffs of yellow sandstone, and these again by green sandy downs
without trees; **Point K.**—from there down to point K, the shore
is bound by loose rugged masses of Ironstone and of dangerous
access.

**Point L.**—In the bay between K. and L., the beach is sandy
and bold too; the shore rises in sandy cliffs with small trees;
inland an arid sea sand, covered with heath and ferns, stretches
as far as I examined.

**Points L.M.**—From L. to M. are sandy cliffs surmounted by
downs of the same nature with single trees; the beach sandy and
bold.

**Points M.N.**—From M. to N. the sandy cliffs are well wooded
and the beach is likewise bold; at N. are two projecting green
points, low level and without trees, the soil sand and ashes from
the Natives’ fires, who seem to frequent this spot from the sea
and limpet shells strewed on the ground.

**Points N.O.**—From N. to O. are two bays, the southern rocky
and the northern sandy; the land here is a low sandy brush.

**Points O.P.**—From O. to P. the bottom is foul, large loose
masses of Ironstone running off in spits; near P. is a fresh water
swamp overflowed 4 inches deep at this time (October); the dry

ground near the swamp is very sandy with a few small She Oaks.

Northern Bight.—Points P.Q. form a deep bay, which is the
northern extremity of Port Phillip; the eastern part is low sandy
and covered with small trees; near Q. the land rises in gentle
ascents thinly dotted with trees; a break in the land, which had
the appearance of a river mouth was seen here in passing, but
the badness of the weather at the time, this being then a dead
lee shore with a heavy surf beating on it, prevented a more
minute examination. I have since learned that it was previously
examined by Captain Flinders, who found it to run 60’ inland
with deep water and safe anchorage at its entrance; to the
westward of point Q, the soil is extremely sandy, and a small
fresh water swamp is found behind a ridge of sand that borders
the beach, which is inhabited by monstrous Bull frogs and
myriads of large mosquitoes.

The land and sea breezes are not regular; but in general they
are experienced four days out of the week; when the water in the
river is salt or when the surf prevents its being brought off, the
stream at H., off which there is a smooth water with the wind at
S.W., will afford 20 butts.*

Points Q.R.—The land in the middle of the bay between Q. and
R. is low, sandy and thickly covered with small She Oak trees; on
the western side of the bay is an extensive salt marsh, through
which winds an open lagoon with two outlets, forming a swampy
island; a mud flat runs off from this marsh a considerable dis­tance and renders landing very troublesome.

Points R.S.—From R. to S. is a sandy flat with small trees, the
shore lined with rocks and a good deal of swell on it.

From S. a low sandy plain of a bright green verdure without
a single shrub extends to the Hummocks; the shore is here formed
into low perpendicular cliffs of sandstone, resembling a wall; the
water is shoal a mile off, and a dangerous surf breaks on the
shore.

Points S.T.—At point T., the soil changes from sandy, and a
depth bed of marie succeeds, covered more or less with vegetable
mold. The appearance of the land in this place and the muddy
bottom, which gave me hopes of finding a river, induced me to
examine it with greater minuteness than I had time to bestow
on the other parts of the harbour.

North west harbour.—Points T. and U. enclose a perfectly
secure and commodious harbour, accessible to the largest ships
by a channel with six fathoms of water, the bottom soft blue
mud; at the head of the harbour, the land rises from abrupt cliffs

* In the original, the paragraph printed in italics is scored through.
to downs, where the soil is marle without any mixture of sand or mold, and parched for want of moisture; at a short distance behind these downs, veins of a deep black mold over marle are found in several places, but particularly in a hollow between two gentle ascents, where the soil is extremely rich, three feet deep, and covered with luxuriant grass; in the bottom are several pools of fresh water and the beds of many others, which are now dry; doubtless without proper precautions, the heats of summer would make them all so, but I am of opinion that, by uniting several of the pools into a large reservoir of a good depth, well shaded (as is the method in the dry parts of India), a constant supply of water might be retained; the bottom of the ponds are loose black stones, and round them grow some large gum trees; the other trees are the She Oak, which are beautifully clumped as to picturesque effect; but these are hardly sufficient to preserve the necessary moisture of the soil for cultivation; this hollow terminates in a brackish swamp close to the beach. On the north side of the harbour near its head is a snug cove, with from 6 to 4 fathoms; the western point of this cove has 5 fathoms within a boat's length of the rocks; this is the only place in Port Phillip, where vessels can heave down in perfect security; the materials for building wharfs are also immediately on the spot; from the head of this cove a salt marsh and creek runs winding along the hollow for two miles, and ends in a pond of fresh water; on the same side of the harbour, more to the Eastward, is another cove with three fathoms of water; the land here becomes low and shrubby, running off in long stoney spits; the bight of the harbour within point V. is shoal; the tide rises here about four feet.

Point U.—From point U. eastward, the land varies in height and quality, first low and sandy, then rising from cliffs of Marle to a moderate elevation; a flat of mud and weeds runs off this shore half a mile, which renders landing inconvenient at all times.

Bay U.V.—In the bay between U. and V. is a salt marsh, covered with long coarse grass proper for thatching; from this marsh the land rises in steep marle hills, thinly dotted with small She Oaks, and parched for want of moisture; one or two hollows retain the marks of water, which from the luxuriance of the grass still appears to remain near the surface. A small sandy bay between V. and W. is the only tolerably convenient landing place from point U. to the entrance of the lagoon at V. The tract of Marle ends near point W., and the soil again becomes sandy to the entrance of the port; the northern entrance of the lagoon at V. is inaccessible from the shoal of soft mud that runs off a mile.
The islands here are low and sandy; in the southern entrance there is a good boat channel; at the head of the lagoon, the soil is a little better and more fitted for cultivation than at the entrance; no traces of water however appeared, and the wells of the Natives dug close to the beach are very brackish; from the lagoon to the western point of the Port, the soil is entirely sand with a very thin covering of grass; and this shore, being exposed to winds and tides from the entrance of the Port, affords no secure Anchorage.

**Islands.**—The small islands on the south side of the Port are low swampy and entirely covered with salt shrubs; they are frequented by vast numbers of Eagles, Swans and Gulls, where they build their nests in security from the Natives; a flat of mud sand and weeds extends from these Islands quite to the lagoon, and almost to Arthur's Seat on the Eastern shore, leaving a channel of about 2 miles for large vessels.

N.B.—The sand banks throughout the Port, we have since found are continually shifting, so that the greatest danger attends the passage between them.

**General observations on Port Phillip.**

**Soil.**—The face of the country is the most beautifully picturesque that can be imagined, swelling into gentle elevations of the brightest verdure, and dotted with trees as if planted by the hand of taste, while the ground is covered with a profusion of flowers of every colour; in short on entering the port, we looked on it as a perfect paradise and flattered ourselves into the most illusive dreams of fruitfulness and plenty.

The soil (except in the Marly tract about North west harbour) is everywhere light, the proportion of sand varying according to no regular standard or apparent cause; and, on some of the highest elevations at the greatest distance from the sea, an arid sand is found, affording nourishment to no vegetable but heath and fern. In some few spots, the soil is doubtless capable of producing garden stuff, and perhaps Indian Corn; but, except near North west harbour, it may safely be asserted that no spot in the vicinity of the Port will answer for raising wheat or any other grain that requires moisture; in the few spots of ground, already laid out in gardens at Sullivan's Bay, the vegetation, when assisted by constant watering, is very rapid but at the same time very weak.

**Water.**—The great scarcity of water is everywhere strikingly obvious; in the narrow glens between the high grounds, the marks of water courses are visible; but at this time they are entirely dry, and I am led to believe that the rainy season is by no means
annually regular. The rivers and two or three scanty rills near
Arthur's Seat are the only springs that rise to the surface
throughout the Port; the small pools of fresh water found in
other places are merely the stagnant drains from swamps; by
proper precautions, this water might doubtless be retained during
the summer in sufficient quantity to answer the domestic pur­
poses of the settlement; but ships will always be obliged to procure
their water for sea either at the river or Arthur's Seat.

Timber.—The timber within two miles of the beach is gen­
erally small; in the more sandy spots, they are close, and, where
the best soil is found, they are very thinly scattered; the largest
trees have scarce any hold with their roots, which never penetra­
tion more than a foot or two in the soil, and consequently, where
exposed to the S.W. blasts, are blown down in numbers; of those
which may afford any timber for ship building, there appear to be
three kinds, but, as I had not time to cut them down, my know­
ledge on this subject is merely conjecture.

The Honeysuckle (of Port Jackson) is the largest tree found
here; it grows near the shore and in the most dry and sandy
places; the shaft seldom exceeds eight feet, the branches large and
straggling, and if sound of a sufficient growth for line of battle
ship's knees and timbers; the grain of this wood resembles the
beech.

The red gum grows to a large size, and in its grain has a
nearer resemblance to pine than any other timber; the branches
are large and straggling, but the wood appears porous and shaky,
and the largest trees are commonly decayed probably from the
natives' fires which are usually kindled near them.

The She Oak or Beef wood is the most common tree and grows
all over the country; few of these trees grow to any considerable
size, and, when they do, are generally unsound in the heart;
boat's timbers and knees might however be procured from them;
the other trees are of a small size, some resembling the Box, the
Cherry, the Fern, etc., etc.

Wild Celery, parsnips, scurvy grass and a vegetable, resembling
samphire and in taste like spinach, were found; these together
with the wild raspberry (without fruit) and flax and indigo plants
were all that seemed to claim any attention.

Animals.—The traces of Kangaroos are numerous, but we were
able to kill only one from a herd of 18; the Native dog and field
rat complete the catalogue of animals, which came within my
observations.

Birds.—Birds are by no means so plentiful, as the unfre­
1803.

General observations on Port Phillip.

Fish.

Fish.—Fish I have no hesitation in asserting to be, so scarce that it can never be depended on as a source of effectual relief in the event of scarcity; several varieties of the genus of Rays are almost the only ones we have caught, and a whole day's work with the seine sometimes has not produced a dish of fish; in Northwest harbour and off Arthur's Seat are some productive oyster and cockle banks; at the harbour's mouth, we killed a seal and several others were seen without the Harbour; no supply of fish can ever be drawn from the sea for the heavy surf breaking across the entrance almost without intermission must destroy the best constructed open boat.

Reptiles.

Reptiles.—I killed a number of snakes, which on examination proved entirely harmless.

Minerals.

Minerals and Fossils.—Deeming Minerals as well as limestone clay and coals of the greatest consequence to the Colony, I directed particular attention to the search for them; the only appearance of Minerals was in large masses of Ironstone, in some specimens of which the shape, colour and weight led me to believe the ore tolerably rich; limestone, I found at a short distance from Sullivan's bay only; but no appearance of coal was anywhere to be perceived; clay fit for making bricks or tiles is in great abundance at Points E. and F.

Climate.

Climate.—The climate appears generally colder than might be expected from its Latitude, it having frozen twice since our arrival; the vicissitudes of heat and cold are very great on shore, the thermometer varying from 50 to 96 degrees between sunrise and noon.

Aborigines.

Natives.—The plain stretching from N.W. harbour to the Hummocks is evidently far more populous than any other part of the Port; this doubtless proceeds from the abundance of Oysters and very large cockles found in the harbour; at this place between one and two hundred natives* assembled in less than an hour, while I was surveying the harbour; and, as their obviously hostile intentions made the application of force absolutely necessary, by which one of them was killed, it appears necessary to detail the circumstances with some degree of minuteness.

Previous to this event, we had two interviews with separate parties of 8 and 10, during which the most friendly intercourse was maintained, and presents of blankets, beads, etc., were given

* Note 79.
them. In both these instances, they signified their knowledge and fear of the effect of fire-arms, which in order to quiet their apprehensions and, as they were totally unarmed, I ordered to be kept out of sight.

Our last interview, which terminated in the death of one of them, had at its commencement the same friendly appearance; three of them first came to the boats and received fish, bread and a blanket each; but, as they appeared by many degrees more savage and ferocious than our first acquaintances, and wishing to handle and examine everything, particularly the theodolite, I drew a line at some distance round, and with difficulty kept them without it; feeling no apprehensions from three naked and unarmed savages, I pursued my original intention of surveying the harbour with one boat, while the other remained with a master's mate, the surveyor of the Colony and 5 men to procure water from the ponds and dress our dinner; and, of the masts, sails and oars of this boat, a tent was constructed; they had with them 4 muskets, tomahawks and boarding pikes; the moment I put off from the shore in my boat, as I afterwards learnt, the three natives disappeared, and in less than an hour returned with about 40 others, headed by a chief and accompanied by several, who seemed to possess inferior authority. This party immediately divided, some surrounding the tent, while the remainder kept by the boat; their intention to plunder was immediately obvious, and all the exertions of Mr. Harris at the tent and the Master's Mate at the boat were insufficient to keep them back; in this situation it was impossible to get the boat away, her masts, sails, oars, provisions and water being on shore; it was, therefore, thought advisable to temporise and wait my return if possible; for this purpose, bread, meat and two pieces of blankets were given them; these condescensions, however, seemed only to increase their boldness; and it was by force alone that the tomahawks and peoples' blankets were wrested from them; this was their situation when, after examining beaving down cove, I was returning slowly along shore for the purpose of sounding, when about a mile from the tent I first perceived the Natives surrounding it, and at the same moment sixty or seventy appeared in a close body on the beach opposite my boat; the greater part of them had war spears, and, while running towards the tent with all their speed, shouted and hollowed with great vociferation. I now saw the necessity of gaining the tent before them, and, in consequence of two steep hills which lay in their course, was just enabled to accomplish it; when within a quarter of a mile of the tent, another party from about 30 to 40 some of whom carried bundles of spears appeared on the hill over the tent, running
1803.

General observations on Port Phillip. Aborigines.

...towards it and shouting like the others; this party reached the tent some minutes before me; as I approached, I observed a native with his arms folded round the Master's Mate, and another holding one of the boat's crew in the same manner. While two other men in the boat were struggling with several natives for the blankets. Mr. Harris and two of the boat's crew I could not see. and from the crowd, which appeared to have entire possession of the tent, I feared for their safety; at the moment my grapnel was let go to prevent the boat grounding, the Master's Mate called out to fire, which, from the noise among the Natives, I could scarcely hear; hoping to intimidate them by the report only, I directed two muskets to be fired over them; for a moment they seemed to pause, and a few ran from the tent behind the trees, but almost instantly returned; the last party being now within a few yards of the tent, still shouting and running, I directed 4 muskets with buck shot to be fired among them, and from an immediate howl suppose one to have been wounded; this discharge created a general panic and throwing aside their cloaks they ran in every direction among the trees. I hoped the business was now terminated and ordered the tent to be struck and prepared to depart; while thus employed, several Natives again appeared, coming forward from among the trees, while the main body were seen peeping over the brow of the hill; among those who approached nearest was the chief, holding a very large war spear and shield, and accompanied by another without a spear, but who spoke with great violence; the chief's cloak and necklace having been found under a tree, I laid down my gun and advancing delivered them to him; his gestures and countenance all this time betrayed more of anger than fear; the other cloaks were given to his attendant, who also appeared very violent; while this was transacting, the body on the hill began to descend, shouting as before and the stragglers among the trees to unite. I endeavoured to make the Chief understand that, if they approached any nearer, I should fire at them, and at the same time ordered the people to present their muskets; this I thought was understood, for the chief spoke to his companion, who went back to those on the hill; they however still kept advancing, apparently led on by this person who had taken a spear from one of those, who held the bundles, which he flourished violently, and by his gestures appeared to possess authority over the rest. I conceived it now absolutely necessary, as well for our own safety as for the benefit of the Colony, to prove the superior effect of our arms, which they seemed to despise; and, selecting this violent leader as a proper example, directed three muskets to be fired at him while advancing at about 50 yards distance; two of them

120 HISTORICAL RECORDS OF AUSTRALIA.
took effect and he fell dead on the spot; the chief, who remained
near us all this time, turned round at the report and, seeing
his companion fall, instantly fled up the hill; a general flight
succeeded, but many were seen skulking about the place as we
quitted it.

Among these savages, I could distinctly observe gradations of
rank, founded most probably on personal qualities and appear­
ance; in these respects the chief far excelled the rest, his figure
was masculine and well proportioned, and his air bold and com­
manding; besides his cloak, which was only distinguished by its
superior size, he wore a necklace of reeds and several strings of
twisted hair over his breast; on his head a coronet of the wing
feathers of the swan was very neatly arranged, and had a pleasing
effect. The faces of several were painted with red, yellow and
white clays; others had a reed stuck through the septum of the
nose, apparently increasing in length according to rank, as the
chief's was by far the longest and measured at least two feet.

Ornamental scars on the shoulders were universal, and the
face of one was deeply pitted as if by the small pox,* though that
disease is not supposed to have yet reached this part of the world;
their cloaks consist of from 10 to 20 opossum skins, neatly sewn
together, and the fleshy side, which is worn inwards, ornamented
with various devices, such as squares, chequers, and sometimes
human figures in dancing attitudes; this is done by some sharp
instrument, which is lightly drawn over the skin, so as not to cut
it through. Their war spears are barbed at one end with pieces
of white spar, fixed on with the red gum, their length about 10
feet, and, when used with the throwing stick (which is the same
as at Port Jackson) must be very dangerous offensive weapons;
their fish gigs are pointed with the leg bone of the Kangaroo, and
with these they strike the rays, which abound in the shoal water.
No appearance of Canoes or water conveyance of any kind was
seen, and this circumstance seems to verify what I have already
said of the scarcity of fish in the harbour; their ingenuity in
procuring food seems confined to the construction of a rude trap,
composed of sticks and grass upon the projecting stoney points,
where the waterfowl landing at night are entangled and caught;
but, from the decayed state of these traps, this does not appear to
be the season when they are useful. The scarcity of food must at
times reduce the Natives to the greatest extremities; several of
those seen had live lizards which they signified were to eat, and
the sods in every swampy spot were turned up, probably in search
of worms, as no root was to be found there that could serve for
food.

* Note 80.
The language of these people is totally dissimilar from that of the Natives of Port Jackson; but the same cast of features speaks the same origin; their arms, their ornaments and their dances are alike, and they seem to differ only in language, and in the ceremony of knocking out the front tooth of every male, those of Port Phillip having their jaws perfect. We had a sufficient proof of their burying their dead by finding a human skeleton 3 feet under ground, when digging for water, its decayed state evincing its having been placed there several years back.

Returns of the Natives of Port Phillip.

RETURNS OF BIRTHS, DEATHS, AND MARRIAGES AT PORT PHILLIP.

These returns* were forwarded as enclosures to the despatch to under secretary Sullivan, dated 3rd August, 1804.

RETURN OF SETTLERS.

A return of persons, who received the permission of Lord Hobart to settle at Port Phillip or in New South Wales, will be found on page 66, volume IV, series I.

SALARIES Voted for the Civil Establishment for the year 1804.

These estimates were forwarded to Governor King with a despatch dated 29th May, 1804; see page 650, volume IV, series I.

COMMISSION OF DEPUTY JUDGE-ADVOCATE BATE.†

George the Third, by Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, etc. To Our Trusty and Well belovèd Samuel Bate, Gent, Greeting: We, reposing especial Trust in your Loyalty, Integrity and Ability, do by these Presents constitute and appoint you to be Our Deputy Judge Advocate to Our Colony of Port Phillip. You are therefore carefully and diligently to discharge the Duty of Deputy Judge Advocate in the said Colony, by doing and performing all and all manner of Things thereunto belonging. And you are to observe and follow such Orders and Directions from time to time, as you shall receive from Us, Our Governor of New South Wales, or any other your Superior Officer, according to the Rules and Discipline of War. Given at Our Court of St. James's, the Fifteenth Day of January, 1804, in the Forty fourth Year of Our Reign.

By His Majesty’s Command,

HOBART.

* Note 81. † Note 82.
VERDICT IN SUIT OF J. J. GRAVEY v. J. HARTLEY.*

Port Phillip, 24th Jan'y., 1804.

John Jachim Gravey
and
John Hartley.

HAVING heard the Complaint of John Jachim Gravey and examined his Accounts and the Defence of Mr. Hartley, and examined his Accounts—We do adjudge that the Box of Tools claimed by Gravey be delivered to him as well as the others in the List annexed. That Gravey be allowed for his attendance on Mr. Hartley during the Passage the Sum of £5 and for his Labor since coming on Shore 18s. per Week.

That there be deducted from Mr. Hartley's Bill the Sum of £5 4s. 3d. for over Charges.

The Account therefore Stands as under.

<table>
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<tr>
<th>Description</th>
<th>£</th>
<th>s</th>
<th>d</th>
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<tr>
<td>To 30 Weeks Wages due to John Gravey on board the Ocean (says)</td>
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<td>0</td>
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<td>To 11 Weeks Wages on Shore at 18s.</td>
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<td>18</td>
<td>0</td>
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<tr>
<td>To Credit given by Mr. Hartley</td>
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<td>4</td>
</tr>
<tr>
<td>Total</td>
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<td>6</td>
<td>4</td>
</tr>
<tr>
<td>To amount of Mr. Hartley’s Bill</td>
<td>18</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>To Deductions</td>
<td>5</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Balance due J. Gravey and to be paid him by Mr. Hartley</td>
<td>2</td>
<td>0</td>
<td>7</td>
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</tbody>
</table>

WM. SLADDEN.
REVD. R. KNOPWOOD.
GEO. PRIDEAUX HARRIS.

ORDERS TO COMMANDER OF CUTTER INTEGRITY.†

By Philip Gidley King, etc., etc., etc.

You are hereby required and directed to receive the Officers, Settlers and others, as per Margin,* and proceed without loss of Time to Port Phillip in Basses Straits, Unless you should be informed that the Ocean with Lieut. Govr. Collins has sailed from thence; when you will lose no time in joining him at Port Dalrymple, Or the Derwent. But, in Case he is not gone from Port Phillip, you will follow his Directions for your further proceedings, and lose no time in returning to this Port, when you receive the Lieut. Governor’s Dispatches.

Given, etc., this 4 Febru’y, 1804. P. G. KING.

To Mr. T. Rushworth, Com’r of H.M.C.C. Integrity.

* Note 83. † Note 84. ‡ The margin is blank in copy available.
JOURNALS AND LOGS OF VESSELS
EMPLOYED IN
THE SETTLEMENT OF TASMANIA.

2. Log of the transport Ocean.
3. Log of the ship Lady Barlow.
A JOURNAL OF THE PROCEEDINGS

on board H.M. Brig Lady Nelson* (Tender to H.M. Arm'd Vessel Buffalo), Lieut. Geo. Curtoys, Comander.

Thursday, 9th June, 1803.—Winds North.
P.M. Moderate and Cloudy. A.M. Do. W'r. Rec'd Provisions and Water.

Friday, 10 June.—Winds E.N.E.
P.M. Moderate and Cloudy; came on Board Lieut. Bowen, 10 Convicts, and 3 Soldiers for Van Diemens Land. A.M. Do. W'r. at 6 Hove short. ½ Past fired a Gun and made Signal for a Pilot. ½ Past Weigh'd and Made Sail out of the Harbour. ½ past 11 Light Breezes from the Westward. Set Starboard Steering Sails. at Noon Light and Cloudy. South H'd N.W. B. W. 8 Miles.

Saturday, 11 June.—Winds N.E.


Monday, 13 June.—Winds W.N.W. Course S. 5° W. dist. 70. Latit'e 36° 17'. Longitu'e 151° 40'. Bearings and Dist. at Noon. Cape Howe South 18 W. 89 Miles.
P.M. Moderate and Clear. out Reefs of the Top Sails and Set Steering Sails. at 3 Squally in Studding Sails and T.G. Sails. A.M. Squally with Rain in Top Sails. at 5 Set Close Reef'd Top Sails and Main Stay Sail.

Tuesday, 14 June.—Winds N.W. Course S. 11° E. dist. 110. Latit'e 38° 14'. Longitu'e 152° 18'. Bearings and Dist. at Noon. Cape Howe N. 47 W. 90 Miles.
P.M. Fresh breezes and Cloudy. down Main and Main Top Mast Stay Sail. A.M. Fresh breezes and clear. at 8.30 out 1 Reef of the T. Sails. up T.G. Yards and Set the Larboard Lower Steering Sail.

Wednesday, 15 June.—Winds N.N.W. Course S. 90° E. dist. 20 Latit'e 38° 24'. Longitu'e 152° 12'. Bearings and Dist. at Noon. Cape Howe N. 49 W. 100 Miles.
P.M. Moderate and Cloudy. A.M. Fresh breezes and Cloudy. at 8 Squally bore up for twofold Bay, the Wind seeming to be Set in from the Southward and likely to blow hard.

Thursday, 16 June.—Winds S.S.W. South. Course S. 45° E. dist. 20. Latit'e 38° 34'. Longitu'e 152° 28'. Bearings and Dist. at Noon. Cape Howe N. 56 W. 110 Miles.
P.M. Moderate and Cloudy. A.M. Heavy Squalls of Rain. hove too under Close Reef'd Main Sail. at noon Mod'e and Cloudy.

* Note 85.
Friday, 17 June.—Winds S.W., North. Course N. 45° W. dist. 43. Latit'e 38° 12'. Longit'e 152° 8'. Bearings and Dist. at Noon. Cape Howe N. 42 W. 98 Miles. P.M. Moderate and Cloudy. made and Short'ned Sail Occasionally. Inflicted Punishment. A.M. Do. W'r. Tack'd and Made Sail.


Monday, 20 June.—Winds N.W. Course N. 56 W. dist. 22. Latit'e 37 34. Longit'e 151 55. Bearings and Dist. at Noon. Cape Howe N.78 50 W. 100 Miles. P.M. Fresh Gales and Squally. A.M. Do. W'r, the gale increasing. at 8 furl'd the Fore Sail.

Tuesday, 21 June.—Winds South, S.S.E. Course N. 45 30 W. dist. 14. Latit'e 31 14. Longit'e 151 40. Bearings and Dist. at Noon. Cape Howe S. 22 30 W. 90 Miles. P.M. Strong gales with heavy rain. 7.50 Cut the Boat away from the Stern, the Starboard Davit having given Way and the Boat hanging by the Weather Tackle. lost in her 4 Oars and 3 Tackles. A.M. Do. W'r with a heavy Sea from the Southw'd. at 4 Shipp'd a Sea, which washed away 3 Planks and 3 Sweeps.

Wednesday, 22 June.—Winds S.W., N.N.W. Course N. 78 50 W. dist. 74. Latit'e 36 50. Longit'e 150 40. Bearings and Dist. at Noon. Cape Dromedary N. 75 W. 40 Miles. P.M. Moderate and Clear W'r. A.M. Fr. breezes. Made all Possible Sail for twofold Bay, having no bread and but 3 Casks of Water on Board.

Thursday, 23 June.—Winds N.W. Latit'e 36 50. Bearings and Dist. at Noon. Cape Dromedary N.N.W. 12 or 13 Lgs. P.M. Fresh breezes and Cloudy. at 4 Cape Dromedary N.W. 7 or 8 Miles. A.M. Strong breezes with rain.

Friday, 24 June.—Winds N.N.W. Moored in Snug Cove, Twofold Bay. P.M. Moderate and Clear. at 5 op'ned the Bay. at 6 came too with the best bower and Moor'd Ship ½ Cable's length from the Shore. A.M. Do. W'r. Empl'd making a Raft of our Spars and Main Keel. Sent the Carpenter on Shore to build a punt.


Sunday, 26 June.—Winds South. Moored in Snug Cove, Twofold Bay. P.M. Moderate and Clear W'r. sent empty Casks on Shore. A.M. Do. W'r.
Monday, 27 June.—Winds S.S.E. Moored in Snug Cove, Twofold Bay.
P.M. Fine Clear W'r. Empl'd Setting up the Lower and S. Mast Rigging. A.M. Do. W'r. Rec'd Wood and Water.

Tuesday, 28 June.—Winds South. Moored in Snug Cove, Twofold Bay.
P.M. Moderate and Clear W'r. Empl'd as required. A.M. Do. W'r. Saw a Sloop in the Offing standing into the Bay. Made sign for all Persons to Rep'r on Board. Inflicted Punishment.

Wednesday, 29 June.—Winds South. Moored in Snug Cove, Twofold Bay.
P.M. Moderate Clear W'r. got all ready for Sea. Unmoored and hau'd further out. A.M. Strong breezes. made a Signal for the Sloop to come down. proved to be the John of Sidney.

Thursday, 30th June.—Winds S.S.W. Moored in Snug Cove, Twofold Bay.
P.M. Strong breezes and Squally. Inflicted Punishment. A.M. Fresh breezes and Clear W'r.

Friday, 1st July.—Winds South. P.M. Light breezes. at 3 Weigh'd and Stood out of the Bay. A.M. Departure from Do. W'r. at 3.30 Reef'd S. Sails. at 11.30 Saw part of the Main Keel go astern. bore up for Port Jackson.

Saturday, 2 July.—Winds S.W. Lat'd 37° 35'. Bearings and dist. at Noon. Cape Howe W. b. N. 16 Miles. P.M. Strong breezes and Clear W'r. A.M. Do. W'r. empl'd occasionally.

Sunday, 3rd July.—Winds S.S.W. Lat'd 35° 00'. Bearings and dist. at Noon. Cape George W. b. S. 7 or 8 Leagues. P.M. Fresh breezes out all Reefs and Set Stay Sails. A.M. Do. W'r. Cape Dromedary W.S.W. 5 or 6 Miles. at Noon fresh breezes and Clear.

Monday, 4 July.—Winds S.S.W. P.M. Moderate and Clear W'r. Running along Shore. A.M. Do. W'r. at 11 Standing into Port Jackson.

Tuesday, 5th July.—Winds South, S.S.W. Bearings and dist. at Noon. Moor'd in Port Jackson. P.M. Moderate and Clear. at 2 Came too above the Sow and Pigs. Return to Port Jackson. at 3.50 Weigh'd and Made Sail up the Harbour. came on board the Pilot. at 5 Got on Shore on Benilong's Point. carried away the fore foot and fore Keel. at 6 Came too in Sydney Cove. A.M. Do. W'r.

Wednesday, 6 July.—Winds S.W. Moor'd in Port Jackson. P.M. Moderate and Cloudy. down T.G. Yards. Unrove the Running Rigging. A.M. Do. W'r. Empl'd Occasionally.

Thursday, 7 July.—Winds S.W. Moor'd in Port Jackson.
P.M. Sent on Shore the Soldiers and Prisoner Pr. Order of the Govr. A.M. Moderate and Cloudy. empl'd Occasionally. Friday, 8th July.—Winds S.W. Moor'd in Port Jackson. P.M. Moderate and Clear. Unmoo'r'd and Weigh'd, drop't abreast the Dock Yard. Moor'd and Loos'd Sails to dry. down T.G. Masts on Deck. A.M. Do. W'r. empl'd as requir'd.

Saturday, 9th July.—Winds South, S.W. Moor'd in Port Jackson. P.M. Moderate and Clear. Unbent Sails, down T. Sail Yds. Sent the Stores belonging to the Colony on Shore. A.M. Do. and of stores. Weather. Struck T. Masts. sent all our Sails, Spars and Rigging on Shore to the Yard.

SER. III. VOL. I—1
1803.
August.

Journal of
proceedings
on H.M. brig
Lady Nelson.

Re-embarkation
of soldiers and
prisoners.

Second
departure from
Port Jackson.

Second return
to Port Jackson.

1803.

[The following days were spent in Port Jackson, repairing the forefoot, getting a new main keel on board, and refitting the vessel. On Friday, 12th August, is the entry “rec’d Provisions and Stores for the New Settlement.”]


Saturday, 20th August.—Winds N.E., N.E. b. E. Moor’d in Port Jackson. P.M. Fine and Pleasant Wtr. came on board the Prisoners and Soldiers for Van diemans Land. A.M. Do Wtr.

Sunday, 21st August.—Winds N.E., E.N.E. Moor’d in Port Jackson. P.M. Moderate and Cloudy Wtr. emp’d variously. A.M. Do Wtr.

Monday, 22 August.—Winds West. Course S.S.E. to N.W. Lat’d South 39° 10’. Bearings and dist. at Noon. Pidgeon House, West, Dist. 8 or 9 Leagues.

P.M. Light breezes and Clear Wtr. at 1 South Hd. N. b. W. 3 Miles. A.M. Do Wtr. 1.15 in 2 Reefs of the S. Sails and Main Sail. 10.30 Tack’d.

Tuesday, 23rd August.—Winds S.W. P.M. Fresh breezes and Cloudy. at 2 Tack’d Ship. at 4.30 observ’d the Main Mast to be Sprung. Close reef’d the Top Sails. down T.G. Yds. at 5 Wore, down T.G. Masts. at 8 Squally. bore up for Port Jackson. A.M. Do Wtr.

Wednesday, 24 August.—Winds West, N.N.W. P.M. Light breezes and Cloudy. Past 2 Came too in Sydney Cove. unbent the Main T. Sails. Down top G. Yards and Masts. down Main and Main T. Sail Yards. Struck main T. Mast. Unrigg’d the Main Mast. 6 haul’d alongside the Rolla. out Main Mast. hauled off to the Mooring again. A.M. Do Wtr down fore Yard. overhauld the fore Mast and Bowesprit. at Noon up fore Yard and out Jb Boom.

Thursday, 25 August.—Winds S.W., West. P.M. Do Wtr. at 1.30 haul’d alongside the Rolla. in Main Mast. haul’d off again. rigg’d the Mast. up Main T. Mast. Lower and 'top S'Yards. fidded the main T.G. Masts. Set the rigging up. A.M. Do Wtr. Spar’d the Rigging down and Rattled it. bent the Main T. Sail. at 9 up T.G. Yards. loos’d the T.S. Sail. fir’d two Guns and Made the Signal for Sailing. at 10 drop’d down the Harbour. at 11 Came too in farm Cove in 8 fathoms.

Friday, 26th August.—Winds West, Vble. Moor’d in Port Jackson. P.M. Moderate and Clear Wtr. fiting the Backstars and Seing the rigging up. at 1 Loos’d the T. Sails and Sheeted them home. fir’d a Gun and hove Short. at 6 furl’d the Top Sails. A.M. Do Wtr. op’n’d a Cask of Sugar. found it 50 Lbs. Short. past 11 Weigh’d and made Sail down the Harbour. Noon Do Wtr.


Sunday, 28 August.—Winds E.N.E., N.E. Moor’d in Port Jackson. P.M. Fresh breezes and Cloudy. People Various. A.M. Do Wtr. at 9 got under Weigh and tried to Work out, but could not. 11.30 came too off the Sow and Pigs.

JOURNAL KEPT ON H.M. BRIG LADY NELSON.

P.M. Fresh breezes and Cloudy. at 5 got under Weigh. Tack'd Occasionally. at 7 South H'd W. B. N. 5 Miles. A.M. Fresh breezes and Squally with thunder and Lightning. at 8 Wore Ship and Shortened Sail.

Tuesday, 30th August.—Winds N.E., E.N.E. Courses S. 5° E. dist. 60 Mile. Lat'de 35° 47'. Long'de 151° 48'. Bearings and dist. at Noon. Cape Dromedary S. 43° W. 15 Leagues.

P.M. Fresh breezes and Cloudy W'r. A.M. Do. W'r. 3.20 a Breeze from the Westward. wore round on the Starboard Tack.

Wednesday, 31st August.—Winds N.N.E. Courses S. 6° W. dist. 150 Mile. Lat'de 37° 17'. Long'de 151° 57'. Bearings and dist. at Noon. Cape Howe S. 67° 50 W. Dist. 67 Miles.

P.M. Moderate and Cloudy. at 4 Carried away the fore T. Mast Steering S't Boom. A.M. Fresh breezes and Cloudy. at 5.30 Carried away the Gaff.

Thursday, 1st September.—Winds N.N.E. Courses S. 5° W. dist. 146 Mile. Lat'de 39° 33'. Long'de 151° 14'. Bearings and dist. at Noon. Cape Pillar S. 56° 40' W. 150 Miles.

P.M. Fresh Gales and Cloudy. A.M. Do. W'r with Rain. at 11 Saw the Land at the Eddystone Point. Noon, Fresh Breezes and Cloudy.

Friday, 2nd September.—Winds N.N.E., W.S.W. Courses S. 10° W. dist. 148 Mile. Lat'de 41° 58'. Long'de 150° 30'. Bearings and dist. at Noon. Cape Pillar S. 20 W. 90 Miles.

P.M. Fresh breezes and Clear. all Sail Set. at 5 in Steering Sails and T.G. Sails. A.M. Do. W'r. Made and Shortened Sail Occasionally.

Saturday, 3rd September.—Winds S.W. Lat'de 42° 50'. Bearings and dist. at Noon. Oyster Island, N.W. b. W. 3 or 4 Miles.

P.M. Light Breezes and Cloudy. at 2 Down Boat. at 4 got the Sweeps out. carried one of them away. at 7 Came too with the Keige in 29 fath'ms, the Tide Setting us on an Island. at 9 a Breeze Springing up, Weigh'd and Made all Sail. A.M. Moderate Breezes and Close W.

Sunday, 4 September.—Winds N.E. Lat'de 43° 05'. Bearings and dist. at Noon. Cape Pillar, S.W. by S. 5 or 6 Miles.

P.M. Light Breezes and Cloudy. at 2 Down Boat. at 4 got the Sweeps out. carried one of them away. at 7 Came too with the Keige in 29 fath'ms, the Tide Setting us on an Island. at 9 a Breeze Springing up, Weigh'd and Made all Sail. A.M. Moderate Breezes and Close W.

Monday, 5th September.—Winds S.S.W.

P.M. Light breezes and Cloudy. at 4 Calm. out Sweeps to pull ahead. at 8 a Breeze. made all Sail up Frederick Henery Bay. A.M. Moderate Breezes and Cloudy. at 6.30 out Long Boat up Main Keel.

Tuesday, 6th September.—Winds North.

P.M. Do. W'r. at 1 hauled into the Bay. at 2.50 Came too in Ralphes Bay in 8 fath'ms. A.M. Do. W'r. Unbent Sails.

Wednesday, 7th September.—Winds N. W.

P.M. Moderate breezes and Cloudy. Sailsmaker making a Main T. Mast Stay Sail. A.M. Do. W'r. bent the T. Sails. 11 Unmoor'd and Made Sail across the Bay.

Thursday, 8th September.—Winds Calm, S.E.

P.M. Do. W'r. at 2 Came too in the Bay in 8 fath'ms. 4 past 3 a In the Breeze from the Eastward. Weigh'd and Made Sail up the Derwent river. 6.30 Came too in 8 fath'ms above Stainforth's Cove. A.M. Do. W'r.

Friday, 9 September.—Winds S.E. B. E., S.W.

P.M. Light breezes and Cloudy W'r. at 1 Made Sail for Risden.
1803.

September.

Journal of proceedings on H.M. brig Lady Nelson.

Moored in Risden Cove.

Arrival of ship Albion.

Landing of stores.

Cove.* at 3 Came too in the Cove in 4 fath'ns. Moor'd and furled Sails. A.M. Moderate and Cloudy.

Saturday, 10 September.—Winds N.W. Moor'd Risden Cove, River Derwent.
P.M. Moderate and Cloudy. emp'd variously. A.M. Do. W'r. Set the Sawyers to Work. People knotting Yarns.

Sunday, 11th September.—Winds S.W., N.N.W. Moor'd Risden Cove, River Derwent.
P.M. Light breezes and Cloudy. emp'd as before. A.M. Do. W'r. at 8 Came on board Capt. Bowen from the Albion. Sent the long boat to Assist in getting her into the Cove.

Monday, 12th September.—Winds N.W. West. Moor'd Risden Cove, River Derwent.
P.M. Moderate and thick hazy W'r. variously emp'd. A.M. Moderate and Cloudy, sent Some of the Stores belonging to the Colony on Shore; the long boat assisting the Albion discharging.

Tuesday, 13th September.—Winds West. Moor'd Risden Cove, River Derwent.
P.M. Moderate and Cloudy W. employ'd landing Stores. Unbent the fore T. Sail. Struck the fore Yard and T.G. Masts. A.M. Do. W'r. landing the Stores from the Albion.

Wednesday, 14th September.—Winds N.W. Calm. Moor'd Risden Cove, River Derwent.
P.M. Light breezes and Clear W'r. emp'd as before. A.M. Calm and Cloudy. emp'y'd as before.

Thursday, 15th September.—Winds S.W., N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate breezes and Clear W. emp'd Variously. A.M. Do. W'r. Inflicted Punishment.

Friday, 16th September.—Winds S.W. b. W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate breezes and Cloudy W. discharging the Albion. A.M. Do. W'r. with Squalls. landing the Stores from the Brig.

Saturday, 17th September.—Winds N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate breezes and Cloudy. People emp'd Variously. A.M. Do. W'r. Clear'd Hawser.

Sunday, 18th September.—Winds N.N.W. Moor'd in Risden Cove, River Derwent.
P.M. Strong gales and Squally with hard Rain. Struck Lower Yards and T.G. Masts; got them on Deck. at 5 Struck T. Masts. A.M. Moderate breezes. at 7 up T. Masts, lower Yards and T.G. Masts.

Monday, 19th September.—Winds N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate breezes and Cloudy. at 11 Struck lower Yards and Top Masts. Squally W'r. A.M. Fresh breezes and Squally. laded Brick for the Colony.

Tuesday, 20th September.—Winds N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate breezes and Cloudy W'r. emp'l'd Occasionally. A.M. Do. W'r. Supplied the Colony with ¼ a Barrell of Powder and a Bell.

Wednesday, 21st September.—Winds N.W. B. W. Moor'd in Risden Cove, River Derwent.

* Note 86.

Thursday, 22 September.—Winds West'ly. Moor'd in Risden Cove, River Derwent.
P.M. Moderate and Cloudy. Sailmakers as before. A.M. Do. W'r landed the Remainder of the Brick. Sent Empty Casks on Shore.

Friday, 23rd September.—Winds N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate and Cloudy. making Sennett. A.M. Do. W'r filling Water Casks.

Saturday, 24 September.—Winds N.W. Moor'd in Risden Cove, River Derwent.
P.M. Moderate and Cloudy W'r. Clearing the Hold. A.M. Do. W'r. emp'd Various.

Sunday, 25 September.—Winds S.E. B. S. Moor'd in Risden Cove, River Derwent.
P.M. Moderate and Cloudy with Rain. emp'd as requisite. A.M. Mod. and fine. up lower Yards and T. Masts.

Monday, 26 September.—Winds S.W. River Derwent.
P.M. Moderate breezes and Squally. People variously emp'd. A.M. High Winds and foggy W'r. at 8 Bent Sails, got the Keels up. Overhaul them and got them down again.

Tuesday, 27 September.—Winds S.S.W. River Derwent.
P.M. Moderate breezes and Squally. got our Water on Board. A.M. Fresh breezes and Cloudy. at 8 up T.G. Yards. loos'd Sails. fir'd a Gun and Unmoor'd.

Wednesday, 28 September.—Winds N.W. River Derwent.
P.M. Moderate and Cloudy. moor'd with the Kedge. A.M. Fresh breezes and Clear W'r.

Thursday, 29 September.—Winds N.N.W. River Derwent.
P.M. Moderate and Cloudy, getting ready for Sea. 10.30 in Long B'ts. A.M. Fresh breezes and Cloudy with Rain. ¼ past 5 Weigh'd and Made Sail down the Harbour, out Long Boat to Tow. at 7 made Sail in Boat.

Friday, 30th September.—Winds S.E., N.W. River Derwent.
P.M. Strong gales with heavy Squalls of Rain. ¼ past 1 a heavy gale from the S.E. Short'en'd Sail. bore up for Ralph's Bay. at 3 fur'd the T. Sails and Main Sails. at 4 Came too. Moor'd Ship. Struck Lower Yards and T. Masts. A.M. Do. W'r. out long Boat.

Saturday, 1st October.—Winds N.W. River Derwent.
P.M. Fresh breezes and Squally. at 6 in Boat. A.M. Pleasant W'r up lower Yards. set the rigging up. Unmoor'd. at 9 Weigh'd and Made all Sail Down the River.

Sunday, 2 October.—Winds N.W., Calm, N.E. River Derwent.
P.M. Moderate and Cloudy. Stowed the Anchors. 6.30 Calm. Sounded in 45 fath'ms. let go the Kedge, the Vessel drifting on Rusin's Island. Short'en'd Sail. ¼ before 12 a breeze from the N.W. up Kedge. made Sail. A.M. Calm. down Kedge. ¼ past 2 a breeze from the N.E. Made Sail.

Monday, 3rd October.—Winds S.W., S.E. Lat'd South 42° 50'. Bearings and dist. at Noon. Cape Pillar S.W. 8 or 9 Miles.
P.M. Moderate and Cloudy W'r. all Sail Set. at 2 Tacked. A.M. Calm and Cloudy. all Sail Set.

[The brig Lady Nelson arrived in Port Jackson on the 14th of October.]
LOG OF THE "OCEAN" TRANSPORT.*

Between Port Jackson and Port Phillip.
From November 25th, 1803, to August 20th, 1804.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Jackson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Novr. 25, Friday</td>
<td>N.E. to S.W.</td>
<td>First part, moderate breezes and cloudy, loose sails to dry; middle and latter part Variable Winds, employed repairing the rigging, engaged the ship with His Excellency Phillip Gidley King Governor and Commander in Chief at New South Wales. In H.M.'s service for four Calendar Months certain, at 18 shillings p. Ton p. Month; to be paid on the ship being discharged from H.M. service, by a bill of Exchange on the Right Honourable the Lords Commissioners of H.M. Treasury, the Ship entering into pay this 26th Day of Novr.</td>
</tr>
<tr>
<td>Saturday, 26th</td>
<td>Variable.</td>
<td>First and middle part light breezes and cloudy employed overhauling the rigging of the topsail yards; getting up long pole top gallant mast and setting up top mast and top Gallant rigging aboard the old main sail, and bent a new one latter part light breezes.</td>
</tr>
<tr>
<td>Sunday, 27th</td>
<td></td>
<td>Throughout light breezes and cloudy, employed repairing the rigging and receiving on board Government stores.</td>
</tr>
<tr>
<td>Monday, 28th</td>
<td>E. N. E. In S.W.</td>
<td>First part light airs inclining to calm. A.M. at 7 hoisted in the Colonial cutter, at 8 the Pilot came on board set the topsails and hove up the anchor proceeded down towards the mouth of the harbour, at 9 met the sea breeze, anchored in 2 fathom water abreast of Bradey point, middle and latter part strong winds with thunder lightening and rain.</td>
</tr>
<tr>
<td>Tuesday, 29th</td>
<td>Varying from N.E. to Rest</td>
<td>First part light airs, at 2 A.M. the Pilot came on board at 6 hove short and set the sails; weighed with a light air of Wind from the Westward at 9 hove too and sent the Pilot on shore the Flag staff on the outer south head, bore N. 37 W., distant 26 mile variable light airs and cloudy with rain. This Log ends at Noon.</td>
</tr>
</tbody>
</table>

* Note 27. † Note 28.
## LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Jackson towards Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1803.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wednesday, Nov. 30</td>
<td>West</td>
<td>Throughout fresh breezes and cloudy, P.M. at 8 stowed staysail, spanker and main top Gallant sail at 4 the extremity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of the land, bore from N. 89 W. to S. 89 W. at 7 the extremity of the land bore N. 60 W. to S. 55 W. at 10 saw the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>land wore ship to the Northed set staysail and spanker on 1st reef mizen topsail and set mizen top Gallant sails a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>short confused sea. A.M. at 7 out reef the topsails set Lower topmast and top Gallant stern sails; at noon the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North head of Jervisay bore N. 89 W. the Pigeon house N. 61 W. No observation.</td>
</tr>
<tr>
<td>Thursday, Dec. 1st</td>
<td>West</td>
<td>Weather as yesterday P.M. at 3 the Wind the Wind shifted suddenly to the W.S.W., in stern sails staysails spanker</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and top Gallant sails and double reef the topsails at 5 the Pigeon house bore N. 76 W., distance about 7 Leagues at</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 the Pigeon house bore N. 64 W. and the southern most land S. 38 W. at 10 set fore and main top Gallant sails and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>staysails at midnight stowed staysails A.M. at 2 taken a back by a sudden gust of Wind from the South'd handed top</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gallant sails and stowed spanker at 7 set top Gallant sails spanker and stay sails at 11 sprung up a light breeze</td>
</tr>
<tr>
<td></td>
<td></td>
<td>from the North'd set main top Gallant stern sail, employed repairing sails. Latt Obs'd 36 47.</td>
</tr>
<tr>
<td>Friday, 2nd</td>
<td>S.W.</td>
<td>First part fresh breezes and cloudy middle and latter part heavy Gales with severe squalls. P.M. set star board</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fore top mast stern sail and took in the Larboard stern sail set staysail at 5 in stern sails staysails spanker and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>top Gallant sail at 7 double reef the topsails and stowed the Jibb at 11 set the Jibb A.M. at 5 came on a very heavy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gales from the Westward with severe squalls close reef fore and main topsails hauled fore and mizen topsails and main</td>
</tr>
<tr>
<td></td>
<td></td>
<td>sail set main staysail and storm mizen staysail sent down mizen top Gallant Yard and struck Mizen top Gallant mast at</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10 the Gale increased with a heavy sea got down fore and main top Gallant Yards a continual drift of sea over the ship.</td>
</tr>
<tr>
<td>* Saturday, 3rd</td>
<td>S.W.</td>
<td>Latt Obs'd 38 37.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>First and middle part severe Gales with heavy squalls latter part more moderate. P.M. at 1 the Fore sail split,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>haw'd the remains of it up and furled at 2 the Gale increased with tremendous Gusts handed main topsail struck the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>top Gallant mast and Got down the mizen Gaff the spray of the sea constantly flying over the main top Lying too under</td>
</tr>
<tr>
<td></td>
<td></td>
<td>storm mizen and main staysail at 3 A.M. the Gale began to moderate set the main topail at 4 set fore top sail and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>fore top mast staysail at 5 unbent the foresail and bent the best and set it at 6 set the main sail and haw'd the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>main staysail down employed repairing the rigging with other necessary Jobses sick Richard Nelson Boatwain, Richard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lucas seaman and Robt. Mason seaman. Latt Obs'd 39 3 So.</td>
</tr>
</tbody>
</table>

* Longe in, 151 25 E.
### LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Jackson towards Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, Dec. 4th</td>
<td>S.W.</td>
<td>P.M. at 3 Wore ship to the Westward out 3rd reefs the fore and main top sails. Throughout fresh breezes and cloudy at 6 set mizzen topsail, jibb and spanker A.M. at 5 set main top mast and middle staysails at 10 top 2nd reef the main top sail the Watch employed at sundry Jobs a heavy swell from the S.S.W., sick Richard Nelson Boastwin, Richard Lucas seaman and Robert Mason seaman. Latt Obs'd 38° 5 50.</td>
</tr>
<tr>
<td>Monday, 5th</td>
<td>N.N.W.</td>
<td>First part light airs and clear, middle and latter part fresh breezes and clear. P.M. fitted the fore and main top Gallant mast and set up the rigged rigging the fore and main top Gallant Yards and set the sails out 2nd reefs the fore top sails A.M. at 2 set middle and top Gallant staysails at 6 fitted the main top Gallant mast set the sail past a dead whale a heavy swell from the S.W. Throughout this 24 hours at 20th 45° 49' A.M. time in Long'v P. Mean of 7 Distance of the on, 11° 52° 45' East of Greenwich employed repairing sails and rigging sick Richard Lucas and Robert Mason seamen. Latt Obs'd 38° 8.</td>
</tr>
<tr>
<td>Tuesday, 6th</td>
<td>N.W.</td>
<td>First and middle part moderate breezes and clear latter part light airs P.M. set starboard Fore top, Store and main top Gallant stern sails at 9 in stern sails staysails Royals and spanker at 10 in 1st reef mizzen topsail and handed mizzen top Gallant sail A.M. at 4 set staysail at 5 set Royals out 1st reef mizzen topsails and mizzen top Gallant sails at 11 set main top Gallant stern sails and starboard foremast stern sail employed repairing sails and other necessary Jobs sick Richard Lucas seaman. Latt Obs'd 38° 46.5</td>
</tr>
<tr>
<td>Wednesday, 7th</td>
<td>N.E.</td>
<td>First part light breezes and cloudy, middle and latter part strong Gales with heavy squalls. P.M. set fore top mast stern sail, at 6 in larboard fore and main top Gallant stern sails, at 7 in fore top mast stern sails and Royals. Sent the Royals Yards down, at 10 slowed staysails and mizzen top Gallant sail and in 1st reef mizzen topsail at 11 slowed fore and main top Gallant sails and spanker. A.M. at 2 in 2 reef the topsails. Tacked ship to the North'd at 3 slowed the Jibb, at 6 set fore and main top Gallant sails, Jibb and main top masts staysail at 4 close reef fore and main top sails, handed fore and mizzen top sails at 3 past 10 saw the land bearing W.N.W. set fore top sail, at 11 the Gale increased with severe squalls of Wind with Sheet Haul'd the main sail up and hauled fore top sail at noon wore ship to the South'd hauled the Foremast up and have the ship too.</td>
</tr>
</tbody>
</table>

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| * Longs in, 150 58. | † Courses, 50 W.; Distance, 76; Dep. Lat., 48 N.; Dep., 65° 8 E. | ‡ In the original part of the line is cut off. |
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Jackson towards Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1802,</td>
<td></td>
<td>Extreems of land bearing from S 88 W. to N 44 W., distance off shore 6 or 7 Leagues, at 23h. 5° 30' in Long. E. Mean of 7 Distance of OA, 148° 0' 0&quot; East of Greenwich. Sick Richard Lucas seaman, employed repairing the foresail that was split. Latt Obs'd 38 40 So.</td>
</tr>
<tr>
<td>Thursday, Decr. 8th......</td>
<td>W.S.W.</td>
<td>Throughout strong Gales with severe squalls, P.M. ree'ft the foresail and set it at 4 set fore top sail and main sail and main top mast staysail, at 11 handed fore and main top sail, and main top mast staysail, saw the North ends of the Fernau Islands, bearing S.S.W. at Noon the North ends of the Sisters bore S. 27 W., Distance 5 or 6 Leagues, the Southern Extremity S. 10 W. Wore ship to the North'd at 22 14' 14&quot; Ap't time in Longe P. Mean of 3 Distance of OA, 148° 25' 15&quot; East of Greenwich Employed at sundry Jobbs about the rigging Sick Richard Lucas seaman. Latt Obs'd 39 29.</td>
</tr>
<tr>
<td>Friday, 9th ..........</td>
<td>S.S.W.</td>
<td>Throughout fresh Gales and cloudy P.M. at 3 the North part of the Sisters Island, bore S. 4 W. 8 or 9 Leagues, set close reef mizen top Sail. a short head Sea, Ship pitching very heavy, sent fore and mizen top Gallant Yards down at 10 set Jib, main top mast stay sail and spanker at 11 stowed main top mast staysail and spanker. A.M. at 4 wore ship to the South'd, at 8 wore ship to the Westward out 2nd and 3rd reefs the topsails, set spanker and main top Gallant sail out reef the foresail at 11 saw the land to the W.S.W. at Noon bore from N. 87 W. to S. 83 W. at 21h. 55' 44&quot; in Longe P. Mean of 5 distance of OA, 148° 10' 15&quot; East of Greenwich employed repairing the sails and the rigging. Latt Obs'd 38 38.</td>
</tr>
<tr>
<td>Saturday, 10th .........</td>
<td>S.S.W.</td>
<td>First part fresh breezes and cloudy middle and latter part light airs. At 4 P.M. Tack'd ship to the S.E., the Extreems of the Land bearing from S. 77 W. to North 17 East, Distance from the Sandy beach about 3 Leagues, at 52 past 7 the Extreems of the land bore from S. 79 W. to S. 83 W. A.M. at 6 rig'd and set the Sail, at 22h. 10' 32&quot; Ap't time in Longe P. Mean of 5 Distance of OA 148° 18' East of Greenwich employed at Sundry Jobbs sick Richard Lucas seaman. Latt Obs'd 38 41 So.</td>
</tr>
<tr>
<td>Date</td>
<td>Winds</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1803, Sunday, Dec. 11th</td>
<td>N.E.</td>
<td>First and middle part moderate breezes and clear latter part fresh breezes and cloudy P.M. at 1 sprung up a light breeze from the Eastward, Set top Gallant stern sails, Fore topmast and lower stern sail, at 8 Wilsons Promontory bore from S. 58 W., the North end of Fennaux Islands South, Kents Group S.W. b S. at 10 took in Lower and top Gallant stern sails at 11 in Fore topmast stern sail staysails spanker and top Gallant sails. A.M. at 1 hove too, ships head to the Eastward, at 1/2 past 3 bore up and set top Gallant sails, Kents Group bore S 6 W 4 or 5 Leagues. Set stern sails, staysails, Royals and spanker. At 3 Wilsons Promontory, bore S 70 W; the Westernmost of Curtis's Islands S 79 W, distance about 5 Leagues, Kent Group S 81 E At 11 in stern sails and Royals. At Noon Wilsons Promontory bore N 19 E about 7 Leagues Round Island S 85 E, Curtis's Islands S 77 E. Sick Richard Lucas sent down Latt Obed 39 29 So.</td>
</tr>
<tr>
<td>Monday, 12th</td>
<td>N.E.</td>
<td>Throughout fresh breezes and cloudy, P.M. at 1 handed mizen top Gallant sail and in 1st reef mizen topsail. At 2 stowed staysails, top Gallant sails and spanker at 1/2 past 2 tacked ship to the North'd and sent down the Royal Yards at 5 set spanker and main top Gallant sail at 6 Round Island bore N 63 E about 7 Leagues at 7 Round Island bore N 74 E. Wilsons Promontory N 64 E about 9 Leagues Distant. At 8 saw the Land to the Westward bearing W B S at 10 handed main top Gallant sail. A.M. at 4 set top Gallant sails, stern sails and Royals at Noon Cape Shank bore N 68 E and the entrance of Port Phillip N 30 W, at 3 entering the Harbour stowed Royals and staysails and in stern sails. At 6 P.M. anchored in 5 1/2 fathom water near H.M. Ship Talments signified to the Colonial boats. At 7 reported the ship to Capt. D. Woodruff and His Honor Lieutt Govr Collins. This Logg ends at Midnight* and contains the transactions of 36 Hours sick Richard Lucas sent down.</td>
</tr>
</tbody>
</table>

* Note 88.
<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, Dec. 13</td>
<td>N.W.</td>
<td>Throughout light variable breezes and cloudy. Hoisted out the Yawl and long boat and moored</td>
</tr>
<tr>
<td></td>
<td>N.E.</td>
<td>the ship with the Stream anchor to the E.S.E. Where moored Yellow head bore S 5° E. One</td>
</tr>
<tr>
<td></td>
<td>S.S.E.</td>
<td>tree Point S 7° E, employed cleaning the after hold to receive on board Colonial Powder</td>
</tr>
<tr>
<td></td>
<td>S.S.W.</td>
<td>sick R'd Lucas seaman. First part light breezes, with showers of rain middle and latter</td>
</tr>
<tr>
<td></td>
<td>W.S.W.</td>
<td>part fresh breezes and cloudy employed coiling the Cubes in the Orlop Deck and receiving on</td>
</tr>
<tr>
<td></td>
<td>S.S.W.</td>
<td>board stores from the Calcutta sick R'd Lucas seaman. Weather as Yesterday employed</td>
</tr>
<tr>
<td></td>
<td>W.S.W.</td>
<td>getting the ship clear, for receiving cargo. P M unbelts the sails and rigged a Derrick</td>
</tr>
<tr>
<td></td>
<td>W.S.W.</td>
<td>received on board 6 Convicts sick R'd Lucas seaman and R'd Nelson Boatswain.</td>
</tr>
<tr>
<td></td>
<td>S.E.</td>
<td>Throughout moderate breezes and cloudy employed as Yesterday and repairing the rigging</td>
</tr>
<tr>
<td>Saturday, 17th</td>
<td>W.S.W.</td>
<td>Carpenter as Yesterday sick R'd Lucas seaman R'd Nelson Boatswain and Charles Lewis Boy.</td>
</tr>
<tr>
<td></td>
<td>S.E.</td>
<td>Throughout moderate breezes and cloudy employed getting the ballast out. Carpenter employed</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>Caulling the topsides sick R'd Lucas seaman.</td>
</tr>
<tr>
<td>Sunday, 18th</td>
<td>S.S.W.</td>
<td>First and middle part light breezes and cloudy latter part clear, A M sail'd his M's Ship</td>
</tr>
<tr>
<td></td>
<td>E.N.E.</td>
<td>Calcutta for Port Jackson sick as Yesterday.</td>
</tr>
<tr>
<td>Monday, 19th</td>
<td>E.N.E.</td>
<td>Throughout fresh breezes and cloudy, employed getting the ballast out and setting up lower</td>
</tr>
<tr>
<td></td>
<td>S.W.</td>
<td>and top mast rigging sick as above.</td>
</tr>
<tr>
<td>Tuesday, 20th</td>
<td>E.N.E.</td>
<td>Throughout fresh breezes and cloudy, employed as Yesterday sick as Yesterday.</td>
</tr>
<tr>
<td>Wednesday, 21st</td>
<td>S.W.</td>
<td>Throughout fresh breezes intervale exceeding hot Gusts of Wind, employed mostly as</td>
</tr>
<tr>
<td></td>
<td>N.E.</td>
<td>Yesterday, rigged the long boat sick as above.</td>
</tr>
<tr>
<td>Thursday, 22nd</td>
<td>S.S.W.</td>
<td>First and middle part light breezes and cloudy. employed getting out ballast, boats water</td>
</tr>
<tr>
<td></td>
<td>W.S.W.</td>
<td>ing Carpenter caulling the topsides. Latter part fresh breezes and cloudy.</td>
</tr>
<tr>
<td>Friday, 23rd</td>
<td>W.S.W.</td>
<td>First part moderate breezes with showers of rain, middle and latter part fresh breezes</td>
</tr>
<tr>
<td></td>
<td>S.W.</td>
<td>and cloudy. employed receiving Government stores Carpenter as yesterday.</td>
</tr>
<tr>
<td>Saturday, 24th</td>
<td>S.W.</td>
<td>Throughout fresh breezes and cloudy employed as Yesterday.</td>
</tr>
</tbody>
</table>
### Log of the "Ocean" Transport—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1803</td>
<td>S.W.</td>
<td>First and middle part light breezes and cloudy latter part strong winds, with squalls of rain. Throughout fresh breezes and squally, employed getting on board the Convict Stores, and stowing them away. Carpenter caulking the top sides.</td>
</tr>
<tr>
<td>Sunday, Dec. 25th</td>
<td>S.W.</td>
<td>First and middle part moderate breezes and cloudy employed as yesterday. Latter part squally with showers of rain received on board 9 Convicts to assist in taking the cargo on board, by order of his Honor Lieut. Govn. Collins.</td>
</tr>
<tr>
<td>Monday, 26th</td>
<td>Westerly</td>
<td>First part squally, with showers of rain, middle and latter part strong winds and cloudy; employed mostly as yesterday and getting out ballast, received on board 4 Convicts by order of his Honor Lieut. Govn. Collins.</td>
</tr>
<tr>
<td>Tuesday, 27th</td>
<td>Westerly</td>
<td>First and middle part fresh breezes and squally with rain latter part moderate breezes and cloudy employed as yesterday.</td>
</tr>
<tr>
<td>Wednesday, 28th</td>
<td>Westerly</td>
<td>First part moderate breezes and cloudy, middle and latter part fresh breezes employed as yesterday. Throughout fresh breezes and cloudy, employed as yesterday; painted the hawse and bowsprit.</td>
</tr>
<tr>
<td>Thursday, 29th</td>
<td>S.W.</td>
<td>First and middle part fresh breezes and cloudy, latter part light breezes employed getting the Colonial stores on board etc.</td>
</tr>
<tr>
<td>Friday, 30th</td>
<td>S.W.</td>
<td>First part light breezes and cloudy with showers of rain, middle and latter part fresh breezes and cloudy, employed as yesterday. Carpenter caulking the Quarter Deck.</td>
</tr>
<tr>
<td>Saturday, 31st</td>
<td>S.W.</td>
<td>First part light breezes and cloudy, middle and latter part fresh breezes, employed as above. Carpenter caulking the Quarter Deck.</td>
</tr>
<tr>
<td>1804</td>
<td>S.W.</td>
<td>First part fresh breezes and cloudy, middle and latter part light breezes, employed as yesterday. Throughout light breezes, intervals sudden gusts of wind employed as above.</td>
</tr>
<tr>
<td>Sunday, Jan. 1st</td>
<td>S.S.W. to S.W.</td>
<td>First part fresh breezes and cloudy, middle part light breezes, latter part fresh breezes and squally with rain employed as above.</td>
</tr>
<tr>
<td>Monday, 2nd</td>
<td>S.W. to W.S.W. to N.N.E. to S.W.</td>
<td>First and middle part fresh breezes and cloudy latter part strong winds with severe squalls of wind and rain employed as yesterday.</td>
</tr>
<tr>
<td>Tuesday, 3rd</td>
<td>Variable</td>
<td>First part strong breezes and cloudy with showers of rain, middle and latter part moderate breezes employed clearing the ship etc.</td>
</tr>
</tbody>
</table>
### LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1854.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monday, Jan. 9th</td>
<td>E.S.E. to W.S.W.</td>
<td>First and middle part light part clear employed getting Colonial stores on board and Carpenter caulking the Quarter Deck.</td>
</tr>
<tr>
<td>Tuesday, 10th</td>
<td>E.N.E. to S.S.W.</td>
<td>Throughout light variable breezes and cloudy employed filling Water and sundry Jobs about the rigging Carpenter caulking.</td>
</tr>
<tr>
<td>Wednesday, 11th</td>
<td>East to W.S.W.</td>
<td>First and middle part light airs and cloudy. A.M. the boats returned with water, discharged them and sent the long boat to complete our water, sent the small Launch for cargo. At noon the boats returned from the camp, nothing being ready to come off latter part fresh breezes and squally employed mostly as Yesterday.</td>
</tr>
<tr>
<td>Thursday, 12th</td>
<td>S.W. to S.S.E.</td>
<td>Throughout light breezes and cloudy the small launch employed bringing stores P.M. the long boat returned, otherwise employed as Yesterday. Arrived the Edwin Schooner from Port Jackson.</td>
</tr>
<tr>
<td>Friday, 13th</td>
<td>S.S.W. to Variable</td>
<td>First part fresh breezes and cloudy, middle and latter part light breezes, employed Getting on board Government stores, and stowing them away Carpenter caulking the Upper Deck.</td>
</tr>
<tr>
<td>Saturday, 14th</td>
<td>S.S.W. to Variable</td>
<td>Throughout light variable airs, employed as Yesterday, bent the topsails, foresail and staysail.</td>
</tr>
<tr>
<td>Sunday, 15th</td>
<td>N.E. to W.S.W.</td>
<td>First part light airs and cloudy at 6 A.M. six men were sent in the Jolly boat to catch swans with an order to return to the ship at noon. A.M. came on a sudden squall from the westward with thunder lightening and rain at 5 P.M. being away at the boat not returning was looking towards the Island with the spring glass supposed I saw the boat bottom up, ordered the Cutter to be manned and sent her away with the 1st Officer Mr. Souter at 1/2 past 6 they returned with the Jolly boat in tow and three of the people that was in her which they took off the bottom of the boat; the account they gave was, that about 10 A.M. as they were returning to the ship, when the boat meet by a sudden gale of wind, and unfortunately three of the people was drowned Viz: John Williams seaman, Anthony Cable boy Wm Fisher again sent the Cutter to the Island in hopes of finding some of the unhappy sufferers at 10 the boat returned without the least information Jetter part moderate breezes with heavy thunder and lightening intervals showers of rain.</td>
</tr>
<tr>
<td>Monday, 16th</td>
<td>S.S.W. to Variable</td>
<td>First part fresh breezes and cloudy at 4 A.M. sent the Cutter to Swan Island, in search of the Unfortunate People we supposed to be lost, employed about sundry Jobs. Nothing being ready to come off from the Camp the Cutter returned without any information, middle and latter part light variable airs. Carpenter Caulking the upper Deck.</td>
</tr>
<tr>
<td>Tuesday, 17th</td>
<td>Variable</td>
<td>Throughout light breezes and cloudy employed at sundry Jobs. Carpenter Caulking the Upper Deck.</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>Easterly</td>
<td>Throughout light breezes and cloudy, employed mostly as Yesterday. Sail'd the Edwin Schooner.</td>
</tr>
</tbody>
</table>
# LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday, Jan'y. 19th.</td>
<td>Easterly</td>
<td>First and middle part fresh breezes and cloudy employed at sundry Jobs. Carpenter caulking</td>
</tr>
<tr>
<td></td>
<td>Variable</td>
<td>latter part equally.</td>
</tr>
<tr>
<td>Friday, 20th</td>
<td>S.W.</td>
<td>First part moderate breezes and cloudy with showers of rain middle and latter part fresh</td>
</tr>
<tr>
<td></td>
<td></td>
<td>breezes employ'd mostly as Yesterday.</td>
</tr>
<tr>
<td>Saturday, 21st</td>
<td>S.W.</td>
<td>Weather as Yesterday, employed as above arrived the Lady Nelson from Port Dalrymple and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Edwin Schooner from Kings Island.</td>
</tr>
<tr>
<td>Sunday, 22nd</td>
<td>Variable</td>
<td>First part light and variable airs, middle and latter part fresh breezes and cloudy</td>
</tr>
<tr>
<td></td>
<td>E.N.E.</td>
<td>employed cleaning the ship.</td>
</tr>
<tr>
<td>Monday, 23rd</td>
<td>E.N.E.</td>
<td>First and middle part light breezes and cloudy employed at sundry Jobs bringing stores</td>
</tr>
<tr>
<td></td>
<td>W.S.W.</td>
<td>from the Camp latter part strong wind.</td>
</tr>
<tr>
<td>Tuesday, 24th</td>
<td>S.W.</td>
<td>First part fresh breezes with showers of rain, employed embarking Convicts and baggage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carpenter caulking the upper Deck, middle and latter part moderate breezes and cloudy.</td>
</tr>
<tr>
<td>Wednesday, 25th</td>
<td>S.W.</td>
<td>First and middle part moderate breezes and cloudy employed embarking stores etc. latter</td>
</tr>
<tr>
<td></td>
<td>to S. S.E.</td>
<td>part light breezes Carpenter.</td>
</tr>
<tr>
<td>Thursday, 26th</td>
<td>E.S.E.</td>
<td>Throughout light breezes and fair employed embarking baggage etc. Carpenter as before.</td>
</tr>
<tr>
<td>Friday, 27th</td>
<td>Variable</td>
<td>P M His Honor Lieut. Govr. Collins embarked on board Hoisted in the Yawl and stowed the</td>
</tr>
<tr>
<td></td>
<td>S.W.</td>
<td>booms.</td>
</tr>
<tr>
<td></td>
<td>to S. S.E.</td>
<td>First part light airs inclinable to calm A M hoisted in the Colonial cutter and unmoored</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the ship Got up the top Gallant Yards and made clear for dropping down the harbour mouth at</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Noon sprung up a light breeze from the S.W. weighed and ran down to the Harbours mouth</td>
</tr>
<tr>
<td></td>
<td></td>
<td>at Noon sprung up a light breeze from the S W and anchored in 10 Fathom water the small</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Island bearing West and one tree Point K S E latter part light breezes and cloudy, hoisted</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in the black Cutter and made Clear for Sea.</td>
</tr>
<tr>
<td>Saturday, 28th</td>
<td>S.S.W.</td>
<td>First part light breezes and cloudy, middle and latter part fresh breezes employed at</td>
</tr>
<tr>
<td></td>
<td>to South</td>
<td>Sunbury Jobs.</td>
</tr>
<tr>
<td>Sunday, 29th</td>
<td>Variable</td>
<td>First part light airs inclinable to calm middle and latter part fresh breezes and clear.</td>
</tr>
<tr>
<td></td>
<td>Southerly</td>
<td></td>
</tr>
<tr>
<td>Monday, 30th</td>
<td>Variable</td>
<td>First and middle part light airs and clear.</td>
</tr>
<tr>
<td></td>
<td>from South</td>
<td>A M at 3 hove short and set the sails at 4 weighed</td>
</tr>
<tr>
<td></td>
<td>to S.E.</td>
<td>with a light air from the South'd at 8 Cape Shank bore S 68 E the entrance of Port Phillip</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N 65 E at Noon Cape Shank bore S 63 E the entrance of Port Phillip N 56 E, Cape Albans.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Otway S 52 W light winds and cloudy this log ends at Noon and contains the Transactions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of 12 Hours.</td>
</tr>
</tbody>
</table>

* In the original a line is cut off.  † Note 88.
**Log of the "Ocean" Transport—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Phillip towards the River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1804.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tuesday, Jan’y. 31st</strong></td>
<td>E.N.E.</td>
<td>First and middle part moderate breezes and cloudy latter part fresh breezes and clear P.M. at 4 Tackled ship Cape Albany Otway hearing S. 51° W. 8 or 9 Leagues at 6 Cape Albany Otway bore S. 56° W. Distance about 12 or 13 Leagues stowed staysails at 10 tacked to the South’d A.M. at 7 set staysails employed at sundry Jobs. In Company the Lady Nelson. Latt Obs’d 39° 9’.</td>
</tr>
<tr>
<td><strong>Wednesday, Feb’y. 1st</strong></td>
<td>East</td>
<td>First and middle part fresh breezes latter part moderate breezes P.M. at 2 stowed staysails and Mizen top Gallant sail, at 7 in fore and main top Gallant sails and in 1st reef mizen top sail at 8 P.M. Tackled ship A.M. at 3 set staysails and top Gallant sails at 1/2 past 6 tacked ship, at Noon fresh breezes and Hazy stowed staysails and tacked ship to the North’d employed at sundry Jobs. Lost sight of the Lady Nelson at 2 P.M.</td>
</tr>
<tr>
<td><strong>Thursday, 2nd</strong></td>
<td>East</td>
<td>Throughout moderate breezes, P.M. at 10 tacked ship, a heavy swell from the Eastward A.M. at 3 tacked to the Eastward. At 5 set fore top mast fore and main top Gallant stern sails at 20th. 24th. 35s. Aprt time in Long’s p Mean of 7 distance of OA, 148° 6’ 15’ East of Greenwich at 10 set lower and fore top Gallant stern sail at Noon Cape Liptrap bore N 35° E about 4 Leagues Wilsons Promontory S. 77° E the Lady Nelson parted Company during the night, the Watch employed at sundry Jobs. Latt Obs’d 39° 1’.</td>
</tr>
<tr>
<td><strong>Friday, 3rd</strong></td>
<td>N.W.</td>
<td>Throughout light breezes and Hazy P.M. at 4 in stern sails Wilsons Promontory bore N. 80° E. Round Island S. 76° E off shore 3 or 4 Leagues at 6 Round Island bore S. 87° E the Extremity off the land to the North’d N 33° E at 9 stowed top Gallant sails and spanker at Midnight sounded in 36 Fathoms A.M. at 2 wore ship sharp Lighthening to the Eastward at 1/2 past 3 wore ship at 4 hove to at 1/2 past 4 set fore top mast Lower and top Gallant stern sail at 6 Round Island bore N 11° W distance 6 or 7 mile at 1/2 past 10 tacked ship the Wind coming suddenly from the North’d and Eastward at 11 Hogans Group bore S. 11° E about 6 or 7 mile stowed fore and mizen top Gallant sail and spanker in 1st and 2nd reef the mizen top sail at Noon tacked to the South’d. No Observation.</td>
</tr>
</tbody>
</table>
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, Feb. 4th 1804</td>
<td>E.N.E.</td>
<td>First and middle part strong winds and squally, latter part more milder. P M the Eastmost rock to the Eastward of Round Island bore West Hogans Group B S 8 E Kents Group S 7 W at ½ past 1 tacked ship to the North'd stopped the spencer at 5 tacked to the South'd, split the main top Gallant sail unbest it and bent the best spoke the Schooner John from Sydney bound to Kings Island at 4 Hogans Group bore S 25 E double reft the top sails at 5 Hogan.*necessary to run the ship into the mouth of the Straits for sea-room it having every appearance of blowing hard, bore up at 7 close reft the topsails handed mizen topsail and main sail stopped the Jib's and reft the foresail at 8 Round Island bore N ½ W distance about 6 or 7 mile haw'd to the Wind on our starboard tack under close reft fore and main top sails and fore and mizen staysails at ¾ past 11 saw the land wore to the South'd A M at 5 wore to the South'd set mizen topsail, foresail and main sail set the Jib's at 7 out 3 refts the topsails, at 8 saw the land bearing about N E, at 9 out 3rd reft the topsails and the reef out of the foresail, set spencer and top Gallant sails set fore top mast Lower and top Gallant stern sails, at Noon the Round Rock of Wilsons Promontory, bore N 75 E Round Island E b S. Latt Obs'd 39 29 So.</td>
</tr>
<tr>
<td>Sunday, 5th 1804</td>
<td>W.S.W.</td>
<td>Throughout fresh breeze and clouds P M a heavy sea from the Eastward at 4 saw broken Water bearing S b W about 6 mile Round Island then bearing N 62 W the Easternmost of the Rocks to the Eastward of Round Island S 10 W about 6 mile. This Brother is very dangerous, as it lays nearly in mid Channel between Round Island and Curtis's Island this was the third time of my passing it and never saw it before of course it only shows it self when there is a heavy swell at 5 in stern sails and spencer and in 1 st reft the topsails at 6 Hogans Group bore S 55 W a rock to the Northward of Hogans Group N 59 W distance about 5 mile at 7 Hogans Group bore S 67 W distance about 10 mile at ½ past 8 Kents Groove bore South slowed spencer and top Gallant sails and in 2nd reft the topsails haw'd up to the North'd at 11 Kents Group bore S S W bore up at midnight close reft the topsails and handed mizen top sail and main sail A M at 1 hauled fore topsail at 5 the North end of the Scerxes Islands bore S 22 W distance about 7 Leagues set main and storm mizen staysail at Noon the Patricks bore S 78 W, Cape Barren S 20 W and the Northern extremity of the land N 88 W distant off shore about 7 Leagues a heavy sea from the S W. Latt Obs'd 40 4 So.</td>
</tr>
</tbody>
</table>

*In the original a line is cut off.
## LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804, Monday, Feb. 6th</td>
<td>W. B. N.</td>
<td>Throughout strong Gales and Hazy P M under close reef main topsail fore and main and mizen staysails at 4 Cape Basaltes bore S 70 W at 9 the Extreems of the land bore from S S W to W S W distance off shore about 10 Leagues set the mainsail fore and mizen topsails at 8 out 3rd reef fore and main topsails and set sparker and Jibb stowed main staysail a heavy head sea A M at 2 strong winds stowed sparker and Jibb at 6 close reef, fore and main topsails haded main sail and mizen topsail.</td>
</tr>
<tr>
<td>Tuesday, 7th</td>
<td>W.S.W.</td>
<td>Throughout light breezes and cloudy P M at 4 set fore and mizen topsail Jibb and sparker at 6 out 3rd reef fore and main topsails and 2nd reef mizens topsail set top Gallant sails A M out 2nd reef fore and main topsails, set staysails at 9 set top mast lower and top Gallant stern sails a heavy swell from the South'd. Latt Obs'd 41 29.</td>
</tr>
<tr>
<td>Wednesday, 8th</td>
<td>N.W. to S.W.</td>
<td>Throughout fresh breezes and cloudy P M at 4 in main top Gallant stern sail, at 5 in Lower and topmast stern sail and sparker at 8 stowed staysails and top Gallant sails in 2nd reef the topsails and stowed the Jibb A M at 4 haw'd the foresail up and hove too at ½ past 4 filled and made sail at 5 carried away the main topsail Yard in a squall of Wind saw the Land Got the sail unheind and Yard down at 6 close reef the fore topsail at 9 the wind flew round to the S W in a sudden squall Got a main the topsail Yard up and bent the Main topsail the other being split by the Yard breaking Close reef the main topsail and set it at 10 the Island off Cape Pillar bore S 66 W distance about 16 Leagues at Noon out 3rd reef fore and main top sails set fore and main top Gallant sails. Latt Obs'd 43 16.</td>
</tr>
<tr>
<td>Thursday, 9th</td>
<td>N.W. to S.W.</td>
<td>Throughout strong Gales and squally P M at 2 Tacked ship stowed top Gallant sails and sparker and Double reef the topsails, at 4 wore ship, close reef the topsails at 7 Cape Basaltes bore N 82 W and Cape Pillar Island N 70 W about 7 Leagues A M at 2 wore ship at 6 out 3rd reef the main topsail at 8 Cape Basaltes bore N 87 W at 9 wore ship haw'd the main sail up and set main staysail and close reef the main topsail. Latt Obs'd 43 58.</td>
</tr>
<tr>
<td>Friday, 10th</td>
<td>S. B. W.</td>
<td>Throughout strong Gales with heavy squalls P M at 1 Handed fore and mizen topsails at 2 set the main sail and stowed the main staysail at ½ past 3 wore ship at 4 Cape Basaltes bore S 83 being on the south point of the Island of Cape Pillar, at 6 Cape Basaltes bore S 87 W the South point of the Island at 7 Cape Basaltes bore West the South point off the Island N 85 West set fore and mizen topsails at midnight wore ship A M at 3 set Jibb, and sparker out 3 reef the main topsail at 5 out 3 reef the foretop sail set top Gallant sails at 6 out 2nd reef the topsails and set the staysails at 9 sounded with 150 Fathoms of Line No Ground at Noon Cape Basaltes bore S 85 W sprung up a light air from the North'd. Latt Obs'd 43 19.</td>
</tr>
<tr>
<td>Date</td>
<td>Winds</td>
<td>Ship Ocean from Port Phillip towards the River Derwent.</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>---------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1804,</td>
<td>N.E.</td>
<td>Throughout light breezes and fair P M set fore topmast and lower stern sail set fore top Gallant stern sail at 3 in Stern sails at 6 Cape Basaltes bore N 74 W Cape Pillar Island N 79 W sounded in 11 fathom water white sand with brown specks at 7 Cape Basaltes bore S 88 E about 4 miles at 8 handed top Gallants sails sail and double reef the topsails handed main sail Jibb and spars at ½ past 8 wore ship at ½ past 11 wore ship A M at 3 wore ship at 4 Cape Basaltes bore E 8 made sail turning to Windward up storm bay at 7 out 2th reef the Topsails set top Gallant sails staysails and spars at 8 stowed spars and staysails at 11 came on a severe squall of Wind hensed top Gallant sails, close reef the topsails and hended fore and main topsails and main sail at Noon severe Gists of Wind reported to his His Honor Lieut Gown. Collins, the necessity of running into Frederic Henry Bay or running out off Storm bay to leave the ship too it Blowing very severe it was impossible to carry sail to keep her off the Eastern shore of the Bay if it continued. He ordered the former Sent down top Gallant Yards at 3 P M anchored in in the above bay in 8 Fathom Water at 4 Loved the Jolly Boat down and put on shore Lieut Lord of the Royal Marines and Mr. Humphrey Mineralogist with 4 Convicts charged with dispatches to Captin Bowin. Latter part more moderate and cloudy at anchor the West head of the entrance of the Bay bore S 1 E East head S 32 E distance off shore about 2 mile the log ends at Noon* and contains the transactions of 12 Hours.</td>
</tr>
<tr>
<td>Saturday, Feb. 11th</td>
<td>W.N.W.</td>
<td>First part strong Gales with heavy squalls middle part more moderate Got up the top Gallant Yards at 1 P M come on to blow hard with exceeding heavy Gists of Wind and heavy rain at 2 more moderate sent the Jolly boat with 2 men and the scene to fish but after toying several Hours without success tive it up, indeed we succeeded very little better on board with the hook having caught but a few Flatheads and then at the expense of several hooks and lines the place being full of sharks; but was reconoisseur by finding a large Bed of excellent Oyster in a fine Lagoon exactly opposite where the ship lay. they lay'd the boat on shore at Low water and in about ½ an hour filled. There is water in the Lagoon for ships of 12 or 13 Feet.</td>
</tr>
</tbody>
</table>

* Note 88.
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Risdon Cove, River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804. Monday, Febr. 13th ...</td>
<td>W.N.W. to S.W.</td>
<td>First and middle part fresh breezes and cloudy with heavy rain a heavy swell from the South'd sent top Gallant Yards down latter part strong winds and squally, with heavy rain employed at sundry Jóbbs about the rigging.</td>
</tr>
<tr>
<td>Tuesday, 14th .....</td>
<td>W.S.W. to W.N.W.</td>
<td>First part moderate breezes and cloudy Got up the Gallant Yards middle part strong winds squally with rain latter part more moderate.</td>
</tr>
<tr>
<td>Wednesday, Febr. 15th</td>
<td>Variable S.E. b. S. South</td>
<td>First part light variable airs inclinable to calm at 4 A.M weighed and made sail set top Gallant stern sails at 10 it fell calm took in the stern sails the body of Betsy's Island bearing S W B S about 7 mile distant at Noon sprung up a light air from the S E which encreased to a fresh breeze tacked ship to the Eastward at ½ past 1 Tacked ship to the South'd at 3 P M weather'd the Southern Braker off Betsy's Island bore up for the River Derwent at 4 Mr. Simmons Commander of the Lady Nelson came alongside in a whale boat at ½ past 4 enter the River at ½ past 6 anchored in Risdon Cove* in 4 Fathom water steadied the ship with a kedg and hawser latter part light winds. It was observed by the Officers of the Ship and passengers that Wm. Frances Cabbin steward was very much intoxicated and that he had been in that state for 4 or 5 days on examining the stores found several Bottles of Wine had been taken out of a tierce stowed in the Gun room.</td>
</tr>
<tr>
<td>Thursday, 16th .....</td>
<td>S.E. to South</td>
<td>First part light breezes and fair A M His Honor Lieut Govnr. Collins left the ship saluted him with 11 Guns middle and latter part fresh breezes and cloudy moored ship with the Stream anchor to the N E. Sent top Gallant Yards down.</td>
</tr>
</tbody>
</table>

*Note 86.*
<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Risdon Cove, River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>18th, Friday,</td>
<td>W.S.W. to South</td>
<td>First and middle part moderate breezes and cloudy A.M attended His Honor Lieut Govr Collins for a more</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td></td>
<td>convenient place for settlement He not approving of Risdon there being a number of annoyances attending</td>
</tr>
<tr>
<td>17th</td>
<td></td>
<td>the Landing of Cargo, the run of water partly dried up P M returned on board Govr Collins having pitched</td>
</tr>
<tr>
<td></td>
<td></td>
<td>on a place about 5 mile lower down the river.</td>
</tr>
<tr>
<td></td>
<td>Variable South</td>
<td>First and middle part light breezes and cloudy A.M manoeuvred the ship out of the cove at 4 afternoon</td>
</tr>
<tr>
<td>SATURDAY,</td>
<td>to N.W.</td>
<td>a light breeze from the N.E. weighed and proceeded about 2 mile down the river where we met the sea</td>
</tr>
<tr>
<td>18th</td>
<td></td>
<td>Breeze anchored in 13 Fathom Water latter part equally with showers of rain.</td>
</tr>
<tr>
<td></td>
<td>N.W. to West</td>
<td>Throughout strong gales with exceeding heavy squalls of Wind and rain A.M have short but had to veer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>away Cable again the anchor starting Got the stream anchor out towards the N E and have ship towards</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the Eastern Shore. But it blowing strong and the river so narrow it was impossible to Get the ship</td>
</tr>
<tr>
<td></td>
<td></td>
<td>where the stream anchor came home and as the ship drove the right way we let her drift until we drove</td>
</tr>
<tr>
<td></td>
<td></td>
<td>below Shad Point Let go the Bower anchor and have the stream home have short on the bow and run out a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kedge from the starboard Quarter to cast the Bower anchor and set fore and mizen topsails and staysails</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and proceed for Sullivan Cove that being the name His Honor Lieut Govr Collins, was pleased to give</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the place where he intended to form his settlement at 4 anchored in 13 Fathom water about 2 mile from</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the shore the Wind blowing strong from the N.W could not fetch further up the Cove.</td>
</tr>
</tbody>
</table>

* In the original a line is cut off.   † Note 89.
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Sullivan Cove, River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804</td>
<td></td>
<td><strong>First and middle part fresh breezes and cloudy with squalls of rain latter part light airs</strong></td>
</tr>
<tr>
<td>Monday, Feb. 20th</td>
<td>Westerly</td>
<td><strong>inclined to calm employed landing a part of the Convicts and stores.</strong></td>
</tr>
<tr>
<td>Tuesday, 21st</td>
<td>Variable</td>
<td><strong>First and middle part light airs inclined to calm at 4 hove the anchor up and warped further up the cove and moored with the stream anchor when moored the North point of the Cove bore N 30 E the South point S 38 E Yellow point in the bottom of the Cove S 88 W latter part cloudy employed landing stores.</strong></td>
</tr>
<tr>
<td>Wednesday, 22nd</td>
<td>Variable</td>
<td><strong>Throughout light airs employed landing Cargo and Baggage Carpenter and his mate on shore making a topsail Yard unbent the sails and stowed them away.</strong></td>
</tr>
<tr>
<td>Thursday, 23rd</td>
<td>Variable</td>
<td><strong>Throughout light airs and cloudy A M employed landing the Cargo received a verbal order from His Honor Lieut. Govnr. Collins not to land any more Cargo until Friday morning they not being able to receive them. Got the main top sail Yard down otherways employed as necessary P M at 1½ past 9 hearing a noise got out of bed and went on deck when to my astonishment I found Mr. Walker 2 mate who then was on his watch and Mr. Severen Surgeon stript and boxing before a part of the ships Company sent for Mr. Irwin 1st mate and Mr. Irwin 3 mate who then was in bed desired that Mr. Walker and Mr. Severen might be kept on deck during the night Carpenter employed as above.</strong></td>
</tr>
<tr>
<td>Friday, 24</td>
<td>Variable</td>
<td><strong>First part light airs A M coursed Mr. Walker 2nd mate and Mr. Severen Surgeon to their Cabins went on shore and stated their behaviour to His Honor Lieut. Govnr. Collins who disapproved of their conduct and promised to do something, if possible they well knowing the dangerous consequences attending such behaviour if allowed employed discharging Cargo Carpenter as above latter part light breezes and Cloudy.</strong></td>
</tr>
<tr>
<td>Saturday, 25th</td>
<td>Variable</td>
<td><strong>First part light airs and cloudy middle part fresh breezes employed landing the Cargo A M received the following letter from His Honor Lieut. Govnr. Collins:</strong></td>
</tr>
<tr>
<td></td>
<td>W.N.W.</td>
<td><strong>Sir,</strong></td>
</tr>
<tr>
<td></td>
<td>to</td>
<td><strong>Head Quarters, Camp Sullivan Cove 25 Feb. 1804.</strong></td>
</tr>
<tr>
<td></td>
<td>S.W.</td>
<td><strong>I am extremely concerned to find by your report that two persons in the respectable situation of Mr. Walker and Mr. Severen should so disgrace themselves in the eyes of the Ships Company as well as appear so ignorant of the custom of the Service as to be seen stripped and fighting upon the deck if anything could excuse such conduct it would be insularity but these Gentleman I understand have not that to plead in alleviation of theirs I regret that we are so situated at present that no other mode is left me to pursu in consequence of Your Complain than thus to convey to you my sentiments of their conduct which I require you to make known to them publicly. I am Sir, Your obedient Servant.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>DAVID COLLINS.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>At 4 P M turned the Ships Company aft sent for Mr. Walker and Mr. Severen and to their shame read His Honor Lieut. Govnr. Collins letter before them and the Ships Company and ordered them to return to their duty latter part light airs and cloudy.</strong></td>
</tr>
<tr>
<td>Date</td>
<td>Winds</td>
<td>Ship Ocean at Sullivan Cove, River Derwent</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1804.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday, Feb. 26</td>
<td>Variable</td>
<td>First part light airs middle part fresh breezes and cloudy employed removing the Settlers with their baggage further up the river latter part calm.</td>
</tr>
<tr>
<td>Monday, 27th</td>
<td>Variable</td>
<td>Throughout light airs and cloudy with frequent showers of rain employed landing the Cargo.</td>
</tr>
<tr>
<td>Tuesday, 28th</td>
<td>Variable</td>
<td>First and middle part light breezes with continual rain employed landing salt Provisions latter part fresh breezes with heavy squalls of Wind and rain.</td>
</tr>
<tr>
<td>Monday, 29th</td>
<td>Westerly</td>
<td>First part fresh breezes and cloudy middle and latter part light breezes and clear employed landing Cargo.</td>
</tr>
<tr>
<td>Thursday, 30th</td>
<td>Variable</td>
<td>Throughout light breezes and cloudy employed as Yesterday Carpenter making a main top sail Yard.</td>
</tr>
<tr>
<td>Friday, 2nd</td>
<td>W.N.W.</td>
<td>Throughout moderate breezes and cloudy employed as before.</td>
</tr>
<tr>
<td>Saturday, 3rd</td>
<td>Variable</td>
<td>First and middle part fresh breezes and cloudy latter part light airs employed clearing the ship</td>
</tr>
<tr>
<td>Sunday, 4th</td>
<td>N.W. R. W. Variable</td>
<td>First part light breezes and cloudy.</td>
</tr>
<tr>
<td>Monday, 5</td>
<td>E.N.E. to S.E.</td>
<td>First part light breezes and cloudy with showers of rain middle and latter part fresh breezes</td>
</tr>
<tr>
<td>Tuesday, 6th</td>
<td>N.N.W. to S.W.</td>
<td>First part moderate breezes middle part fresh breezes and clear latter part light airs at 6 A M H M armed Tender Lady Nelson sailed fort Port Jackson employed landing Cargo and taking in ballast.</td>
</tr>
<tr>
<td>Wednesday, 7th</td>
<td>W.N.W. to W.S.W.</td>
<td>First and middle part light breezes and clear latter part fresh breezes and squally with showers of rain employed as yesterday.</td>
</tr>
<tr>
<td>Thursday, 8th</td>
<td>W.N.W. to W.S.W.</td>
<td>First and middle part strong gales with heavy squalls of wind and rain employed sending the empty Water Casks on shore to.</td>
</tr>
<tr>
<td>Friday, 9</td>
<td>N.N.W. to S.S.W.</td>
<td>First part light airs and cloudy middle part strong winds with heavy squalls of wind and rain employed ballasting and watering the Ship Carpenter fitting the main top sail Yard latter part clowly.</td>
</tr>
<tr>
<td>Saturday, 10th</td>
<td>W.N.W. to S.W.</td>
<td>Throughout light breezes and cloudy employed mostly as Yesterday and discharging Cargo Got up the main top sail Yard P M arrived the Pilgrim Schooner of Boston from Kents bay with Lieut. Gouv. Bowen Passenger.</td>
</tr>
<tr>
<td>Sunday, 11th</td>
<td>W.S.W. N.N.W. S.W.</td>
<td>Throughout fresh breezes and cloudy intervals showers of rain employed cleaning the ship.</td>
</tr>
</tbody>
</table>

* In the original a line is cut off.
<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Sullivan Cove, River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, March 12</td>
<td>N.W.</td>
<td>First and middle part fresh breezes with showers of rain employed landing Colonial stores from the Schooner Pilgrim by order of his Honor Lieut. govnr. Collins latter part light breezes and cloudy.</td>
</tr>
<tr>
<td>Tuesday, 13th</td>
<td>W.N.W. Variable</td>
<td>First and middle part fresh breezes and cloudy with showers of rain latter part light breezes and clear employed as above.</td>
</tr>
<tr>
<td>Wednesday, 14th</td>
<td>Variable</td>
<td>Throughout light breezes and clear employed landing Cargo and Getting off Water.</td>
</tr>
<tr>
<td>Thursday, 15th</td>
<td>Variable</td>
<td>Weather as Yesterday employed landing Cargo and getting off Ballast.</td>
</tr>
<tr>
<td>Saturday, 17th</td>
<td>S.W. E.S.E.</td>
<td>Weather as Yesterday employed as above.</td>
</tr>
<tr>
<td>Sunday, 18th</td>
<td>S.W. Easterly</td>
<td>First part light breezes and hazy middle and latter part cloudy employed ballasting the ship etc.</td>
</tr>
<tr>
<td>Monday, 19th</td>
<td>Variable</td>
<td>First and middle part moderate breezes and cloudy latter part light airs employed cleaning the ship etc.</td>
</tr>
<tr>
<td>Tuesday, 20th</td>
<td>Variable</td>
<td>First and middle part light airs and cloudy latter part clear employed ballasting and setting up the topmast rigging.</td>
</tr>
<tr>
<td>Wednesday, 21st</td>
<td>Variable</td>
<td>First part light airs and clear middle part cloudy employed ballasting Getting off water and bending sails.</td>
</tr>
<tr>
<td>Thursday</td>
<td>Variable</td>
<td>First part light airs and cloudy middle part fresh breezes employed ballasting and getting on board water P M unmoored hoisted in the long boat and slowed the Rooms.</td>
</tr>
<tr>
<td>Friday, 23rd</td>
<td>Variable</td>
<td>First part light airs and cloudy ordered by his His Honor Lieut. Govnr. Collins not to proceed to sea on account of an affair that had happened on board the schooner Pilgrim of Boston between Capt. Manis Delamere Contr. and M James Miles Mate the latter having sworn his life against the former middle part heavy showers of rain latter part cloudy at 8 received Governor Collins Dispatches no orders to proceed to sea.</td>
</tr>
<tr>
<td>Saturday, 24th</td>
<td>S. S. E.</td>
<td>First part light airs and cloudy at 5 A M hove short at 6 weighed and made sail with a light air from the North'd at 10 abreast the entrance of Ralphs Bay a light air from the N N W at Noon sprung up a breeze from the N N E Point Lewis bore S 21 W Rocky Point S 50 E in passing this Point the soundings were from 7 to 10 Fathoms in the middle of the river the soundings, from Sullivan Cove to Rocky point was from 12 to 18 fathom and down to 7 Fathoms This Logg ends at Noon? and contains the transactions of 12 Hours.</td>
</tr>
</tbody>
</table>

* In the original a line is cut off. † Note 88.
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Phillip.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sunday, March 25th</strong></td>
<td>South</td>
<td>Throughout fresh breezes and cloudy P M set mizen top Gallant sail and in 1st reef the mizen top sail at 4 Tasman’s little Island bore N 74 W at 6 Tasman’s little Island bore N 50 W Cape Basaltes N 37 W each distant about 6 or 7 mile at 8 Tasman’s little Island bore W B S ½ S 4 or 5 Leagues a heavy sea from the N E A M at 9 Oyster Island bore N 21 W and the South end of Tasman’s little Island S 36 W A M set the Spanker at noon the N E end of Oyster Island bore N 36 W 7 or 8 Leagues distance a heavy sea from the East. Latt Obs’d 42 57 S.</td>
</tr>
<tr>
<td><strong>Monday, 26th</strong></td>
<td>Southerly</td>
<td>P M set mizen top Gallant sail. Throughout light breezes and cloudy at 4 the N E end of Oyster Island bore S 55 W at 11 stowed top Gallant sails A M set mizen top Gallant sail at 6 the N end of Oyster Island bore S 72 W and the Northern extremity of the land N 36 W set fore and mizen top Gallant sail a heavy sea from the above bearings I take a departure allowing the ship to be in Long 149 11 W. Latt Obs’d 41 28.</td>
</tr>
<tr>
<td><strong>Tuesday, 27th</strong></td>
<td>East</td>
<td>First part light airs inclinable to calm middle and latter part fresh breezes and cloudy P M at 4 the Northern extremity of the land bore N 42 W the Southern Extremity S 53 W distance off Shore about 7 leagues at 7 stowed the staysails A M at 5 out 1st reef the topsails set staysails Fore top mast lower and top Gallant stern sails at 11 in all stern sails at Noon St. Patrick’s head bore S 55 W St. Helena Point N 81 W distance off shore 10 or 12 Leagues from the above bearings I take a departure allowing the ship to be in Long 149 11 W. Latt Obs’d 41 28.</td>
</tr>
<tr>
<td><strong>Wednesday, 28th</strong></td>
<td>West</td>
<td>Throughout fresh breezes and cloudy P M in 1st reef the topsails at 5 stowed staysails and mizen top Gallant sails a short sea from the North’s ship pitching very heavy A M at 8 set fore and main top Gallant sails at Noon the sea much smoother employed at sundry Jobs. Latt Obs’d 40 18 S.</td>
</tr>
<tr>
<td><strong>Thursday, 29th</strong></td>
<td>West</td>
<td>Throughout moderate breezes and cloudy A M set staysails out 1st reef mizen topsail and set mizen top Gallant a smooth sea. First part light breeze and clear middle and latter part fresh breezes. P M at 8 stowed staysails at 11 hauled mizen top Gallant sail and in 1st reef the mizen topsail A M at 4 Taked to the South’s of 7 hauled Fore and main top Gallant sails at 10 stowed spanker at Noon in 2nd reef the topsails People employed under the boats-wain at sundry Jobs had a strong set to the North’d this 24 hours. Latt Obs’d 38 39 S.</td>
</tr>
<tr>
<td><strong>Friday, 30th</strong></td>
<td>S.W.</td>
<td><strong>Courses, N. 18 W.; Distance, 32 Mile; Ht. Lat., 30 No.; Depr. 9 W.; Longe. Middle, 0 S E.; Longe. In., 119 29 E.</strong></td>
</tr>
</tbody>
</table>
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804. *</td>
<td>S.W.</td>
<td>Throughout fresh Gales and squally a short head sea ship pitching heavy stowed the Jibb at 9 set the Jibb and main top Gallant sail out 2nd reef mizen top sail, A.M. at 7 stowed main top Gallant sail in 2nd reef mizen top sail and stowed the Jibb at 10 close reef fore and main top sails handed Fore and mizen topsails a short broken sea from the S S W ship pitching very heavy. Latt Obs’d 40 13.</td>
</tr>
<tr>
<td>* Saturday, March 31st ..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday, April 1st ....</td>
<td>S.W.</td>
<td>Throughout strong Gales with heavy squalls P M stowed the main sail and Got down top Gallant Yards Got down mizen top Gallant mast and rigging a very heavy sea shipping water over all at 6 stowed fore top mast and mizen stayail a very heavy broken sea between midnight and 4 A.M. shift several heavy seas over all at 8 A.M. more moderate set main sail and the large mizen stayail stowed stern stayails at 11 set Fore and mizen topsails at Noon a short broken sea shipping much water at 20h. 30' April time in Long’e p Mean of distance of 149° 37’ 15” East of Greenwich. Latt Obs’d 41 42 So.</td>
</tr>
<tr>
<td>Monday, 2nd ..........</td>
<td>West</td>
<td>Throughout strong Gales and hazy squalls P M handed mizen topsail carried away the Foretopsail sheet handed Fore top at shipping much water at 9 handed the main sail set main stayail A M at 7 stowed main stayail and set main sail Fore and mizen top sails stowed the stern mizen stayail and set the large one set fore top mast stayails at 21h. 04’ 32” Aprt time in Long’e p Mean of 3 Distance of 151° 20’ East of Greenwich. Latt Obs’d 40 41 So.</td>
</tr>
<tr>
<td>Tuesday, 3rd ..........</td>
<td>South</td>
<td>First and middle part fresh breezes and cloudy latter part more moderate P M set Spanker and Jibb A M at 2 stowed Jibb and spanker at 6 out 2 reef the topsails set spaker and Jibb at 2 stowed the spanker at 10 set the spanker out 2nd reef the main top sail got up the Fore and main top Gallant Yards and set the sails a heavy head sea pitching very heavy at 23h. 05’ 20’ Aprt time in Long’e p Mean of 5 distance of 151° 56” 0 East of Greenwich. Latt Obs’d 39 19 So.</td>
</tr>
<tr>
<td>† Wednesday, 4th ..........</td>
<td>W.S.W.</td>
<td>First and middle part light breezes and cloudy latter part fresh breezes P M set staysails and fore top mast steer sails a short sea from the S W at 2 out 2nd reef the Fore top sail and set stay sail at S stowed staysails and in Fore top mast steer sail A M at 2 handed top Gallant sails the ship came round Got on board the Lardboard tack and stood to the N W at 4 set top Gallant sails at Noon tacked ship to the South’d a heavy swell from the S W the Watch employed at Sunshy Jobs. Latt Obs’d 38’ 57.</td>
</tr>
</tbody>
</table>

* Courses, 91 K. ; Distance, 94 ; Diff. Lat., 94 ; Dep., 1 6 E. ; Longe. Made, 0 10 E. ; Longe. in, 149 31 E.  
† Courses, N. 60 W. ; Distance, 44 ; Diff. Lat., 22 N. ; Dep., 38 W. ; Longe. in, 150° 42 E.
LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Phillip.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Thursday, April 5th</td>
<td>W.S.W.</td>
<td>First part moderate breezes and cloudy middle and latter part fresh Gales and squally P M at 8 in top Gallant sails. A M at 3 stowed spanker and double reef the topsails at 6 in 2nd reef main and mizen topsails at 11 stowed the Jibb and close reef fore and main topsail a short head sea ship pitching very heavy. No Observation.</td>
</tr>
<tr>
<td>† Friday, 6th</td>
<td>Westerly</td>
<td>Throughout strong Gales with heavy squalls P M at 2 handed fore and mizen topsails at 6 wore ship stowed main sail and set main staysail at 10 stowed fore top mast staysail and mizen staysail set storm mizen staysail a heavy broken sea shipping much water on the main deck. A M at 7 Got down top Gallant Yards at 10 came on a Hurricane of Wind hawl the Foresail up reef and stowed it handed main top sail and lay too under storm staysails a short broken sea ship labouring very heavy and shipping much water over all. Latt Obs'd 40° 17 So.</td>
</tr>
<tr>
<td>† Saturday, 7th</td>
<td>N.W. B. W½W.</td>
<td>Throughout strong Gales P M at 1 the strip of the main staysail stay broke lowered the sail overboard and got it taken in fitted a new strip bent the sail and stowed it laying too under storm mizen staysail the Gale still continuing a heavy broken sea shipping a Great Quantity of water over all P M at 6 the Gale began to moderate a little set main stay sail at 9 set reef foresail and close reef main top sail. Latt Obs'd 39 34 So.</td>
</tr>
<tr>
<td>§ Sunday, 8th</td>
<td>Westerly</td>
<td>Throughout strong Gales with heavy squalls P M a high broken sea ship labouring very heavy and shipping water A M at 8 more moderate set fore and mizen topsails and main sail and stowed main stay sail stowed storm mizen staysail and set the large one at 10 set Fore top staysail and Jibb out 3 and 2 reef fore and main topsails and 2nd reef mizen topsail set the spanker found the larboard main top mast back stay stranded at Noon let the reef out of the foresail and Tacked ship employed repairing the rigging. Latt Obs'd 38 13 So.</td>
</tr>
</tbody>
</table>

* Courses, South; Distance, 84 Mile; Longitude, in 150° 42 E.
† Courses, N. 74° E.; Distance, 46; Dist. Lat., 12; Dep., 44 7 K.; Longitude, in 151° 11 E.
‡ Courses, N. 38° E.; Distance, 57; Dist. Lat., 46; Dep., 36 E.; Longitude, in 152° 27 E.
§ Courses, N. 9° 30 E.; Distance, 70; Dist. Lat., 81; Dep., 11 E.; Longitude, in 152° 41 E.
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Monday, April 9th</td>
<td>Westerly</td>
<td>First part moderate breezes and hazy middle and latter part strong Gales P M set staysails at</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 Got top Gallant Yards up and set the sails at 8 stowed staysails a heavy swell from the SW at 9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>was taken aback the wind shifting suddenly to the SW wore the ship and trim'd the sails on the Starboard tack handed top Gallant sails A M at 2 the Clew of the Fore top sail broke clew'd the sail up and repaired it stowed spanker and Jibb Close reef the topsails and handed fore and mizen top sails at 6 stowed main sail and mizen staysail set main staysail and storm mizen staysail at 8 wore ship to the North'd Got down top Gallant Yards a heavy cross sea ship Labouring very heavy set up the Bow sprit shrouds found a set to the North'd of 44 mile during the 24 hours. Latt Obs'd 37° 22'.</td>
</tr>
<tr>
<td>† Tuesday, 10th</td>
<td>S.S.W.</td>
<td>Throughout strong winds and squally P M stowed the storm mizen stay sail and set the large one at 4 reef the Fore sail at 8 set main sail and storm main stay sail at 13 set mizen and Fore topsails and Jibb at Midnight stowed the Jibb a heavy head sea ship pitching very heavy A M set main top mast staysail at 3 set the Jibb out 3 reef fore and main top sails and 2 reef mizen topsail at 9 unbent the foretopsail and bent the best took in 1st reef and set it employed at sandy Joobs about the rigging and drying sail that had got wet below found a set to the North'd of 21 mile during the 24 hours. Latt Obs'd 37° 18'.</td>
</tr>
<tr>
<td>Wednesday, 11th</td>
<td>N.W.</td>
<td>First and middle part fresh breezes and clear latter part light breezes and cloudy P M rigged the top Gallant Yards a heavy swell from the SW at 6 sprung up a light air from the North out 2nd reef the main top sail set main and fore top Gallant sails and let the reef out of the Fore sail set spanker at 10 set Jibb main sail and staysails A M at 4 stow'd middle and top Gallant staysails and spanker at 6 saw the land at 7 Cape howe bore North the Ram head N 15 W set spanker and fore top mast steen sail at 8 Cape Howe bore N 6 E distance about 10 Leagues and the Western extremity of the Land N 65 W out 1st reef the main and mizen topsails set Lower stern sail and staysails got the top Gallant stern sail booms on the Yards and set top Gallant stern sail at Noon the Termination of the high land from Cape howe to the Sandy beach bore N 43 W distance off shore about 6 Leagues employed repairing the 2nd Fore top sail and rigging. Latt Obs'd 38° 20'.</td>
</tr>
<tr>
<td>Thursday, 12th</td>
<td>N.W.</td>
<td>Throughout light breezes and cloudy P M at 4 the Land bore from N 37 W to N 18 W about 8 or 9 Leagues distance at 7 stowed staysail at 10 took in steen sails set staysails and Jibb A M at 2 in 1st reef main and mizen topsails at 7 out 1st reef main and mizen topsails at 8 Sands Groves bore S 20 W at 10 took in Lower stern sail.4</td>
</tr>
</tbody>
</table>

* Courses, S. 20 W.; Distance, 58; Diff. Lat., 10 S.; Longe. in, 152° 16.
† Courses, N. 40 W.; Distance, 61; Diff. Lat., 68; Dep., 39 W.; Longe. in, 151° 26 E.
‡ In the manuscript a line is cut off.
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
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<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Phillip.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1804. Friday, April 13th</strong></td>
<td>N.E.</td>
<td>First and middle part light airs almost calm latter part light breezes and cloudy P M at 4 top mast stern sails at 6 the West end of Kents Groupe bore S 60 E the West end of Hogans Groupe N 20 W Curtis’s Island bore S 53 W at 5 sprang up a light breeze top mast stern sails at 6 the West end of Kents Groupe bore S 60 E Curtis’s Island bore S 50 W the West end of Hogans Groupe bore N 52 W at 8 calm in Stern Sails the West end of Hogans Groupe bore N 2 E at midnight Curtis’s Island bore S 5 E Round Island W N W. AM at 1 could distinctly hear the breakers breaking on Sunken rock at 4 Round Island bore N 16 W found a strong N E current about 10 P M at 5 A M set main top Gallant stern sail at 8 Round Island bore N 34 E 12 or 14 mile Wilson’s Pronouncing K 21 E Curtis Island East in reef mizen top sail at 9 in steer sail at 10 set starboard fore top mast and top Gallant stern sails at Noon in top Gallant stern sails Round Island bore S 60 E. Latt 09° 39′ 27″ So.</td>
</tr>
<tr>
<td><strong>Saturday, 14th</strong></td>
<td>South</td>
<td>Throughout fresh breezes and cloudy P M took in main top Gallant stern sail at 2 in fore top mast stern sails at 4 Round Island bore N 42 E slowed stay sails top Gallant sails and spanker Tacked to the West’l at 7 set top Gallant sails at 9 slowed top Gallant sails at 11 set main top Gallant sail A M at 3 set fore top Gallant sail at 5 set staysails fore top mast and top Gallant stern sails out 1st reef mizen topsails, Latt 09° 43′ 09″ So.</td>
</tr>
<tr>
<td><strong>Sunday, 15th</strong></td>
<td>South</td>
<td>First and middle part light breeze with rain latter part fresh breeze and cloudy P M shifted the fore top mast stay sail over to the larboard side and took in the starboard main top Gallant stern sails and set staysails sound in 42 fathom fine sand with red specks and broken shells at 5 saw Cape Shark bearing N 13 E in all stern sails at 9 in 1 reef the mizen topsail at 11 slowed the top Gallant sails A M at 2 saw the land to the Westward at 3 sounded in 43 Fathom Fine sand and shells sounded every half hour—42, 41, 41 and 40 Fathoms Fine sand and broken shells at 4 hauld the Course up and Jibb’d down and wore ship to the Southard at 5 wore and stood to the North’d set Fore sail, Jibb, spanker, stay sails fore top was lower and top Gallant stern sails at 7 Cape Albany Otway S W R W 9 or 10 Leagues at 8 the Entrance of Port Phillip harbour bore N E b E at 1/2 past 10 enter the Harbour at Noon anchored in 7 fathom water Got the long boat out and moored the ship with the steam anchor to the E S E reported the ship to Lieut. Shadwell of the Royal marines when moored Line Tree point bore S 26 E North end of swans Island N 11 E and anchor at 8 88 E. This log ends at midnight * and contains the transactions of 36 Hours at 8 P M Got down the top Gallant Yards and struck the masts strong winds and squally with rain.</td>
</tr>
</tbody>
</table>

* Note: 88.
<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804, Monday, April 16th ...</td>
<td>North</td>
<td>First and middle part light breezes and cloudy over the sails and stow'd them away latter part showers of rain employed clearing away for discharging ballast sick R'd Lucas and Sn Osborn.</td>
</tr>
<tr>
<td>Tuesday, 17th</td>
<td>North</td>
<td>First part fresh breezes and cloudy middle part moderate breezes with heavy rain latter part cloudy employed mostly as Yesterday and setting up the rigging sick as Yesterday.</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>W.S.W. to S.E.</td>
<td>First part light airs and hazy with showers of rain middle and latter part cloudy employed discharging Ballast and setting up the fore rigging sick R'd Lucas Miel Mansfield Sn Osborn Chas Morris and Sn Noestrum.</td>
</tr>
<tr>
<td>Thursday, 19th</td>
<td>S.E.</td>
<td>Throughout fresh breezes and dark cloudy weather employed getting the Ballast out and setting up the main rigging sick as Yesterday. Carpenter employed fitting new combing to the main hatchway on the Gun decks.</td>
</tr>
<tr>
<td>Friday, 20th</td>
<td>E.S.E. to E. b. N.</td>
<td>Throughout strong Gales with heavy squalls of wind and rain at 2 A.M the stream anchor came home employed getting out ballast and clearing the hold Carpenter as Yesterday sick as above.</td>
</tr>
<tr>
<td>Saturday, 21st</td>
<td>East to E.N.E.</td>
<td>Throughout strong Gales with heavy squalls employed at sundry Jobbs about the rigging the boats not being able to lay along side the ship sick R'd Lucas Sn Osborn Sn Thomas Os Morris Miel Mansfield.</td>
</tr>
<tr>
<td>Sunday, 22nd</td>
<td>N.N.E. to W.S.W.</td>
<td>First part light breezes and cloudy A.M sighted the Bow anchor hove up the stream and moored the ship middle and latter part fresh breezes and cloudy. Got the powder out of the ship into the long boat and moored her about 2 mile from the ship employed the remainder part cleaning up the Ports, scuttles etc. for smoking the ship being infested with rats sick Sn Osborn R'd Lucas Sn Thomas Chas Morris Sn Noestrum.</td>
</tr>
<tr>
<td>Monday, 23rd</td>
<td>West to S.W.</td>
<td>First and middle part fresh breezes and squally with rain A.M fired the charcoal we had prepared on the ballast and closed the hatches up at 4 P.M opened the hatches, Ports etc. put the Fires out and took the powder on board found upwards of 200 rats about the fires and on the Gun deck sick R'd Lucas Sn Osborn Sn Thomas Chas Morris Sn Noestrum Jos Silvester latter part fair.</td>
</tr>
</tbody>
</table>
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
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<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Port Phillip</th>
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</thead>
</table>
| *1804.*  
Tuesday, April 24th . . .  | Westerly      | First part moderate breezes and cloudy middle and latter part strong winds with heavy squalls employed getting out ballast and taking on board Government Provision Carpenter as before. |
| Wednesday ..........  | E.N.E.        | Throughout moderate breezes and cloudy employ’d Getting off colonial*                      |
| Thursday, 26th ......  | N.E. to N.E.  | Throughout light breeze and clear employed as Yesterday sick R’d Lucas Sn Osborne Chas Morris Joe Silvester Sn Hoytum Sn Hyson. |
| Friday, 27th ........  | N.E. to North | First and middle part moderate breezes and clear latter part strong winds and cloudy employed as Yesterday sick as above. |
| Saturday, 28th ......  | N.N.E. to N.W. | First and middle part strong Gales and cloudy latter part more moderate employed as above sick as above. |
| Sunday, 29 ..........  | Variable      | Throughout light variable airs employed as above, sick as before.                          |
| Monday, 30th .......  | N.E. to N.W.  | First and middle part fresh breezes and cloudy employ’d as Yesterday latter part light airs with sharp lightning sick as Yesterday. |
| Tuesday, May 1st ...  | N.E. to S.W.  | First and middle part fresh breezes with heavy rain employed Getting on board Colonial stores upsetting the cables to clear under latter part more moderate and clear sick R’d Lucas Sn Osborne Cns Morris. |
| Wednesday, 2nd ......  | West to S.E.  | First and middle part fresh breezes and cloudy employed Getting on board the Colonial stores with sundry other Jobbs latter part light breezes and clear sick R’d Lucas Sn Osborne Cns Morris. |
| Thursday, 3rd ........  | Variable      | Throughout light breeze and cloudy employed Getting on board Colonial stores removing the ships Provision in the Afterhole a quantity of which we found destroyed by the rats sick R’d Lucas Sn Osborne Chas Morris John Camp. |
| Friday, 4th ........  | N.N.E. to N.E. | First and middle part light breezes and cloudy employed getting on board the Colonial Stores latter part strong wind with rain sick as Yesterday. |

*In the original a line is cut off.
<table>
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<tr>
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<th>Winds</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Saturday, 5 May</td>
<td>S.E.</td>
<td>Throughout strong gales with exceeding heavy squalls employ'd at sundry jobs about the rigging the boats not being able to get up to the Camp P M the Eastern anchor came home sick R'd Lucas Sn Osborn Cs Morris.</td>
</tr>
<tr>
<td>Sunday, 6th</td>
<td>Southerly</td>
<td>Throughout strong gales with heavy squalls of wind employed cleaning the ship the boats not being able to get up to the Camp Sick as yesterday.</td>
</tr>
<tr>
<td>Monday, 7th</td>
<td>S.S.W. to W.S.W.</td>
<td>First part strong Gales and squally middle and latter part more moderate employed getting on board the Colonial stores Carpenter fitting up a place for the Cattle and stock Sick R'd Lucas Sn Osborn Chas Morris Jos Bento.</td>
</tr>
<tr>
<td>Tuesday, 8th</td>
<td>W. B. N. to N.E. Variable</td>
<td>Throughout strong winds and cloudy employed as yesterday Sick as yesterday.</td>
</tr>
<tr>
<td>Wednesday, 9th</td>
<td>W.N.W. to North Variable</td>
<td>First and middle part strong winds with frequent showers of rain employed as before and repairing the mizen rigging latter part light airs and cloudy sick R'd Lucas Sn Osborn Chas Morris Jos Bento and Manuel Joseph.</td>
</tr>
<tr>
<td>Thursday, 10th</td>
<td>W.N.W. to N.W. Variable</td>
<td>First part fresh breezes and cloudy middle part moderate breezes with showers of rain employed as before and filling latter part light breezes and cloudy sick as yesterday.</td>
</tr>
<tr>
<td>Friday, 11th</td>
<td>S.W. to South Variable</td>
<td>First and middle part fresh breezes and cloudy with showers of rain employed getting on board Colonial stores embarking Convicts with their Baggage etc., latter part variable sick R'd Lucas Sn Osborn Cs Morris Jos Bent Mani Joseph Rich'd Nelson.</td>
</tr>
<tr>
<td>Saturday, 12th</td>
<td>South Variable</td>
<td>First and middle part variable weather latter part light breezes and cloudy employed bringing off sundy stores and water sick as yesterday.</td>
</tr>
<tr>
<td>Sunday, 13th</td>
<td>Variable</td>
<td>Throughout light breezes and cloudy employed as above Sn Nowland Convict was punished with fifty lashes on the back for smoking in the Lower prison room and nearly setting fire to the ship Sick R'd Lucas Sn Osborn Cha's Morris Jos Bento Manuel Joseph Rich'd Nelson and Sn Davis.</td>
</tr>
<tr>
<td>Date</td>
<td>Winds</td>
<td>Ship Ocean at Port Phillip</td>
</tr>
<tr>
<td>------------</td>
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<td>------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1804</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monday, May 14th</td>
<td>S.E. to S.S.E.</td>
<td>First and middle part moderate breezes and cloudy employed. Getting off the stock and Baggage&lt;br&gt;found the head of the mizen topmast rotten. Got it down. Carpenter employed getting new&lt;br&gt;Cheeks to it. Latter part fresh breezes and cloudy.</td>
</tr>
<tr>
<td>Tuesday, 15th</td>
<td>S.S.W. to E.S.E.</td>
<td>Throughout light airs and cloudy intervals showers of rain. A M Sn Newland was again punished&lt;br&gt;with Fifty lashes for the above offence employed as above sick as before.</td>
</tr>
<tr>
<td>Wednesday, 16th</td>
<td>E.S.E. to E.N.E.</td>
<td>Throughout moderate breezes and cloudy employed. Getting stores and Baggage&lt;br&gt;best the top sails and Got the mizen top mast up.</td>
</tr>
<tr>
<td>Thursday, 17th</td>
<td>E.N.E. to S.S.W.</td>
<td>First part light breezes and hazy middle and latter part clear employed as&lt;br&gt;Yesterday&lt;br&gt;away’d the top Gallant mast up and set up the rigging sick. R’d Lucas.</td>
</tr>
<tr>
<td>Friday, 18th</td>
<td>E.N.E.</td>
<td>Throughout light breezes. A M unmasted ship hoisted in the boats and stove the Booms&lt;br&gt;best the main sail and top Gallant sails reported the ship ready to proceed to sea to Lieut. Snadden. Rold Hay was punished with Eighty lashed by Thief Edward Smith with Fifty for&lt;br&gt;contempt to the Constable. P M employed getting off baggage etc. Lieut. Snadden embarked&lt;br&gt;on board sick. R’d Lucas. Sn Osborne. Chas Morris. Jos Bento. Manuel Joseph. Jos Sawfield&lt;br&gt;Sn Davis. Sn Noestrum.</td>
</tr>
<tr>
<td>Saturday, 19th</td>
<td>S.S.W. to S.E.</td>
<td>First part light air at 8 A M. Have short at 9 weighed and proceeded for the Harbours mouth&lt;br&gt;at 11. It fell calm anchored the tide setting on the shore. P M at 3 sprang up a light&lt;br&gt;breeze from the S S E weighed and ran down to the harbours mouth at 4. Anchored in 8 1/2 Fathoms&lt;br&gt;water the harbours mouth bearing W S W one Tree point R S E 1/2 S the North end of Swan&lt;br&gt;Island. N E b E latter part light breezes and clear Sick as yesterday.</td>
</tr>
<tr>
<td>Sunday, 20th</td>
<td>N.E. to E.N.E.</td>
<td>First part calm have short at 1/2 past 6 A M. Sprung up a light breeze from the N E at 7. Got&lt;br&gt;up top Gallant Yards hoisted in the Colonet Cutter and Wherry at 10 weighed at 1/2 past 11&lt;br&gt;was over the bar at Noon the harbours mouth have North Cape shank E S E light breezes&lt;br&gt;and cloudy. Sick R’d Lucas. Sn Osborne. Chas Morris. Sn Davis. Sn Noestrum. Jos Bento. This&lt;br&gt;Log ends at Noon and contains the transactions of 12 Hours.</td>
</tr>
</tbody>
</table>

*Note 88.*
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804: Monday, May 21st</td>
<td>Easterly</td>
<td>First part light breezes and cloudy middle and latter part strong gales and hazy P M at 4 Cape Shanks horn N 81° E, Arthurs seat N 50° E, and Cape Albany Owst S 78° W at 5 Cape Shanks horn N 60° E, Cape Albany Owst S 77° W at 7-30 sweel staysails and top gallant sail in 2nd reef the topsails and slowed the spanker and jib set the mizen at 11 close reef the fore topsail a short head sea ship pitching heavy. Sick 10'f Lucas Sn Osborn Ca Morris Sn Noestrum and Jos Bento. Latt Obs'd ——</td>
</tr>
<tr>
<td>Tuesday, 22nd</td>
<td>N.E. to N.N.E.</td>
<td>First part fresh gales and hazy with rain middle and latter part more moderate P M a heavy head sea ship pitching very heavy A M set jibs and spanker out 3rd reef fore topsail and 2 reef mizen topsail at 7 saw the high land over Wilkes Promontory out 2nd reef fore and mizen topsails at 9 tacked to the West'n at Noon the larboard horn N 20° E 35 or 29 Leagues the watch employed at sunnny Johs about the rigging Sick 10'f Lucas Sn Osborn Ca Morris Sn Noestrum Jos Bento. Latt Obs'd 39° 55 S.</td>
</tr>
<tr>
<td>Wednesday, 23rd</td>
<td>N.W.</td>
<td>Throughout fresh breeze and cloudy P M at 2 saw a strange sail to the South'n standing to the East'n at 5. Tucked to the East'n at Midung. Tucked to the West'n A M at 2 slowed top gallant sails and spanker at 3 hawled the main sail up and clewed the topsails down on the Cap Wore ship to the North'n close reef the Fore topsail and in 3rd reef main and mizen topsail and set them at 4 set main sail and Jibb at 7 out 3 reef the fore topsail saw Round Island bearing N 6° 9 at 9 Curtis Island bore N 65° E, Round Island N 25° E at Noon Curtis Island bore S 40° E, Round Island N 84° W. Sick 10'f Lucas Sn Osborn Char Morris Jos Bento. Latt Obs'd 39° 16 S.</td>
</tr>
<tr>
<td>Thursday, 24th</td>
<td>N.E.</td>
<td>First part strong winds and clear middle and latter part fresh breezes and hazy P M at 1 out 2nd reef the main topsail at 3 set main top Gallant sail at 4 the body of Iagans Groupe bore S 20° W about 4 Leagues distance out 2 reef fore and mizen topsails set fore top Gallant sail spanker and fore top mast steer sail A M at 3 set middle and top Gallant staysails and fore top Gallant steer sails at 7 set main top Gallant steer sails at 8 the N E end of Fawkes Islands bore S 10° W at 11 in steen sails and hawled up S E h E at Noon the Eastern shore bore S 11° E the ship about 8 Leagues off the shore Sick 10'f Lucas Sn Osborn Ca Morris Jos Bento. Latt Obs'd 39° 53.</td>
</tr>
</tbody>
</table>
**LOG OF THE “OCEAN” TRANSPORT—continued.**

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<tr>
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<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Friday, May 25th</td>
<td>N.W.</td>
<td>Throughout strong winds and squally P M stowed stay sails and spanker at 2 handed the top Gallant sails double reefed the topsails and handed fore and main topsails at 4 Cape Barren bore S 45 W 6 or 7 Leagues distant Close reefed the main topsail handed main sail and Jibb A M at 3 the wind shifted to the N W close reefed fore top sail at 5 the wind again veered to the N N E at 7 the wind shifted to W N W at 8 out 3 feet fore and main top sails set mizen topsail and main top Gallant sail at 10 set fore top Gallant sail Jibb and mizen at 11 stowed top Gallant sail mizen and Jibb close reefed the topsails handed Fore and mizen topsails and main sail set main stay sail a stern. Throughout strong Gales with heavy squalls of Wind and rain P M at 1 reefed the foresail and handed it sent top Gallant Yards down and top Gallant storm sail Booms of the Yards at 4 set the foresail a heavy sea at 6 stowed the large mizen stay sail and set the small one at 7 reefed the main stay sail and set it eved 2'd the main top sail down a heavy cross sea ship bowling very heavy P M set up the Bowspirt shrouds sick as Yesterday. Latt 06º 47' 25 S.</td>
</tr>
<tr>
<td>‡ Saturday, 26th</td>
<td>S.S.W.</td>
<td>Weather as Yesterday. P M hoisted the main topsail up stowed the storm mizen stay sail and set the large one at 3 set fore and mizen topsail main sail and fore top mast stay sail A M at 4 wore to the Westward and 3 reef fore and main topsails and 2 reef mizen topsail set Jibb and mizen at 10 was taken back trim'd sails on the Starboard take out 2nd reef the fore and main topsails set the spanker. Sick. R'd Lucas So Osborn Chas Morris Jo's Bento Jo's Truelston Wm Tulloch and Abraham Mosesly. Latt 06º 42' 53 S.</td>
</tr>
<tr>
<td>§ Sunday, 27th</td>
<td>W.S.W.</td>
<td>First part calm middle and latter part strong winds and cloudy P M let the reef out of the foresail and 2 reef main top sail set stay sails and rigged main top Gallant Yard and set the sail at 8 stowed stay sail spanker and main top Gallant sail at 9 the wind shifted to the South'd and West'd close reefed the fore and main topsails and handed Fore and mizen topsail handed mainsail and Jibb set the reef main stay sail and storm mizen stay sail. P M at 2 the Gale increased handed the foresail stowed the fore top mast stay sail and have the ship too set down the main top Gallant Yard at 2 reefed the fore sail and set the fore top sail at 10 hoisted the main and mizen staysails wore ship to the Westward set the main sail Fore top mast stay sail and mizen stay sail a very heavy sea from the West'd Sick as Yesterday. Latt 06º 42' 37' 16 S.</td>
</tr>
<tr>
<td>¶ Monday, 28th</td>
<td>S.W.</td>
<td></td>
</tr>
</tbody>
</table>

* Courses, 8, 21 E.; Distance, 119; Diff. Lat., 48 E.; Longe. Made, 1º 4 E.; Longe. in, 149º 41 E.  
† In the original a line is cut off.  
‡ Courses, 8, 70 E.; Distance, 57; Diff. Lat., 9 S.; Dep., 56 E.; Longe. Made, 21º 19 E.; Longe. in, 193º 50 E.  
§ Courses, 8, 50 E.; Distance, 39; Diff. Lat., 30; Dep., 10 E.; Longe. Made, 232 E.; Longe. in, 151º 9 E.  
¶ Courses, 8, 40 E.; Distance, 31; Diff. Lat., 25 So.; Dep., 29 E.; Longe. Made, 256 E.; Longe. in, 141º 36 E.
## LOG OF THE "OCEAN" TRANSPORT—continued.

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<thead>
<tr>
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<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804</td>
<td></td>
<td>Throughout Fresh Gales and hazy P M at 3 set the mizen and tack'd to the South'd out 3rd reef main top sail and set the Jibb, at 8 set staysails and sparker out 3rd reef Fore top sail a heavy swell from the S W at 11 out 2nd reefs the fore and main topsails A M at 2 in staysails and sparker at 4 in 2 and 3 reefs the topsails and stowed the Jibb at 11 handed main sail and fore and mizen topsails set main staysails and fore top mast staysail. Sick R'd Lucas Sn Osborn Chas Morris Jos Bento Jos Truckton and Wm Tulloe. Latt Obs'd 48° 37 So.</td>
</tr>
<tr>
<td>Tuesday, May 29th</td>
<td>N.W.</td>
<td>First and middle part strong Gales latter part more moderate P M a heavy cross sea at 8 stowed the large mizen staysail and set the storm stay sail at midnight the Wind shifted suddenly round to the S W A M at 7 set fore and mizen topsail stowed the storm mizen staysail and set the large one at 9 stowed the main stay sail set main sail and Jibb out 3 reef fore and main topsails and 2 reef mizen top sail a heavy cross sea at 21 hrs. 52° 36' A.P. time in Longe p Mean of 6 Distance of oce 150° 14 East of Greenwich Sick as above R'd. Latt Obs'd 43° 54 So.</td>
</tr>
<tr>
<td>Wednesday, 30th</td>
<td>N.W.</td>
<td>Throughout moderate breezes and cloudy P M a heavy swell from the S W set the sparker at 10 in 2nd reef the mizen topsail and stowed the Jibb at midnight close reef the fore and main top sails handed Fore and mizen topsails and main sail A M at 3 the wind shifted suddenly to the W S W Clew'd the main top sail down stowed mizen and fore top mast staysail at 8 set the main staysail wore ship and set the mizen topsail at 10 set fore top sail fore top mast staysail and main sail stowed main staysail and set mizen staysail at 22h. 34° 40' A.P. time in Longe p Mean of 5 distance of oce 150° 23° 15' East of Greenwich sick as Yesterday. Latt Obs'd 44° 12.</td>
</tr>
<tr>
<td>Thursday, 31st</td>
<td>N.W.</td>
<td>Throughout strong breezes and cloudy P M at 3 out 3rd reef the fore and main topsails set Jibb and sparker out 2 reef mizen topsail a heavy S W swell at midnight Tacked ship to the Westward A M at 7 stowed Jibb and sparker double reef the mizen topsail at 8 set Jibb and sparker at 23h. 25° 37' A.P. time in Longe p Mean of 3 Distance of oce 149° 56° 45° East of Greenwich at 23h. 18° 34' in Longe p. Mean of 3 Distance of oce 149° 48° 30' East of Greenwich a heavy S W swell sick R'd Lucas Sn Osborn Cs Morris Jos Bento and Wm Tulloe. Latt Obs'd 45° 37 So.</td>
</tr>
<tr>
<td>Friday, June 1st</td>
<td>N.W.</td>
<td>Throughout moderate breezes and cloudy P M let the reef out of the Foresail a heavy swell from the S W Throughout the 24 hours sick as Yesterday. No Observation.</td>
</tr>
<tr>
<td>† Saturday, 2nd</td>
<td>N.W.</td>
<td></td>
</tr>
</tbody>
</table>

* Courses, S. 78 W.; Distance, 60; Dist. Lat., 11 So.; Dep., 59 E.; Longitude, Made, 1° 39 So.; Longitude, in, 150° 16 E.
† Courses, N. 39 W.; Distance, 69; Dep., 44 W.; Longitude, in, 148° 44 E.
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, June 3rd</td>
<td>West</td>
<td>First part light breezes and cloudy middle and latter part fresh breezes and cloudy P M at 3 Tacked to the North’d out 2 reef the main top sail a heavy sea from the S W A M at 3 stowed the staysails and double reeft the mizen topsail at 8 out 2 reef mizen topsail South Cape bore N 89 W Cape Pillar Is’d N 11 E Tasmania head N 85 W at 10 Got the main top Gallant Yard up at Noon Tasmania’s head bore S 67 W Cape Pillar N 10 E sick R’d Lucas Sn Osborn Chas Morris Jo’s Bento Wm Tulloe John Webber. Latt Obs’d 13° 24 So.</td>
</tr>
<tr>
<td>Monday, 4th</td>
<td>W.S.W.</td>
<td>First and middle part light breezes and cloudy latter part strong Gales P M at 2 Tacked ship to the South’d set main top Gallant sail Got up fore top Gallant Yard and set the sail at 3 Tacked to the North’d at 4 wore to the South’d wind varying from W N W to S W intervals calm at 5 Cape Pillar Island bore N 5 W 6 leagues slowed top Gallant sail and double reeft the topsails stowed Jibb and spanker at 9 close reeft the topsails at 11 set the Jibb and mizen let a reef out of the topsails P M at 1 Tacked ship to the N W set the spanker at 8 set main top Gallant sail out 2 reef main topsail wore to the South’d set middle and top Gallant stay-sail at 11 stowed staysails top Gallant sail and spanker in 2 reef main and mizen topsails at ½ past 11 Cape Pillar Is’d bore N 16 W 7 Leagues close reeft the fore and main top sails sick as Yesterday. Latt Obs’d 43° 30 So.</td>
</tr>
<tr>
<td>Tuesday, 5th</td>
<td>N.W.</td>
<td>Throughout strong Gales and swallow P M stowed the Jibb a heavy sea from the Westward sent down fore and main top Gallant Yards at 9 wore to the North’d at 11 set Jibh and mizen A M at 8 Cape Pillar Island bore N 6 W 7 or 8 Leagues Tasmania head N 70 E out 3 reef fore and main topsails at 10 tacked to the South’d at 11 close reeft the topsails at Noon Cape Pillar bore N 7 W a heavy sea from the S W put the people on an allowance of Water 2 Quarts p Man p day sick R’d Lucas Sn Osborn Chas Morris Jo’s Bento Wm Tulloe Manuel Joseph John Webber Sn Melvil. Latt Obs’d 43° 43 So.</td>
</tr>
<tr>
<td><em>Wednesday, 6th</em></td>
<td>West</td>
<td>Throughout strong Gales with exceeding heavy swallows P M handed fore and mizen topsails mainsail, Jibb and mizen, set main staysail at 8 stowed mizen staysail handed Fore sail and clove’d the main staysail down on the Cap at 9 haw’d the main staysail down reeft it and set it A M at 7 wore to the North’d set storm mizen staysail at 9 reeft the foresails and set it and hoisted the mains top slowed the storm mizen staysail and set the large one and set the Fore top mast staysail a heavy sea Frequently breaking over the main deck sick as Yesterday. Latt by an Inoffulent Observation 44° 26 So.</td>
</tr>
</tbody>
</table>

* Courses, S. 18 E.; Distance, 30; Dep., 10 E.; Longitude, 118° 27.
### LOG OF THE "OCEAN" TRANSPORT—continued.

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<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from Port Phillip towards the River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804. <em>Thursday, June 7th</em></td>
<td>West</td>
<td>Weather as yesterday P M at 5 set the Foretopsail at midnight wore to the South'd set mizen topsail A M at 4 handed fore and mizen top sails stowed the large mizen staysail and set the small one at 7 wore to the North'd Clew'd the main top sail down at 1 hoisted the main top sail up. Reduced the allowance of water to 3 pints p. Man p. Day Sick as above. No Observation.</td>
</tr>
<tr>
<td>† Friday, 8th</td>
<td>N.W.</td>
<td>Throughout strong gales and cloudy P M set fore top sail and main sail stowed main staysail at 5 stowed storm mizen staysail set the large one and set the mizen topsail A M employed repairing the rigging. Sick R'd Lucas Sn Oldorn Chas Morris Jos Bento Manuel Joseph Sn Webber Sn Melvil Sn Noestrum Wm Tulloch. Latt Obs'd.</td>
</tr>
<tr>
<td>‡ Saturday, 9th</td>
<td>N.W.</td>
<td>Throughout strong winds and cloudy P M a heavy sea from the SW at 9 hawled the main sail up at 11 set the main sail A M at 4 the wind shifted suddenly to the WSW wore to the North'd at 6 set Jib and mizen at 11 stowed the mizen and Jib hauled mizen top sail employed repairing the rigging sick as yesterday. Latt Obs'd 44° 36 S6.</td>
</tr>
<tr>
<td>§ Sunday, 10th</td>
<td>W.S.W. ½ S</td>
<td>Throughout strong gales with heavy squalls P M at 6 wore to the South'd at 11 stowed main sail and fore top sail, set main staysail P M at 1 stowed main and mizen staysail and clew'd the main topsail down at 7 wore ship set mizen stay sail and reset main staysail at 10 hoisted the main top sail up a heavy cross sea employed repairing the rigging sick as yesterday. Latt Obs'd 44° 36 S.</td>
</tr>
<tr>
<td>†† Monday, 11th</td>
<td>West</td>
<td>First and middle part strong gales and Hazy last part fresh breezes and cloudy P M at 2 set fore top sail fore top mast staysail and mizen at 4 set main sail and Jib stowed main staysail at 8 wore to the South'd at midnight wore to the North'd A M at 7 out 3 reef fore and main topsails and 2nd reef mizen topsail set the spanker at 8 Tackled to the westward at Noon the South Cape Bore N W B W employed repairing the rigging sick as before. Latt Obs'd.</td>
</tr>
</tbody>
</table>

*Courses, N. 24 E.; Distance, 28; Dep., 11 E.; Longitude, 148° 12 E.*  
†Courses, N. 46 W.; Distance, 67; Dep., 48 W.; Longitude, 147° 36 W.  
‡Courses, S. 71 W.; Distance, 33; Dil. Lat., 53 S.; Dep., 31 W.; Longitude, 146° 53 E.  
§Courses, S. 77 W.; Distance, 3; Dep., 25 W.; Longitude, 146° 49 E.  
††Courses, N. 17° E.; Distance, 26; Dep., 3 E.; Longitude, 146° 54 E.
## LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
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<tr>
<th>Date</th>
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<th>Ship Ocean from Port Phillip towards the River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Tuesday, June 12th  ...</td>
<td>N.W.</td>
<td>Throughout moderate breezes and cloudy P at 7 stoved spanker and Jib close reefed the topsail and handed mizen topsail a very heavy sea from the westward at midnight handed main sail P M at 3 handed Fore top sail employed stopping on of the Tiller blocks and requiring the rigging sick as yesterday. No Observation.</td>
</tr>
<tr>
<td>† Wednesday, 13</td>
<td>North</td>
<td>Throughout strong Gales with rain P M at 4 wore to the North'd stowed Fore top mast stay sail at midnight wore to the Westward set fore top sail and main sail stowed main stay sail A M at 2 stowed the main sail at 7 handed fore top sail a heavy sea from the westward at 8 the Gale increased stowed main topsail and fore sail and set reef main stay sail a very heavy sea ship labouring very much and frequently shipping seas over all at Noon the Gale increased to an Hurricane the sea making a fair drift over the ship Sick R'd Lucas Su Osborn Chas Morris Jos Bento Manul Joseph Sor Webber Su Melvil Amos Huon Moorely. Last Obs'd.</td>
</tr>
<tr>
<td>‡ Thursday, 14th</td>
<td>N.W. B. W. B. S.W. B. W.</td>
<td>Throughout strong Gales and cloudy P M at ½ past 2 the wind shifted to the Westward and moderated a little set the fore stays and wore ship by the time we had the ship wore the Gale increased to as great violence as before and shifted more to the South'd so that the ship heeled the sea which occasioned her frequently to pitch Jibb boasn spiritail Yard and Boasprit several feet under water which alarmed us for the safety of our masts in case of heavy pitches we carried away the harboured Boasprit fiilith and spurred the starboard one out shores up against them to prevent the Boasprit coming in stroke, the top Gallant mast the Gale continued with such violence until 7 A M we could not set a storm stay sail at 7 it began to moderate a little set reef main and storm mizen stay sail at 8 set close reef main top sail at 10 set the reef fore sail and fore top mast stay sail a very heavy cross sea shipping much water frequently heavy sea sick as yesterday.</td>
</tr>
<tr>
<td>§ Friday, 15th</td>
<td>N.N.W.</td>
<td>Throughout strong Gales P M a heavy sea 1h. 19º 29' 44' April time in Long. M. Mean of 5 distance of one 148º 35º 15º East of Greenwich at 1h. 22º 18' in Long. M. Mean of 3 distance of one 146º 13º 30' East of Greenwich at 8 wore to the South'd A M at 1 wore to the North'd at 7 set fore top sail and main sail stowed main and storm mizen stay sail set the large mizen stay sail and mizen topsail at 10 set main top mast stay sail a heavy cross sea kept our Stretch to the North'd for Oyster bay having but 7 days water in the ship at the reduced allowance of 3 pints P M and last 8 men of the Ship's Company able to stand the deck Sick R'd Lucas Su Osborn Chas Morris Jos Bento Manul Joseph Wm Tulloch Su Melvil Am Mosley Chas Lewis. Last Obs'd 44º 8 South.</td>
</tr>
</tbody>
</table>

* Courses, S. 23 W.; Distance, 66; Dep., 25 W.; Longitude, 146º 20'.
† Courses, S. 18 W.; Distance, 18; Dep., 5 W.; Longitude, 146º 31'.
‡ Courses, S. 38 W.; Distance, 44; Diff. Lat., 33 No.; Dep., 35 W.; Longitude, 148º 59 E.
§ Courses, S. 38 E.; Distance, 38; Diff. Lat., 20 N.; Dep., 33 E.; Longitude, 149º 5 E.
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<th>Ship Ocean from Port Phillip towards the River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1804,</td>
<td>West</td>
<td>Weather as yesterday. P.M at 3 saw the land bearing from N.W. to N.N.W. at a great distance handed main sail mizen top sail</td>
</tr>
<tr>
<td>Saturday, J.</td>
<td></td>
<td>and main sail stowed main stay sail. A.M at 3 handed mizen top sail and main sail and set main stay sail at 6 handed</td>
</tr>
<tr>
<td>16th</td>
<td></td>
<td>fore top sail. Set fore top mast stay sail. A heavy cross sea at 10 set fore top sail at Noon saw the high land at</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the back of Cape Pillar bearing W B S about 12 Leagues distant. Sick l.td Lucas Sn Osborn Chas Morris Jos Bento Manu-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>el Joseph Wm Tulloch Sn Webber Chas Lows Sn Noestrum Jos Silvester. Latt 8 W 13 43° 5 So.</td>
</tr>
<tr>
<td>Sunday, J.</td>
<td>W.S.W.</td>
<td>Throughout strong winds and cloudy P.M at 4 handed the fore topsail at 5 Oyster Island bore W ½ N 7 or 8 Leagues</td>
</tr>
<tr>
<td>17th</td>
<td></td>
<td>distance the Islands to the North'd N.W. at 8 set fore top sail at 11 set fore top mast stay sail mizen top sail and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>mizen at midnight wore ship to the North'd and stowed main stay sail and set main sail the North end of the Islands</td>
</tr>
<tr>
<td></td>
<td></td>
<td>lying to the North'd of Oyster bay bore W B S 3 or 4 Leagues. A.M at 2 set jib and spars at 8 Oyster Island</td>
</tr>
<tr>
<td></td>
<td></td>
<td>bore S. 86 W. and the South end of the Islands to the North'd of Oyster Island bore N 50 W. Sick as yesterday. Latt</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8 W 13 42° 37 So.</td>
</tr>
<tr>
<td>Monday, J.</td>
<td>N.W.</td>
<td>Throughout light breezes. P.M at 5 the Boddle of Oyster Island bore N 68 W Cape Pillar S 37 W stowed staysails at</td>
</tr>
<tr>
<td>18th</td>
<td>Variable</td>
<td>8 Oyster Island bore N.W. ½ W 3 or 4 Leagues at 11 Tack'd ship to the North'd at 4 tack'd to the W'd at 6 tack'd to the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N'd out 3 reef fore top sail at 7 wind the top Gallant mast up and let the 2'd reef out of the topsail at 8 the North</td>
</tr>
<tr>
<td></td>
<td></td>
<td>end of Oyster Island bore S 60 W the South point of the Islands to the North'd of Oyster Is'd bore S 37 W distance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>about 3 Leagues at ½ past 9 tack'd to West'd at 11 tack'd to the North'd saw a number of Natives fire on the Islands</td>
</tr>
<tr>
<td></td>
<td></td>
<td>at Noon the N.E end of Oyster Island bore S 30 W and the West end of the Island to the North'd bore N 32 W. Got up</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the main top Gallant Yard Flying to Windward to get to Oyster Island by the N.E entrance at 5 the small Is'd on the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>East side of the entrance of the Great bay bore E N ½ at 8 anchor'd in 8 Fathoms water in a bay about 4 mile to the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North'd of Oyster bay the high mount of Oyster Is'd.*</td>
</tr>
</tbody>
</table>

* In the original a line is cut off.
**LOG OF THE "OCEAN" TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
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<th>Ship Ocean at Oyster Island</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, June 19th</td>
<td>W.S.W. to N.W.</td>
<td>First part light variable airs at 6 A M hoisted out the Cutter and small launch and went in search of fresh water having but 5 days water in the ship at the rate of 2 pints p Man p Day. on landing we fell in with a party of Natives and by making signs they readily understood what we wanted one of them going with us about 2 mile from the place we landed and showed us a swamp with some small holes of very good water and the Cutter on board for some empty Casks 5 of which we sunk to procure water at 5 P M received on board about 2 Ton of water sent the 3 mate on shore to fill water during the night middle and latter part moderate breezes. Latt at anchor 42° 38 S.</td>
</tr>
<tr>
<td>Wednesday, 20th</td>
<td>N.W. B W.</td>
<td>First and middle part light breezes and hazy latter part cloudy employed Getting off water and cutting Grass for the stock by midnight got on board about 10 ton of Water sent the 2nd Mate on shore with a party of men to fill water during the night. Latt Obs'd 42° 38 South.</td>
</tr>
<tr>
<td>Thursday, 21st</td>
<td>N.E. N.E.</td>
<td>First and middle part light airs and cloudy latter part equally employed Getting on board wood water and Grass for the stock at 3 P M sprung up a light air from the N N E sent the boats on shore to bring of what water was filled and the empty water casks and people during the time of the people getting the cask in the boats Abraham Mosey and Michael Mansfield seamen run in the Woods at 6 the boats returned to the boats returned cleared them and hoisted them in and made clear for sea.</td>
</tr>
<tr>
<td>Friday, 22nd</td>
<td>N.E. b E.</td>
<td>Throughout strong winds and squally A M at 1 hour short at 2 weighed double reef at the topsails and set them stowed the anchors and made sail at 1 the South point of Oyster Island bore N B E about 4 mile distance at 8 Cape Pillar bore S W about 3 Leagues distance at 1 half past 9 abreast of Cape Pillar at Noon Betsy's Island bore N W W W 5 or 6 mile at 2 P M entered the river Dashed out 2nd reef main top sail and main top Gallant sails at 6 anchored about 2 mile from the Entrance of Ralph's Bay in 14 Fathom water the current running so strong down the river we lost Ground.</td>
</tr>
<tr>
<td>Saturday, 23rd</td>
<td>Variable</td>
<td>Light airs inclinable to calm A M hoisted out the Colonial Cutter and small launch at 9 hour short and set the sails but the Current run so strong we lost Ground and again anchored in 15 Fathom water at Noon Calm and Thick fog at 6 it fell calm anchored in 13 Fathom water not having Gained about 3 mile stowed the sails latter part.</td>
</tr>
</tbody>
</table>

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### LOG OF THE "OCEAN" TRANSPORT—continued.

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<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Sullivan Cove, River Derwent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, June 24th ....</td>
<td>Variable</td>
<td>First part light airs with Thick Fogg at 9 A M hove short and set the sails at 11 weighed at Noon Calm. Anchored, at 2 sprung up a light breeze from the Westward weighed at 3 calm anchored at 5 hadded sails latter part thick fogg Sick R'd Lucas Cha's Morris Jos Bento Sn Osborn Eml. Joseph Sn Webber R'd Dodd Jos Giles Sn Noretrm Sn Hysom Jos Silvester Sn Glls Wm Tulloc.</td>
</tr>
<tr>
<td>Monday, 25th  ....</td>
<td>Variable</td>
<td>First and middle part light airs intervale Calm A M at 10 hove short and set the sails at 11 weighed with a light air from the N E at Noon Calm Anchored the Current strong down P M at 2 weighed with a light air from the East'd at 3 came on a strong wind from the N NW at 4 anchored at the mouth of Sullivan Cove in 10 Fathom water latter part strong winds with heavy squalls of Wind and rain reported the arrival of the ship to his Honor Lieut. Govr. Collins sick as Yesterday.</td>
</tr>
<tr>
<td>Tuesday, 26th ....</td>
<td>N.W. to W.N.W.</td>
<td>Throughout strong winds with squalls of sleet and rain employed Getting the boats out and disembarking the marines and Convicts with part of their baggage sick as before first and middle part strong winds with heavy squalls. First and middle part strong winds with heavy squall of sleet and rain the mountain with the adjoining hills covered with snow A M landed the sick belong the the ship consisting of 12 seamen remain'd on board R'd Lucas seaman it being dangerous to remove him employed landing baggage P M at 4 weighed and warped into the Cove anchored in 7 Fathom water and steadied with a Keel and hawser.</td>
</tr>
<tr>
<td>Wednesday, 27th ....</td>
<td>W.N.W. to W.S.W.</td>
<td>Throughout light breezes and clear Frosty Weather A M moored with the stream anchor and Cable to the S E and weighed the Keel and remainder employed landing baggage and unbending the small sails and main sail sick on board R'd Lucas Carpenter employed Knocking down the Bulk heads.</td>
</tr>
<tr>
<td>Thursday, 28th ....</td>
<td>W.N.W. to W.S.W.</td>
<td>Weather as Yesterday employed hauling wood and baggage unbending some of the sails and cleaning the prison room. Carpenter taking out the bowsprit bith that was carried away sick R'd Lucas.</td>
</tr>
<tr>
<td>Friday, 29 ....</td>
<td>W.N.W. to N.W.</td>
<td>Weather as Yesterday employed as before. Carpenter employed on shore Getting a bowsprit bith sick on board as before.</td>
</tr>
<tr>
<td>Saturday, 30 ....</td>
<td>N.W. to W.S.W.</td>
<td>First and middle part light breezes and cloudy latter part calm employed cleaning the ship and sick as bef Wm Tulloc returned from.</td>
</tr>
<tr>
<td>Sunday, July 1st ....</td>
<td>N.W.</td>
<td>First and middle part light breezes and cloudy latter part calm employed cleaning the ship and sick as bef Wm Tulloc returned from.</td>
</tr>
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LOG OF THE "OCEAN" TRANSPORT—continued.

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<tr>
<td>Monday, July 2</td>
<td>W.N.W.</td>
<td>First and middle part light airs with continual rain employed landing the Cargo with other Jobs</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>latter part light airs and cloudy. Carpenter employed as above sick as before.</td>
</tr>
<tr>
<td>Tuesday, 3rd</td>
<td>W.N.W.</td>
<td>First and middle part light breezes and cloudy employed landing the Cargo latter part fresh</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>breezes with rain Carpenter as before sick as before.</td>
</tr>
<tr>
<td>Wednesday, 4th</td>
<td>Variable</td>
<td>First part fresh breezes and squally with rain middle part variable airs and cloudy employed</td>
</tr>
<tr>
<td></td>
<td>W.N.W.</td>
<td>as above.</td>
</tr>
<tr>
<td>Thursday, 5th</td>
<td>Variable</td>
<td>First part variable light airs with thick fog and showers of small rain middle and latter part light breezes and cloudy employed landing Cargo. Carpenter put in a bowsprit bith sick as before.</td>
</tr>
<tr>
<td>Friday, 6th</td>
<td>Westerly</td>
<td>First and middle part light breezes and cloudy employed as Yesterday latter part</td>
</tr>
<tr>
<td></td>
<td>Variable</td>
<td>rain intervals thick fog sick as before.</td>
</tr>
<tr>
<td>Saturday, 7th</td>
<td>W.N.W.</td>
<td>First part fresh breezes and squally with rain middle and latter part light breezes and cloudy employed mostly as Yesterday A.M unhook the madder several of the breezes being started sick as Yesterday.</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>First and middle part light breezes and cloudy latter part light air and clear employed cleaning the ship and sick as before.</td>
</tr>
<tr>
<td>Sunday, 8th</td>
<td>N.W.</td>
<td>First part light breezes and hazy middle and latter part foggy employed landing Cargo and repairing sails etc. Sick as Yesterday.</td>
</tr>
<tr>
<td>Monday, 9th</td>
<td>Variable</td>
<td>Throughout light breezes and cloudy intervals showers of rain employed as yesterday Carpenter securing the madder P.M shipped the madder sick as before.</td>
</tr>
<tr>
<td>Tuesday, 10th</td>
<td>N.N.W.</td>
<td>First part strong gales with exceeding heavy squalls middle part fresh breezes with showers of</td>
</tr>
<tr>
<td></td>
<td>to W.N.W.</td>
<td>rain latter part light winds with heavy rain employed as yesterday sick as before.</td>
</tr>
<tr>
<td></td>
<td>N.N.W.</td>
<td>Weather mostly as yesterday employed getting the empty water tanks on shore and other Jobs</td>
</tr>
<tr>
<td></td>
<td>W.N.W.</td>
<td>Carpenter at sundry Jobs. Sick as before.</td>
</tr>
<tr>
<td></td>
<td>Do</td>
<td>First part light breezes with heavy rain middle part cloudy with flying Clouds and strong winds</td>
</tr>
<tr>
<td></td>
<td></td>
<td>employed getting on board water stowing the hold latter part light airs sharp frosts sick</td>
</tr>
<tr>
<td></td>
<td></td>
<td>as before.</td>
</tr>
<tr>
<td>Wednesday, 11th</td>
<td>W.N.W.</td>
<td>First part light breezes and clear with sharp frosts middle part cloudy employed filling water and getting on board with other necessary Jobs latter part light breezes with strong rain sick as yesterday.</td>
</tr>
<tr>
<td>Thursday, 12th</td>
<td>W.N.W.</td>
<td></td>
</tr>
<tr>
<td>Friday, 13th</td>
<td>N.N.W.</td>
<td></td>
</tr>
<tr>
<td>Saturday, 14th</td>
<td>N.N.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Variable</td>
<td></td>
</tr>
</tbody>
</table>
**LOG OF THE “OCEAN” TRANSPORT—continued.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean at Sullivan Cove, River Derwent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, July 15</td>
<td></td>
<td>First part light breezes and cloudy with heavy showers of rain middle part fair latter part calm with sharp frost sick as before.</td>
</tr>
<tr>
<td>Monday, 16th</td>
<td>Variable</td>
<td>Throughout light airs with clear Weather employ ballasting and watering the ship with other necessary Jobs sick as before.</td>
</tr>
<tr>
<td>Tuesday, 17th</td>
<td>Do</td>
<td>First and middle part light breezes latter part calm with sharp frost employed as Yesterday returned from the shore &amp; for duty Jo’s Jiles Sn Noeustrum Sn Gibbs Mic’l Patterson Jo’s Silvester Remains sick R’d Lucas Cha’s Morris Jo’s Bento Sn Osborn Edl Joseph Sn Webber Rich’d Dodd Sn Davis.</td>
</tr>
<tr>
<td>Wednesday, 18th</td>
<td>W.N.W. to N.N.W. Variable S.E.</td>
<td>First and middle part moderate breezes and cloudy intervals light showers of rain employed as Yesterday latter part cloudy sick as Yesterday.</td>
</tr>
<tr>
<td>Thursday, 19</td>
<td>S.E. to S.S.W.</td>
<td>First and middle part light airs and cloudy latter part strong Gales with severe squalls and heavy rain employed mostly as Yesterday and repairing sails sick as above.</td>
</tr>
<tr>
<td>Friday, 20th</td>
<td>S.S.W. to S.E. South to S.W.</td>
<td>First part fresh breezes and squally with heavy rain middle and latter part moderate breezes and cloudy employed mostly as before Carpenter making a new mizen topmast sick as before.</td>
</tr>
<tr>
<td>Saturday, 21st</td>
<td>S.S.W. to S.W.</td>
<td>Throughout fresh breezes and squally with showers of rain employed as Yesterday sick as before.</td>
</tr>
<tr>
<td>Sunday, 22nd</td>
<td>S.S.W. to S.W.</td>
<td>Throughout fresh breezes and squally with showers of rain sick as above the mountain covered with snow.</td>
</tr>
<tr>
<td>Monday, 23</td>
<td>Variable from N.N.E. to N.W.</td>
<td>First and middle part moderate breezes with showers of Slate and hail Sick as above employed as above latter part light breezes Got on board a spare mizen topmast.</td>
</tr>
<tr>
<td>Tuesday, 24th</td>
<td>North to N.W.</td>
<td>First and middle part light breezes and cloudy latter part strong winds and squaly finished watering and ballasting the ship Reported the ship ready fore sea to his Honor Lieut. Govnr. Collins Long boat employed by Govnr. Collins sick as above.</td>
</tr>
</tbody>
</table>
LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
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<tr>
<th>Date</th>
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<th>Ship Ocean at Sullivan Cove, River Derwent.</th>
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<tbody>
<tr>
<td>Wednesday, July 25th</td>
<td>North</td>
<td>First and middle part fresh breezes and squally employed with the boat shifting the Cattle from</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>Risdon to Sullivan Cove, bent the staysails and Jibb latter part light breezes and cloudy sick as before.</td>
</tr>
<tr>
<td>Thursday, 26th</td>
<td>W.N.W.</td>
<td>First and middle part light breezes and cloudy employed with the boats shifting the Storehouse from</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>Risdon to Sullivan Cove latter part fresh breezes with rain bent the main sick as before.</td>
</tr>
<tr>
<td>Friday, 27th</td>
<td>Westerly</td>
<td>First and middle part fresh breezes and cloudy employed over hauling the sails the Lords employ by</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Govan. Collins latter part showers of rain sick sick as before.</td>
</tr>
<tr>
<td>Saturday, 28th</td>
<td>W.N.W.</td>
<td>First part cloudy with showers of rain employed at sundry Jobs middle and latter part moderate</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>breezes and cloudy sick as above.</td>
</tr>
<tr>
<td>Sunday, 29th</td>
<td>N.N.W.</td>
<td>First and middle part fresh breezes and cloudy employed shifting the Powder belonging to Government sick as</td>
</tr>
<tr>
<td></td>
<td>W.N.W.</td>
<td>before received on board part of the New South Wales Corps with their baggage</td>
</tr>
<tr>
<td>Monday, 30th</td>
<td>N.W.</td>
<td>latter part squally with sharp lightening and rain.</td>
</tr>
<tr>
<td></td>
<td>to W.N.W.</td>
<td>First part fresh breezes and cloudy with showers of rain A M. sent the boats to Risdon to assist in</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>the embarkation of the Settlement P M the boats returned latter part cloudy sick as before.</td>
</tr>
<tr>
<td>Tuesday, 31st</td>
<td>N.W.</td>
<td>First and middle part squally with rain unmoved the ship latter part fresh breezes and cloudy.</td>
</tr>
<tr>
<td></td>
<td>to W.N.W.</td>
<td>First and middle part moderate breezes with showers of rain Hoisted in the long boat and bent the 3 Topails</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>and fore sail latter part fresh breezes and cloudy.</td>
</tr>
<tr>
<td>Wednesday, Augt. 1st</td>
<td>N.W.</td>
<td>First and middle part light breezes A M weighed and warped out of the Cove and anchored in 12</td>
</tr>
<tr>
<td></td>
<td>to W.N.W.</td>
<td>Pathies Water Captus, Roads of the Ship Alexander said For Adventure Bay his ship laying</td>
</tr>
<tr>
<td></td>
<td>W.N.W.</td>
<td>there latter part squally with rain.</td>
</tr>
<tr>
<td></td>
<td>N.W.</td>
<td>First and middle part strong winds with showers of rain latter part cloudy employed at Sunday Jobs.</td>
</tr>
<tr>
<td>Thursday, 2nd</td>
<td>W.N.W.</td>
<td>First and middle part moderate breezes and cloudy intervals showers of rain bent the main</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>sail and top gallant sails P M the Colonel Cutter arrived from Adventure with dispatches</td>
</tr>
<tr>
<td>Friday, Augt. 3rd</td>
<td>W.S.W.</td>
<td>for Lieut. Gov. Collin brought them by the Alexander Whaler also Abraham Moseley and</td>
</tr>
<tr>
<td></td>
<td>to N.W.</td>
<td>Michi Mansfield seamen that run from the boat at Oyster bay on 21 June last latter part</td>
</tr>
<tr>
<td>Saturday, 4th</td>
<td>N.W.</td>
<td>fresh breezes and cloudy.</td>
</tr>
<tr>
<td></td>
<td>to S.W.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Winds</td>
<td>Log of the Ocean Transport—continued.</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Sunday, Augt. 5th</td>
<td>Variable N.W.</td>
<td>First and middle part light breezes at 8 A M rigged top Gallant Yards and made the signal for sailing at 10 took Abr Mosly and Michl Mansfield on shore to the Rev'd Mr. Knapwood and Mr. Harris Magistrates to examine into the case of they running away they not having anything to aledge for their defence was ordered 100 Lashes each to be punished on board the ship by the boatwain thereof before the ships Company at 1 P M punished Abr'm Mosley with 100 Lashes and Mr Mansfield with 78 on the back with a cat of nine tales latter part light airs and cloudy arrived a boat from the ship Lady Balow the boat left her at 8 A M at anchor under Betsy's Island with Cattle and stores for this place.</td>
</tr>
<tr>
<td>Monday, 6th</td>
<td>Variable</td>
<td>First and middle part light breezes and cloudy at 8 A M made the signal for sailing employed at sundry Jobs latter*</td>
</tr>
<tr>
<td>Tuesday, 7th</td>
<td>Variable</td>
<td>First and middle part light breezes and cloudy A M made signal for sailing employed at sundry Jobs latter part showers of rain anchored in the cove the Lady barlow.</td>
</tr>
<tr>
<td>Wednesday, 8th</td>
<td>N.W. to W.N.W.</td>
<td>First and middle part light breezes intervals showers of rain at 8 A M made the signal for sailing on board His Honor Lieut. Govrn. Collins dispatches and sundry other boxes to be delivered to His Excellency Govrn. King latter part light breezes and clear.</td>
</tr>
<tr>
<td>Thursday, 9th</td>
<td>Variable N.E. to W.N.W.</td>
<td>First part light airs at 3 A M bore short at 6 weighed and made sail with a light breeze from the North'd at 8 hoisted up the Jolly boat at 10 clear of the river at 11 past the ship Alexander at anchor under the Southern shore strong winds and squalls with showers of rain stow'd top Gallant sails close reef fore and main topsail and double reef the main at Noon the entrance of the River Derwent bore W N W S or 9 mile Cape Basalt E by S strong winds and squalls this Log contains the transactions of 12 hours* sick R'd Lucas R'd David Jos Beinto Sn Davis.</td>
</tr>
</tbody>
</table>

There are to Certify the Commissioners for conducting his Majesties Transport service that during the time the Ocean store ship has been employed in the service of this Settlement under the Authority of the Governor in Chief the Charter Party has in every point been complied with and I have had every reason to be satisfied with the conduct of the Master.

Given under my hand at head Quarters Hobart Town Derwent River This 7th day of Augt 1804.

David Collins,
Lt Governor.

* In the original a line is cut off.  † Note 88.
LOG OF THE "OCEAN" TRANSPORT—continued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Jackson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday, Augt. 10</td>
<td>W.N.W.</td>
<td>Throughout strong winds and squally P M at 1 set top Gallant sail at 3 handed main top Gallant sail and set the main sail at 4 Cape Pillar I'd bore N 63 W Cape Basaltes S 85 W distance off shore 4 or 5 mile at 6 the South end of Cape Pillar I'd bore to S W about 3 Leagues a heavy sea from the N E at 7 close reef the main top-sail stowed Jibb and mizen top-sail A M at 3 set the mizen top-sail at 6 set Jibb and spanker out 3 and 2 reef the main top-sail and 3 reef fore top-sail set top Gallant sails and main topmast staysail and out 2nd reef mizen top-sail at 8 the North end of Oyster Island bore W R S about 5 Leagues out 2 reef fore top-sail set middle and top Gallant staysails at 11 set fore topmast steer sail at Noon the body of Oyster Island bore S 54 W the South point of the Maria Island S 82 W distance. Latt Obs'd 42° 22 So.</td>
</tr>
<tr>
<td>Saturday, 11th</td>
<td>S.W.</td>
<td>Throughout fresh breezes and cloudy P M unlimb the storm main and mizen staysails at 4 stowed staysails at 5 the extremities of the land to the North'd bore N 48 W the South point of the Maria Island S 50 W and the Body of Oyster Island S 37 W at 12 part 6 stowed spanker and top Gallant sails close reef the top-sails hauled the fore and mizen top-sail stowed Jibb and main-sail at 7 have'd the foresail up at 10 set the foresail A M at 7 set fore top-sail and out 3 reef main top-sail out 3 reef fore top-sail set mizen top-sail Jibb, fore and main top Gallant sails and main-sail at 11 set main top mast staysail. Latt Obs'd 40 35 So.</td>
</tr>
<tr>
<td>* Sunday, 12th</td>
<td>S.W.</td>
<td>First and middle part fresh Gales and cloudy latter part more moderate P M at 6 stowed main top mast staysail and fore top Gallant sail close reef the mizen top-sail and hauled it at 10 stowed main top Gallant sail A M at 2 have'd the main sail up and cloved the top-sails down on the Cap stow'd the Jibb at 6 stowed main sail and fore top sail close reef the main top-sail and stowed Foretopmast staysail at 7 the main top-sail Tye broke at 9 got down top Gallant Yards a heavy sea gave a new Tye and set the main top-sail set fore top mast and mizen staysail at 11 set fore top-sail and main sail stowed main staysail at Noon saw the land between Ram Head and Cape Howe bearing from W N W to N W W W about 15 or 16 Leagues. Latt Obs'd 37 55 So.</td>
</tr>
<tr>
<td>¶ Monday, 13th</td>
<td>W.N.W.</td>
<td>First and middle part fresh breezes and cloudy latter part strong winds and cloudy P M out 3rd reef main top-sail set mizen top-sail staysails and spanker at 4 the land bore from N 79 W to N 67 W at a great distance at 7 stowed staysail spanker and Jibb at 8 close reef fore and main top-sails and hauled mizen top-sail at midnight hauled main sail and fore top-sail set main staysail A M at 7 set fore mizen top-sails and main sail and stowed main staysail the watch employed at muncy Jobs. Latt Obs'd 37 12 So.</td>
</tr>
</tbody>
</table>

* Courses, N. 18 E.; Distance, 165; DH, Lat., 157; Dep., 51; Longe. in. 150° 20 E.
¶ Courses, N. 67 E.; Distance, 79; DH, Lat., 43 N.; Dep., 60; Longe. in. 157° 5 E.
LOG OF THE "OCEAN" TRANSPORT—continued.

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<tr>
<th>Date</th>
<th>Winds</th>
<th>Ship Ocean from the River Derwent towards Port Jackson</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Tuesday, Augt. 14th</em></td>
<td>Westerly</td>
<td>Weather as Yesterday P M out 3 reefs fore and main topsails and set the spanker At 1h. 47&quot; 4'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Apit time in Lounge p Mean of 5 distance of oce 152° 9 45 East of Greenwich at 7 stowed spanker Jibb and mizen topsail and hawld the main sail up at 8 had a very heavy squall of Thunder, Lightening and Hail at 9 set the mizen topsail hauled main sail and set main staysail close reef fore and main topsails at 10 hauled mizen top sail at 11 hauled fore top sail A M at 2 stowed fore top mast stay sail a heavy sea ship pitching very heavy at 6 more moderate set fore and mizen topsails at 8 set fore top mast stay sail and main sail stowed main stay sail at 11 set main top mast stay sail. Latt Obs'ld 36 12 No.</td>
</tr>
<tr>
<td>†Wednesday, 15th</td>
<td>W. B. N.</td>
<td>First part fresh Gales and equally middle and latter part more moderate P M at 1h. 46&quot; 40'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Apit time in Lounge p Mean of 5 distance of oce 152° 9 30' 30' East of Greenwich at 5 stowed main stay sail at 6 set the Jibb at 10 stowed the Jibb and mizen top sail at midnight hauled main sail and set main stay sail A M at 4 set fore and mizen topsails at 6 stowed mizen top sail at 10 stowed Fore top sail and mizen stay sail and hawld the Fore sail up clew'd the main top sail down, on the cap at Noon set the fore sail and storm mizen stay sail hoisted the main top sail. Latt Obs'ld—.</td>
</tr>
<tr>
<td>†Thursday, 16th</td>
<td>W. b N.</td>
<td>Throughout strong Gales and Hazy P M set fore sail at 4 hanked foresail at 7 set fore top sail at 9 set main sail and mizen top sail and stowed main stay sail at midnight hauled main sail and mizen sail and set main stay sail a heavy head sea A M at 2 hanked Fore top sail at 6 set fore and mizen top sail at 10 hauled mizen top sail employed at sundry Jobs about the rigging Found by Observation the Current had set us to the North'd 20 miles the last 48 Hours.</td>
</tr>
<tr>
<td>§Friday, 17th</td>
<td>S.W.</td>
<td>Throughout strong Gales and cloudy P M at 2 wore to the South'd and set the mizen at 4 stowed foresail and mizen at 6 clew'd the main topsail down on the Cap the main mast was struck by Lightening which run down the mast on the Quarter deck and hurt several of the watch viz 2 and 3 Officers and Gunner was Knocked down the latter of whom was some time before he recovered the Centinel at the Gang was Knocked down and much bruised at 8 stowed mizen and fore top mast stay sail at 10 the Gale increased with violent squalls reef the main stay sail and hawled the Fore sail A M found the Lightening had struck the main mast about 4 Feet below the Hounds and run down between the mast and fish till within about 3 Foot of the deck were it opened the Fish from the mast about 3/4 of an inch struck the top of the pump and then along the quarter deck the top of the pump and cover was considerably burnt at 11 wore Westward reeft the foresail and set it set mizen stay sail a heavy sea throughout ship labouring very heavy. Latt Obs'ld 33 16 No.</td>
</tr>
</tbody>
</table>

* Courses, N. 30° E.; Distance, 60; Dit. Lat., 60 S.; Dit. Longe, in. 152° 46 E.
† Courses, N. 29° E.; Distance, 77; Dit. Lat., 34 5; Dit. Longe, in. 153° 19.
‡ Courses, N. 24° W.; Distance, 93; Dit. Lat., 177 N.; Dit. Longe, in. 152° 36.
§ Courses, S. 75° 30 E.; Distance, 58; Dit. Lat., 18 S.; Dit. Longe, in. 153° 37 E.
**LOG OF THE "OCEAN" TRANSPORT—continued.**

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<tr>
<td><em>Saturday, Augt. 18th...</em></td>
<td>S.W.</td>
<td>Throughout strong winds and cloudy P M set fore and main topsail and fore topsail staysail at 6 set main sail and stowed main staysail at 8 set the Jib at 10 out Reef the fore sail and set the spanker out 3 reef the fore and main topsails and 2 reef main topsail A M in 3 reef main top sail and stowed the speaker at 8 wore to the South 6d at 6 wore to the West and set the mizen saw the land from the N N W to W NW at 8 tacked to the South 6d at 10 stowed mizen and set spanker and Jib out 2 reef mizen top sail at Noon the Extremes of the land bore from N 44 W to N 51 W 12 or 14 Leagues Past a schooner standing to the N W sky very black and squally to the Eastward sick 3d Lucas Su Davis Jos Bento Miche Paterson. Last Obs 33° 5 So.</td>
</tr>
<tr>
<td>Sunday, 19th ... ... ...</td>
<td>N.W.</td>
<td>Throughout light airs and cloudy P M at 2 rigged Fore and main top Gallant Yards and set the sails at 8 set main top most middle and top Gallant staysails A M at 1 stowed middle and top Gallant staysails saw the land to the Westward at 5 set staysails at 8 the North head bore N 71 W South head N 84 W distance five or 6 leagues at 11 tacked ship to the North 6d at Noon the entrance of Port Jackson harbour bore N 25 W 18 mile distance employed washing the Gun deck etc. Sick as Yesterday. Last Obs 34° 5 So.</td>
</tr>
<tr>
<td>Monday, 20th ... ... ...</td>
<td>N.W.</td>
<td>Throughout fresh breezes P M a strong current setting to the South 6d at 6 Cape Banks bore N 15 W about 4 Leagues distance at 7 tacked to the Eastward at 10 in 1st reef mizen top sail at mid night stowed top Gallant sails and tacked to the Westward A M at 2 set top Gallant sails at 9 past 8 Tacked ship to the North 6d at 6 tacked to the North 6d at 8 the land bore from North to S 19 W Hat hill S 57 W at 9 tacked ship to the Eastward distance off shore about 4 mile at Noon Hat hill bore S 67 W Cape George S 38 W the Northern Extremes of the land N 13 W distance off shore about 14 or 15 mile a very strong current setting to the South 6d Sick as above. No observation.</td>
</tr>
<tr>
<td>Tuesday, 21st ... ... ...</td>
<td>N.W.</td>
<td>Throughout fresh breezes and cloudy P M at 2 Tacked ship at 5 Hat hill bore S 85 W the Extremes of the land bore from N 3 W to S 27 W distance off shore about 4 Leagues at 8 Tacked ship at 10 stowed Fore top Gallant sail A M at 2 Tacked ship and set fore top Gallant sail at 8 Hat hill bore S 36 W the Northern Extremes of the land N 12 W the Southern extrem S 34 W off shore about 3 Leagues at 10 Tacked ship the Extremes of the land bore from N 23 W to S 44 W distance from the shore about 7 Leagues a strong current setting to the South 6d Sick 3d Lucas Su Davis Jos Bento and Miche Paterson. Last Obs 14° 45.</td>
</tr>
</tbody>
</table>

*Courses, N. 76 W.; Distance, 47; Dii. Lat., 45° 6 E.; Dep., 11 N.; Longitude, 104° 42.*
**LOG OF THE "OCEAN" TRANSPORT—continued.**

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<th>Ship Ocean from the River Derwent towards Port Jackson</th>
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<tr>
<td>Wednesday, Augt. 22nd</td>
<td>N.W.</td>
<td>Throughout strong winds and cloudy P M at 2 stowed top Gallant sails and spanker in 2nd reef. Fore and main topsails at 4 wore ship to the West'w'd at 9 the Extremes of the land bore from N 41 W to S 73 W distance off shore 8 Leagues at 9 set top Gallant sails and spanker at 10 Tacked Ship out 2 reef fore and main topsails at 4 set staysails at 7 out 1st reef mizen topsail set fore topmast lower and top Gallant stearn sail on the larboard side at 10 set starboard main top' Gallant stearn sail and fore top mast stearn sail at Noon set starboard lower stearn sail and took in the larboard stearn sails at Noon Hat Hill bore S 50 W a very strong southerly current sick as Yesterday. Latt Obs'd 37 17 So.</td>
</tr>
<tr>
<td>Thursday, 23rd</td>
<td>N.N.W.</td>
<td>Throughout light breezes and clear P M in all stearn sails at 5 Hat Hill bore S 48 W the Extremes of the land to the North'd N 16 E distance of shore about 3 Leagues in 1st reef main top sail A M tacked ship to the West'w'd stow'd top Gallant sails and in 1 reef mizen top sail at 5 Hat Hill bore S 48 W the extremes of the land bore from North to S 25 W at 9 tack'd to the North'd and set staysails at Noon Hat Hill bore S 52 W the extremes of the land North to S 25 W a strong southerly current sick as Yesterday. Latt Obs'd 34 16 So.</td>
</tr>
<tr>
<td>Friday, 24th</td>
<td>N.N.W.</td>
<td>First part fresh breezes and cloudy latter part strong winds with heavy squalls P M at 2 Tacked ship to the N W at 4 tacked ship to the Eastward at 1/2 past 5 hat hill bore S 45 W the extrem of the land from North to S 25 W at 7 sprung up a strong wind from the South'd stowed staysails Jibb top Gallant sails spanker and main sail haw'd the foresail up and close reef the topsails at 8 set the fore sail mizen and mizen and mizen stay sails at 11 wore to the West'w'd A M at 2 bore up and main sail out 3rd and 2nd reefs the topsails set top Gallant sails and staysails stowed at 1/2 past 5 abreast of Botany Bay distance about 6 mile set fore top mast stearn sail and spanker set the main sail at 7 the Flagstaff on the Outer South head bore N B W distance about 4 mile at 9 stowed staysails and tacked ship under the North heads at 1/4 past 10 Mr. Watson Pilot came on board and took charge of the ship at 1 anchored in 9 Fathom Water a little below Garden Island went on shore and delivered the Government dispatches to his Excellency Govrn. King this logg ends at midnight and contains the transactions of 36 Hours.</td>
</tr>
<tr>
<td>Saturday, 25th</td>
<td>W.N.W. to N.W.</td>
<td>Throughout moderate breezes and clear A M unstowed the booms and Got out the boats at 9 disembarked the Troops and part of the prisoners at 9 the pilot came on board, Got the ship under weight and beat up to neutral bay at 1 anchored in 9 Fathom Water with the small bower moored ship with the stream anchor to the N E unbent sails and Got down top Gallant Yards sick as Yesterday.</td>
</tr>
<tr>
<td>Sunday, 26th</td>
<td>Variable</td>
<td>Throughout light variable airs received a certificate of the ships discharge from His Excellency Govrn. King.</td>
</tr>
</tbody>
</table>

*Note 88.*
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Course</th>
<th>Wind</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 July</td>
<td>15 P.M.</td>
<td>S.W.</td>
<td>Strong Breeze</td>
<td>Heading off shore, 5 miles.</td>
</tr>
<tr>
<td></td>
<td>16 P.M.</td>
<td>S.W.</td>
<td>Strong Breeze</td>
<td>Heaving to until 4 A.M.</td>
</tr>
<tr>
<td></td>
<td>4 A.M.</td>
<td>S.W.</td>
<td>Light Breeze</td>
<td>At Dunk Island, S.W.</td>
</tr>
<tr>
<td></td>
<td>6 A.M.</td>
<td>S.W.</td>
<td>Light Breeze</td>
<td>Stopping.</td>
</tr>
</tbody>
</table>

*Note:* The table provides a log of the ship Lady Barlow from Port Jackson towards the River Derwent, Van Diemen's Land.
### LOG OF SHIP LADY BARLOW—continued.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7</td>
<td>6</td>
<td>S.S.W.</td>
<td>W.N.W.</td>
<td>Moderate Breezes and fine Pleasant Weather.</td>
</tr>
<tr>
<td>3</td>
<td>7</td>
<td>4</td>
<td>So.</td>
<td></td>
<td>At Sun Set the Extremes of the Land from Mount Dromedary N.W. b. N., to Green Point S.S.W. ½ W. Distce. off Shore, 4 Leags.</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
<td>6</td>
<td>S. ½ W.</td>
<td>West</td>
<td>Decreasing Breezes.</td>
</tr>
<tr>
<td>5</td>
<td>6</td>
<td>6</td>
<td></td>
<td></td>
<td>At Day Light Cape Howe bore W. b. N. Distce, about 8 Leags.</td>
</tr>
<tr>
<td>6</td>
<td>5</td>
<td>4</td>
<td></td>
<td></td>
<td>Increasing Breezes; double reef’d F. Tp. Sails.</td>
</tr>
<tr>
<td>7</td>
<td>5</td>
<td>4</td>
<td></td>
<td></td>
<td>Increasing to a Strong Gale, Struck Top Gallt. Yards, and Masts; Got down the Top Gallt. Studding Sail Booms.</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>6</td>
<td></td>
<td></td>
<td>Ship pitching very much so as to Occasion the Cattle to be continually falling.</td>
</tr>
<tr>
<td>9</td>
<td>4</td>
<td>6</td>
<td>S. b. W.</td>
<td></td>
<td>Fresh Gale with high Sea. Latd. Obsd., 38° 22′ So. 38° 22′ So.</td>
</tr>
</tbody>
</table>

Distce. 118 miles Pr. Log. |
LOG OF SHIP LADY BARLOW—continued.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>...</td>
<td>S. b. W.</td>
<td>Vble.</td>
<td>Commences with fresh Gales and high Sea.</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>4</td>
<td>S.S.W.</td>
<td></td>
<td>At 3 P.M., more Moderate. Out 1st reef, Top Sails. Got up the Main Top Gall. Mast and Yard and set the Sail.</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>6</td>
<td>S.S.W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>4</td>
<td>S.W.</td>
<td>N.W. b. N.</td>
<td>At 10 P.M., strong Gales. Double reef'd the Top Sails, and reef'd the Main Sail. Ship pitching and laboring very much.</td>
</tr>
<tr>
<td>7</td>
<td>3</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>3</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>3</td>
<td>4</td>
<td>S.W. b. W.</td>
<td></td>
<td>At Day light out 2d. reef Top Sails, Set the Jib and Mizen. Saw the Sister Islands from the Mast Head boreg. S.W. b. W.</td>
</tr>
<tr>
<td>11</td>
<td>3</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>3</td>
<td>6</td>
<td></td>
<td></td>
<td>At 8 a.m. the Extremes of the Land or W. S. to S. b. W. Distc. off Shore 6 or 7 Leags.</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
<td>...</td>
<td>S.W. ½ W.</td>
<td></td>
<td>Died, one Cow.</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>4</td>
<td></td>
<td></td>
<td>At ¾ past 9 A.M., hard Gales with heavy Gists of Wind. Double reef'd the Main Top Sail in 1st reefs Fore, and Mizen Do.</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>6</td>
<td>2</td>
<td>S.W.</td>
<td></td>
<td>At Noon more Moderate. Out reef Main Sail, and Set Studding Sails.</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>4</td>
<td></td>
<td></td>
<td>The Extremes of the Land from N.W. to S.W., Cape Barren boreg. W. § S. Distc. off Shore 6 miles.</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>6</td>
<td>S. b. W.</td>
<td></td>
<td>N.B.—In running from the No. of Cape Barren, there is apparently a small Island which may be seen 7 or 8 miles off.</td>
</tr>
<tr>
<td>9</td>
<td>8</td>
<td>6</td>
<td>S. ½ W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>8</td>
<td>6</td>
<td>S. ½ W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>8</td>
<td>2</td>
<td>So.</td>
<td>N.W.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>8</td>
<td></td>
<td>So.</td>
<td>N.W.</td>
<td></td>
</tr>
</tbody>
</table>

Distc. 127 Miles P. Log.

Latd. Obsd. 40° 22' So.
40° 21' So.

Jno. Painter.
LOG OF SHIP LADY BARLOW—continued.

<table>
<thead>
<tr>
<th>H.</th>
<th>E.</th>
<th>F.</th>
<th>Courses.</th>
<th>Winds.</th>
<th>Remarks, etc., Tuesday 31st, 1804.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7</td>
<td>4</td>
<td>S. 1 W.</td>
<td>No.</td>
<td>Moderate Breezes with a smooth Sea.</td>
</tr>
<tr>
<td>2</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>7</td>
<td>4</td>
<td>S. 1 E.</td>
<td></td>
<td>Increasing Breezes, With Drizzling Rain; reef’d the Main Sail.</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
<td>6</td>
<td>S.S.E.</td>
<td>N.W.</td>
<td>At Sun Set the Extremes of the Land from W. b. N. to S. 1 W. off Shore 4 or 5 Leags.</td>
</tr>
<tr>
<td>5</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>7</td>
<td>6</td>
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<tr>
<td>8</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>7</td>
<td>4</td>
<td>S. b. E.</td>
<td></td>
<td>Increasing to a fresh Breeze, double reefed the Top Sails, and handed the Main Sail.</td>
</tr>
<tr>
<td>11</td>
<td>7</td>
<td>4</td>
<td></td>
<td></td>
<td>Lightening from the So. with drizzling Rain</td>
</tr>
<tr>
<td>12</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
<td>At 9 P.M. more Moderate, out reefs and set Tp. Gt. Sails. Sudden Puffs at Intervals. Shorten’d and made Sail Occasionally.</td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>4</td>
<td>S. S.E.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>7</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>5</td>
<td>4</td>
<td>S.W. b. W.</td>
<td></td>
<td>Extremes at sun rise from N.W. to Cape Pillar S.W. b. S. distce. off shore 7 Leages.</td>
</tr>
<tr>
<td>11</td>
<td>6</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Distce. 165 Miles Per Log.

Strong Gales with rain.  
No Observation.  
这两年度。  
Latde. Obsd. Pr. Double Altde. at noon 43° 0'5 So.

WM. BROOKS.
LOG OF SHIP LADY BARLOW—continued.

<table>
<thead>
<tr>
<th>H.</th>
<th>K.</th>
<th>F.</th>
<th>Courses.</th>
<th>Wind.</th>
<th>Remarks, etc., Wednesday, August 1st, 1804.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5</td>
<td>2</td>
<td>S. 4 E.</td>
<td>Varble.</td>
<td>Strong Gales with Cloudy Weather, and Drizzling rain at Intervals.</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td></td>
<td>Up S. b. E.</td>
<td>W.S.W.</td>
<td>At 1 P.M. The rock of Cape Pillar S.W. b. W. 4 W. Distce. 6 Leags.</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td>Off S.E.</td>
<td>Varble.</td>
<td>A Wild looking Sky with Sleet and rain, reef'd the Main Sail and in 2d reef Top Sails at 4 past 1.</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>4</td>
<td>Off S.E.</td>
<td></td>
<td>Blowing still harder, handed the Top Sails.</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>4</td>
<td>Off S.E. &amp; E.</td>
<td></td>
<td>At 2 P.M. Increasing to a hurricane of wind, handed the Courses, Ballanced, reef'd the Mizzen, and laid the Ship too under it and the Mizzen Stay Sail.</td>
</tr>
<tr>
<td>6</td>
<td>2</td>
<td>4</td>
<td>N.W.</td>
<td></td>
<td>Sent down the Top Galt, Yard and Mast on Deck.</td>
</tr>
<tr>
<td>7</td>
<td>2</td>
<td>4</td>
<td>N.W.</td>
<td></td>
<td>Dark Cloudy Weather, with Sleet and rain.</td>
</tr>
<tr>
<td>8</td>
<td>3</td>
<td>6</td>
<td>N.N.W.</td>
<td></td>
<td>NOTE.—Notwithstanding every Attention was paid to the Cattle below, great Numbers were continually falling with every motion of the Ship.</td>
</tr>
<tr>
<td>9</td>
<td>1</td>
<td>6</td>
<td>S.W.</td>
<td></td>
<td>Died one Cow.</td>
</tr>
<tr>
<td>10</td>
<td>2</td>
<td>4</td>
<td>B.W. b. E.</td>
<td></td>
<td>At 1 Past 2 A.M., more moderate. Wore Ship to the N.W. and Set double reef'd Top Sails and Fore Sail.</td>
</tr>
<tr>
<td>11</td>
<td>3</td>
<td>4</td>
<td>N.W.</td>
<td></td>
<td>At 1 Past 4 Wore to the S.W. Set the reef'd Main Sail and Jibb.</td>
</tr>
<tr>
<td>12</td>
<td>3</td>
<td>6</td>
<td>No.</td>
<td>Wore</td>
<td>At 10 A.M. saw Cape Pillar from the Deck bearing West. Distance about 10 Leags. At Noon fresh Breeze and Cloudy. People variously Employed.</td>
</tr>
</tbody>
</table>

Distce. 34 miles Per Log.

Latde. Obsd. 43° 10' So.
48° 15' So.

JNO. PAINTER.
Log of Ship Lady Barlow—continued.

<table>
<thead>
<tr>
<th>H.</th>
<th>K.</th>
<th>F.</th>
<th>Courses.</th>
<th>Winds.</th>
<th>Remarks, etc., Thursday, 2nd August, 1804.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>6</td>
<td>N. b. W.</td>
<td>W. b. N.</td>
<td>Moderate Breezes and dark Cloudy weather.</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>6</td>
<td>N.W.</td>
<td>W. b. N.</td>
<td>Extremes of the Land at Sun Set from W.N.W. to S.W. b. W. Distc. of Shore 3 Leags.</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>4</td>
<td>N.W.</td>
<td>Variable</td>
<td>Died one Cow that was hurt in the Gale.</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>6</td>
<td>N. W.</td>
<td>W. b. W.</td>
<td>At Intervals sudden Puffs with a heavy head Sea.</td>
</tr>
<tr>
<td>6</td>
<td>5</td>
<td>6</td>
<td>N. b. W.</td>
<td>S. E.</td>
<td>Increasing to a fresh Gale. Ship during the Night under reef'd Top Sails and Courses.</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>6</td>
<td>S. W.</td>
<td></td>
<td>At Sun rise Extremes of the Land from N. 3 E. to W. 3 S.</td>
</tr>
<tr>
<td>10</td>
<td>3</td>
<td>6</td>
<td>S. W. b. S.</td>
<td></td>
<td>At Noon the Ship under double reef'd Top Sails and reef'd Main Course with a full Fore Sail.</td>
</tr>
<tr>
<td>11</td>
<td>3</td>
<td>4</td>
<td>S. W.</td>
<td></td>
<td>A hard Gale with a wild looking Sky.</td>
</tr>
<tr>
<td>12</td>
<td>3</td>
<td>4</td>
<td>S. W.</td>
<td></td>
<td>Cape Pillar W.S.W., Distc. 10 Leags. The High Land that forms Oyster Bay N.W. Distc 7 Leags.</td>
</tr>
</tbody>
</table>

Distc. 80 Miles Per Log.

No Observation. Latde. Pr. Double Ftde. 42° 59' So.

Wm. Brooks.
LOG OF SHIP LADY BARLOW—continued.

<table>
<thead>
<tr>
<th>H.</th>
<th>K.</th>
<th>F.</th>
<th>Courses.</th>
<th>Winds.</th>
<th>Remarks, etc., Friday, 3rd August, 1804.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>6</td>
<td>S.S.W.</td>
<td>Vble.</td>
<td>Strong Breezes, and hazy Weather, Ship working to Windward under Double reef’d Top Sails, reef’d Main Sail, and Fore Sail.</td>
</tr>
<tr>
<td>23</td>
<td>4</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>At 3 P.M. moderate out 1st reef Top Sails and Set the Main Jb. Mast Stay Sail.</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>4</td>
<td>S.W. b. S.</td>
<td>...</td>
<td>At Sun Extremes of the Land from the small Island of Cape Pillar W. b. S. 1/4 S. to the high Land forming Oyster Bay, N.W. 1/4 N. Dist. 6 Off Shore 4 or 5 Leags.</td>
</tr>
<tr>
<td>6</td>
<td>4</td>
<td>...</td>
<td>W. b. S.</td>
<td>...</td>
<td>At 10 P.M. abreast of the Island of Cape Pillar b. S. Dist. 3 Miles.</td>
</tr>
<tr>
<td>7</td>
<td>4</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>At 12 Double reef’d the Top Sails. Strong Gales and Cloudy. Cape Baudels b. S. No. Dist. 3 Miles.</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>during the Night the Ship Working to Windward under double reef’d Top Sails and Fore Sail.</td>
</tr>
<tr>
<td>9</td>
<td>4</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Died 2 Cows.</td>
</tr>
<tr>
<td>10</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>At 5 A.M.; a wild looking Sky, at 1/4 Past 5 a severe hard Squall with sleet and rain—handed the Fore and Mizn. Top Sails, braid’d up the Fore Sail and Laid too under Close reef’d M’n Tp. Sail.</td>
</tr>
<tr>
<td>11</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>At Daylight the small Island of Cape Pillar b. S. 1/4 N. Tasman’s Head S.W. dist. 8 miles. Batey’s Island N.W. b. W. dist. 7 miles. At 1/4 Past 9 the Above Isld. N. W. 1/4 W. Dist. 3 Leags.</td>
</tr>
<tr>
<td>12</td>
<td>...</td>
<td>...</td>
<td>Off S. b. E.</td>
<td>...</td>
<td>At 9 A.M. Increased to a very severe Gale at West. Close reef’d the Top Sails and hanned them. At 10 handed the Courses, have too under Jaillard’s Mizn. and mizen Stay Sail.</td>
</tr>
</tbody>
</table>

Dist. 80 miles Per Log.

Latt. Obsd. 43° 17½ S°

43° 17½ S°

JNO. PAYNE.
<table>
<thead>
<tr>
<th>H.</th>
<th>K.</th>
<th>F.</th>
<th>Courses.</th>
<th>Winds.</th>
<th>Remarks, etc., Saturday, August 4th, 1804.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>...</td>
<td>...</td>
<td>Up S. b. W.</td>
<td>W.N.W.</td>
<td>Commences with a heavy Gale and heavy Sea, Ship lying too under Ballast'd reef'd Mizen and Mizen Stay Sails.</td>
</tr>
<tr>
<td>2</td>
<td>...</td>
<td>...</td>
<td>Off S.E.</td>
<td></td>
<td>At 3 P.M. more Moderate. Set double reef'd Top Sails, and stood to the No. At 4 Past 3 Wore Ship to the So.</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>2</td>
<td>S W</td>
<td></td>
<td>Extremes at Sun Set from Cape Pillar N.E. b. E. 4 E. to Tasman's Head S.W. 4 W. Set the Courses</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>2</td>
<td>S W</td>
<td></td>
<td>during the night Ship under Double reef'd Top Sails and Courses, strong Gales, with sleet at Intervals.</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>4</td>
<td></td>
<td></td>
<td>Ship working to Windward in the Entrance between Cape Henry and Cape Basalts.</td>
</tr>
<tr>
<td>6</td>
<td>2</td>
<td>4</td>
<td>S.W. b. W.</td>
<td></td>
<td>At Day light more moderate. Extremes of the Land from Cape Pillar N. 4 E. to Cape Basalts N. 4 W. Distcs. 4 or 5 Leags.</td>
</tr>
<tr>
<td>7</td>
<td>2</td>
<td>4</td>
<td></td>
<td></td>
<td>Distcs. Out 2nd reef Top Sails. Died 3 Cows.</td>
</tr>
<tr>
<td>9</td>
<td>2</td>
<td>6</td>
<td>Taken AK...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>6</td>
<td></td>
<td>N.W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>7</td>
<td></td>
<td>N.W. by W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>7</td>
<td></td>
<td>N.N.W.</td>
<td>S.W.</td>
<td></td>
</tr>
</tbody>
</table>

Distcs. 66 Miles Per Log.

N.B.—This Log contains 36 hours, to begin a harbor Log.*

* Note 88.
Sunday, 5th August, 1804.

Strong Gales and Cloudy return'd the 2d Officer from Town with the Pilot, who took charge of the Ship. Died—2 Cows and 1 Pig.

Monday, 6th.

At Day light weigh'd and made Sail working to windward. At 11 A.M. abreast of Storm Bay Passage. At Noon the Entrance of Storm Bay Passage, S.W. b. W. Eastermost Point, that forms the river Derwent N. ½ W. The Southermost Point that Forms Ralphs Bay N. b. E., distee. off Shore 1 Mile. At 6 P.M. anchor'd abreast of Storm Bay Passage in 13 fs. water. The Current and freshes setting strong out during the night. Cloudy with Sleet, and Drizzling rain at Intervals.

Tuesday, 7th.

Strong Gales, and Clear Weathr. At 6 A.M. Weigh'd and made Sail, Wind N.W. working to Windward and tacking Occasionally under Single reef'd Top Sails and Courses. The Freshes from the river Derwent setting strong out to the Seaward. At 10 A.M. Saw Hobarts Town, bearg. N.N.W., distee. 7 miles. At 2 P.M. falling a Calm, Came too with the Kedge, sent another out to warp the Ship ahead.

At 5 P.M. Sprung up a Light Breeze from . Weigh'd and made Sail. At 6 Do. Anchor'd abreast of Hunter's Island in 9 ft. soft Mud, The Flag Staff bearing N.N.W. one ½ Mile. Moor'd ship with the Small Bower and Kedge. Found here the Ocean.

Wednesday, 8th.

At day light out all Boats and began to deliver Cargo with the Assistance of one Colonial Launch being the only boat fit for landing Cargo in Hobart's Town. The Said Cargo was landed as Pr. Invoice on 13th with the Exception of 10 Cows and 1 Pig which died on the Passage; And the Ship Ballasted on the 20th at night.

A true Copy from the Lady Barlow's Log Book.

August 21st 1804.
OFFICIAL PAPERS

RELATING TO

THE SETTLEMENT FORMED AT RISDON COVE, DERWENT RIVER,

TASMANIA,

BY

LIEUTENANT JOHN BOWEN,

1803–1804.
COMMISSIONS, DESPATCHES, ETC.

COMMISSION TO LIEUTENANT JOHN BOWEN.*

By Philip Gidley King, Esqr., Captain General and Governor in Chief in and over His Majesty's Territory of New South Wales and its Dependencies, etc., etc., etc.

WHEREAS it has become Necessary to Establish His Majesty's Right to Van Dieman's Land, it being within the limits of this Territory,† I do by Virtue of the Power and Authority to me given And with Captain Colnett's Consent, direct you to proceed in His Majesty's Armed Tender Lady Nelson whose Commander has my Orders to receive you on Board, And after fixing on a Place Convenient for forming an Establishment, Conformable to the Instructions you will Receive, you will Cause this my Commission, appointing you Commandant and Superintendant of the said Settlement, to be publickly read, and proceed to the Execution of the annexed Instructions.

For all which, this shall be your Authority, until His Majesty's pleasure may be received hereon.

Given under My Hand and Seal at Government House, Sydney, New South Wales, this 28th Day of March, 1803.

PHILIP GIDLEY KING.

To Lieutenant John Bowen of His Majesty's Ship Glatton hereby Appointed to Command the Settlement to be formed on Van Dieman's Land.

INSTRUCTIONS‡ TO LIEUTENANT JOHN BOWEN.

28th March, 1803.

[A copy of these instructions will be found on page 152 et seq., volume IV, series I.]

CAPTAIN COLNETT TO GOVERNOR KING.

Dear Sir,

H.M.S. Glatton, 28th March, 1803.

Lieutenant Bowen and Mr. Mountgarrett are perfectly satisfied and Happy to abide by your Recommendation and

* Note 33. † Note 91. ‡ Note 92.
Accept the Appointment you offered them yesterday, which you made me acquainted with; I shall be much oblig'd to you, if not an improper request, to acquaint them what number, and of what quality, are to form this establishment: if convicts are to be settlers, to select them from those that came out in the Glatton; should you prefer marines, I will spare a serjeant's guard and fill the vacancies with convicts that have served their time.

I remain, &c.,

JAM'S COLNETT.

P.S.—Mr. Williams* begs leave to return you his thanks for appointing him storekeeper, etc.

GOVERNOR KING TO CAPTAIN COLNETT.


I think your order to Mr. Bowen very judicious. I am hastening the Porpoise. The appointment of lieutenant governor can be given but by the King alone. I shall give Mr. Bowen a copy of the order, governor Phillip gave me when I first settled Norfolk Island. It was as commandant. I am very busy or would say more, but I think Mr. Bowen has made the most judicious choice.†

Yours, &c.,

PHILIP GIDLEY KING.

GOVERNMENT AND GENERAL ORDER.

29th March, 1803.

[A copy of this order, appointing John Bowen, Jacob Mountgarrett, and Thomas Williams as commandant, surgeon, and storekeeper, will be found on page 338, volume IV, series I.]

ORDERS GIVEN BY CAPTAIN COLNETT TO LIEUTENANT BOWEN.

By James Colnett, Esqr., Captain of His Majesty’s ship Glatton and senior officer at this port, etc.

WHEREAS His Excellency Governor Philip Gidley King, Esqr., governor of New South Wales and its dependencies, etc., etc., having for wise and good reasons to promote the interest of the British nation and secure the advantages that may be derived from the fisheries, etc., etc., in the colony, intrusted to his

* Note 93.
† Marginal note.—The number I mean to send will be as follows:—Lieut. Bowen; Mr. Mountgarrett; Mr. Williams; a serjeant and 12 of the New South Wales C. three or four free settlers and families. From 20 to 20 male convicts, ditto 20 to 20 female ditto, to begin with; also provisions for twelve months.
COMMISSION FOR SURGEON.

Charge, determined to form a Settlement on the South part of this Coast, or Isles Adjoint, to Counteract any Projects or plans the French Republic may arrange on receiving the reports and informations of Two Vessels, bearing the Flag of that Nation, who recently visited this Coast, has thought proper with my Consent to intrust you with the Charge of forming such Establishment, and done you the Honor to Act as Commandant and to take the Command thereof: Well acquainted the Higher Rank an Officer holds, Qualified for such a Situation, the Greater Respect and Attention is paid particularly by Foreign Nations: with this View, I have to hope their Lordships will pardon the liberty I have taken by Authorising you to Wear the Uniform of a Commander in the Royal Navy, without any pay or addition to Your Salary but what is allowed you, as Commandant of that Settlement and a Lieutenant in the Navy in a Similar Situation.

Under the foregoing Circumstances, I have to rely on the liberality, I have so often experienced from My Lords Commissioners of the Admiralty, that they will Approve of the Step I taken, having No Authority for that purpose, and have to hope, with the intention I have done, it will not meet their Censure. This considered, I Authorise you, for the Good of His Majesty’s Service and respect due to it, to wear the Dress and Act as Commandant in the British Navy, until the pleasure of My Lords Commissioners of the Admiralty is known.

Given under My hand, On board His Majesty’s Ship Glatton, at Sydney, New South Wales, this 29th March, 1803.

J. COLNETT.

To Mr. Jno. Bowen, Junior Lieutenant of H.M.S. Glatton.

WARRANT OF APPOINTMENT AS SURGEON.

Whereas it is expedient to Establish His Majesty’s Right to Van Dieman’s Land; And as I have judged it proper to Cause a Settlement to be formed at the River Derwent for that purpose, And having Appointed Lieut. John Bowen to Act as Commandant of the Said intended Settlement; And as there Will be a Necessity of appointing a Gentleman in the Medical Department to Act as Surgeon of that Settlement; And from the Character I have Received of you from your late Commander, With his Consent and full Permission, I Do HEREBY APPOINT you to Act as either as Surgeon of the said intended Settlement, Or as Assistant Surgeon on the Establishment (but your

* Note 94. ** Note 95.
192

HISTORICAL RECORDS OF AUSTRALIA.

1803.
31 Mar.

Warrant of appointment to J. Mountgarrett as surgeon.

Services to be confined to the said intended Settlement) as His MAJESTY's Pleasure may Direct. And for which this shall be your Authority.

Given, etc., this 31st Day of March, 1803.

PHILIP GIDLEY KING.

To Mr. Jacob Mountgarrett, late Surgeon of H.M. Ship Glatton, etc., etc., etc.

GOVERNOR KING TO LIEUTENANT BOWEN.

Sir, Sydney, 31st March, 1803.

That no mistake may be made, I think it necessary to observe that with the Appointment you have to Command and superintend the Settlement about to be formed at V. D. Land, that it is out of my power to attach any Pay to it, as that must entirely depend on His Majesty's pleasure; nor do I hold myself at all responsible for any Pay whatever that may or may not be granted you on my recommendation. I have to request that you will acknowledge the receipt of this Letter.

I have, &c,

PHILIP GIDLEY KING.

[ A similar letter was sent to surgeon Mountgarrett.]

LIEUTENANT BOWEN TO GOVERNOR KING.

Sir, H.M.S. Glatton, 1st April, 1803.

I Received your Letter dated 31st March, Observing that it was out of your power to Settle my Pay to the Appointment I have Received to Van Dieman's Land. In Answer to which I do not think you by any means Responsible for my Pay, And I shall be perfectly Satisfied with whatever Sum the King may Order from your Recommendation.

I am, &c,

JOHN BOWEN.

SURGEON MOUNTGARRETT TO GOVERNOR KING.

Sir, H.M.S. Glatton, 1st April, 1803.

In Answer to your Letter of the 31st March, I beg to Acquaint you that I Consider myself much Obliged for the Appointment of Surgeon to the Settlement about to be formed on Van Dieman's Land, And will with pleasure await the Determination of His Majesty; Nor Do I hold your Excellency at all responsible for any Pay whatever that may be granted for my Services.

And am, &c.,

JAC'B MOUNTGARRETT.
INSTRUCTIONS TO JOHN BOWEN.

MEMORANDUM FOR MR. BOWEN.*

10th June, 1803.

Mr. Bowen is to be careful respecting the people's provisions that they get their ration given clear, i.e., four pounds of pork and seven pounds of biscuit a week.

* * * * * * * * * *

The whole must labour from daylight till sunset, allowing one hour to breakfast and two hours to dinner, except task work is found more eligible.

The slops are to be issued in December and June, i.e., a suit twice a year at those times.

Regular returns of the state of the settlement—the same of stock and employment of people—must always be forwarded.

The storekeeper must give you weekly returns of the issue and remains of provisions in store, specifying the number of weeks it will last at the established ration.

* * * * * * * * * *

Every attention must be paid, after you are secured, to get as much ground ready as possible for sowing wheat next year, i.e., about April, before which time seed wheat will be sent, with a further supply of provisions; but I would recommend your being as saving as possible, as accidents may prevent these supplies arriving in due time.

When I am informed of your present prospects, more ample instructions will be sent you.

You must take especial care that the stores and establishment are never left without yourself, Mr. Mountgarret, or Mr. Wilson being present, and at least four of the soldiers; and it will be advisable that the arms of absent soldiers, as well as the arms you are charged with, should be secured.

To remember that Capt. Bunker returns me the printed chart, including Basses Straits and Van Diemen's Land, and the book. The other of the Derwent River, etc., you may [keep] for your own use.

It will be a great object to search for coals.

If you take any shelled maize for the cattle on the passage, care should be taken to prevent it from heating, as the cattle will not eat it.

Two soldiers to be constantly on deck with a pistol and sidearms. Birt may make the serjeant.

If boats are put off to catch fish every convict must be handcuffed and confined below until the boats return.

Birt to issue provisions under Mr. Bowen's inspection.

To search the convicts for knives, etc., on the passage and examine irons every morning.
1803.
10 June.
Memorandum of instructions for J. Bowen.

You will not implicate yourself by promising any land.
You must take time to look around and see what is the most eligible situation for buildings and fortifications hereafter, erection of wind and water mills, etc.

There is no objection to your allotting small portions of ground, where your buildings are to be, to yourself, officers, and people for gardens; but they are to understand they can have no decided property in it whatever; nor shall I attend to any requests, either here or from your settlement, until I am furnished with your plans and report of ground, in which you will consult the formal instructions I have given you.

I have furnished you with a mainsail for a tent for yourself and to lodge the provisions and stores in until eligible places can be erected. I would have you, on first landing, appoint three or four men to erect tent-huts for the prisoners and officers.

It will be absolutely necessary for you to begin about a place immediately to secure the cattle and sheep, and take care it is sufficiently high and strong to prevent them from breaking out.

It is my particular direction that every man, except a servant for yourself, one for the surgeon, one for the storekeeper, and one to carry wood and water for the guard, are kept employed at the public labour in securing the provisions and stores, and building huts for the people; nor can you or the surgeon expect to have more than one man each until you hear further from me.

Terms on which the first five settlers go to Van Dieman’s Land.

To have Town Lots of 5 Acres each, on a Lease of 14 Years, and when Circumstances will allow to have a Grant of 100 Acres each, Subject to the usual Quit Rents. To be Victualled from the Stores for 12 Months, from the time of taking possession of their Town Lots. To be allowed the labour of Two Convicts Victualled from the Stores for the Same Term; after which they and their Families to be of no further Expence to Government.

To have Two Ewes each; Six Bushells of seed Wheat; a proportion of Tools, Nails, Cloathing, and such Garden Seeds, as can be spared from the general Stock of the Settlement.

They will receive their first proportion of Slops on leaving Port Jackson, And the other proportion when they go off the Stores.

And should any Unforeseen Circumstance occur to induce the Commandant to continue them longer on the Stores from loss of Crops, etc., he is at liberty to do it, but to assign sufficient Reasons to the Governor.
INSTRUCTIONS TO G. COURTOYS.

The present Settlers and their Men, who go by the Porpoise, are to assist in Building temporary places to Shelter the whole of the People and Provisions.

WARRANT TO LIEUTENANT COURTOYS.

By, etc., etc.

You are hereby required and Directed to receive on Board His Majesty's Armed Vessel Lady Nelson, under your Command, John Bowen, Esqr., Commandant of the Settlement intended to be formed on Van Dieman's Land, And Mr. Jacob Mountgarrett, Surgeon, with the Other Persons as per enclosure, and proceed without loss of time to Storm Bay Passage, and give Mr. Bowen every Assistance in your Power in Assisting him to Build Huts for the Reception of himself and People at Such place, as he may fix on for a Settlement, And in which Assistance you will be particularly Careful of the Safety of the Vessel. And on the Arrival of His Majesty's Ship Porpoise, you will return to this Port, as soon as possible, with such Accounts as the Commander may have to Transmit by you, delivering me a Journal of your Proceedings.

Given, etc., this 10th Day of June, 1803.

PHILIP GIDLEY KING.

MEMORANDUM FOR LIEUTENANT COURTOYS.

I RECOMMEND you not to keep too Close to the Land at any time, as you must recollect that the Vessel is very Leewardly.

If the Weather looks Dirty, with a Southerly Wind, do not keep the Sea in Bad Weather, but make either for Port Jervis or Twofold Bay as you are Situated.

When on the Coast of Van Dieman's Land, recollect that you may be Subject to Gales from S.S.E. to S.E.; therefore, if the Wind has the Appearance of Coming from those Quarters, keep a good Offing, Unless you should have leading Winds, but never forget that the Vessel is very leewardly.

You will find Good Shelter in Oyster Bay if taken with a Southernly Wind before you get round Cape Pillar.

Recollect the safety of your Vessel, when you are Arrived at the place fixed on for the Settlement.

Do not let the Soldiers quit the Vessel, until the Porpoise's Arrival.

Nothing should detain you after the Porpoise's Arrival, but waiting for the Commandant's or Mr. Scott's Letters.

On returning here, I would Advise you to make the land about Cape George, unless you should have leading Southerly or Westernly Winds.
WARRANT TO LIEUTENANT SCOTT.

By, etc., etc., etc.

You are hereby required and Directed to receive on board His Majesty's Armed Vessel Porpoise under your Command, the People, Provisions and Stores stated in the Enclosures, And proceed to the River Derwent in Storm Bay passage on the east Side of Van Dieman's Land, where I hope you will find the Lady Nelson Arrived and a place fixed on for the Settlement by the Commandant.

You Will disembark the Passengers, Provisions and Stores, as soon as a place of temporary Security can be got ready for them; When you Will make the best of your Way back to this Port, delivering the enclosed Order to Acting Lieut. Courtoys, And Completing the Provisions for the Crew of that Vessel to Two Months from the Time of your leaving the Derwent; And in the Event of your not hearing anything of the Lady Nelson after you have been in the River Derwent Three Weeks, you will lose no time in returning to this Port.

Given, etc., this 13th June, 1803.

PHILIP GIDLEY KING.

To Actg. Lieut. Wm. Scott, Comr. of H.M.A.V. Porpoise.

WARRANT TO LIEUTENANT CURTOYS.

By, etc., etc., etc.

Notwithstanding my former Orders to you, You are hereby required and Directed to remain with the Commandant Two Weeks after the Porpoise Sails And give every Assistance you can in that time; taking Care to Sail the Fourteenth Day, if the Wind and Weather is favourable.

Given, etc., 15th June, 1803.

PHILIP GIDLEY KING.

List* of People, Government Stock, Provisions, etc., sent in Return of first H.M.A.T. Lady Nelson and the Albion, South Sea Whaler, for the intended Settlement in the River Derwent on Van Dieman's Land.

Vizt.

Lieut. John Bowen of the Royal Navy, Commandant. ) appointed
Mr. Jacob Mountgarrett do. Surgeon. } Magistrates.
Mr. Wilson, Storekeeper.
A Corporal and Eight Privates of the New South Wales Corps.
William Birt, a free Settler from England.
Wm. Clark, Do. reduced Soldier of the N.S.W. Corps.

* Note 99.
BOWEN TO KING.

List of People, Government Stock, Provisions, etc.—continued.

Twenty One Male Convicts.
Ten Female do.
Two Children.

Eight Months' Provisions for the above Number of People, with an Ample assortment of Stores, Clothing and necessaries, divided between the Two Vessels.

Nine Cows.
One Bull.
Twenty five Ewes and Two Rams.

PHILIP GIDLEY KING.

Sydney, 31st Augt., 1803.

LIEUTENANT BOWEN TO GOVERNOR KING.

(Despatch per ship Albion; acknowledged by Governor King, 18th October, 1803.)

Sir, Risdon Cove, 20th September, 1803.

After a Passage of twelve days we arrived in the Derwent, ourselves all well, but the Cattle very indifferent, the effects of a severe Gale on the second day we left Port Jackson, which, notwithstanding Captain Bunker did everything in his Power, even so far as heaving the Ship to for their safety, bruized them so much that we lost one Cow, three Sheep, and four Lambs; much more Stock was lost belonging to myself and the Settlers; upon the whole I have been the greatest sufferer. On the Friday after we sailed, it being Calm, Captain Bunker was fortunate enough to kill three Sperm Whales, and it being light unfavourable weather, we anchored three days successively about Oyster Island, and was baffled with light winds two days in Frederick Henry Bay; however, on Sunday the 12th, to my great satisfaction, I found the Lady Nelson in Risden Cove,* having been so fortunate to arrive five days before us; as I have not had Time enough even to form a general plan, I shall only relate my proceedings and Opinion of the Place since I have been here; there are so many fine Spots on the borders of the River that I was a little puzzled to fix upon the best place, but there being a much better Stream of fresh water falling into Risden Cove than into any of the others, and very extensive Valleys laying at the back of it, I judged it the most convenient, and accordingly disembarked all the Men and Stores, and have been since wholly employed in securing ourselves from the Weather. We are situated on a Hill commanding a perfect view of the River and the land, with the fresh Water at the foot of it; the Land excellent. I have been up the River rather higher than Captain Flinders went† and have examined Herdsman's Cove, which I am of opinion will be the best place for the Settlers, the Derwent being perfectly fresh all above it. The Banks are more like a

* Note 86. † Note 100.
1803.
20 Sept.
Description of country.

1803.
27 Sept.
Early departure of brig Lady Nelson.

1803.
27 Sept.
Description of Derwent river.

Nobleman’s Park in England than an uncultivated Country; every part is beautifully Green and very little trouble might clear every Valley I have seen in a Month; there are very few Rocky Spots except on the High Hills, and in many Places the Plough might be used immediately, but our Workmen are very few and very bad. I could with ease employ One Hundred Men upon the Land about us; and with that Number, some good Men among them, we should soon be a flourishing Colony.

The Soldiers I have got are very discontented and appear to have had too easy a life for their present employment. I have only one Sentry in the Day and two at Night, which they call very hard Duty, and give me some trouble to put them to rights. I should wish, if any more Persons come down, to see an Officer or a very active Sergeant with them, as the present Party will be of very little use even with my present Establishment.

I have not seen a single Native yet, but some of the People found them on our first arrival, but they appeared very shy and have since retired entirely from us; not apprehending they would be of any use to us I have not made any search after them, thinking myself well off if I never see them again.

Our Provisions and Stores are pretty correct, except a little damaged Sugar and Flour before it was landed, which I intend to send back in the Lady Nelson, who will sail from this in about a Fortnight, by which Time I shall have the returns ready and shall be able to furnish you with a Plan of our Settlement.

I have, &c,

JOHN BOWEN

LIEUTENANT BOWEN TO GOVERNOR KING.
(Despatch per brig Lady Nelson; acknowledged by Governor King, 18th October, 1803.)

Hobart,* Van Diemen’s Land,
Sir. 27th September, 1803.

With the Returns I have enclosed a Duplicate of my letter sent by the Albion; the Lady Nelson’s Crew being rather Sicky, obliges Lieut. Curtoys to leave the Derwent much sooner than he first intended, which much curtails my Account of the Settlement. Since the Albion Sailed, I have made another Excursion up the River; but not being sufficiently provided, was obliged to return the same Night without finding any appearance of its Source; from being in the Boat the whole time my Observations were much confined; about Six Miles from Risdon Cove the Banks on each side rise very steep and high, sometimes Rocky, but thickly wooded. At Sunset, when I turned about, I had much the finest View; to the Sou’d and West’w I had seen before them a fine open plain, rather low, and very thickset:

* Note 38.
the River here rather widened, and set down at the rate of Two
Knots, tho’ it was Flood about Risdon Cove; a Surveyor would
find much Employment in the Derwent, the Flats being so broad
above Herdsman’s Cove as to make the Passage rather difficult
for Boats.

Opposite Risdon Cove is a fine Inlet* and Deep water, the
largest I have seen in the Derwent, and but little noticed in the
Chart. Ralph’s Bay,* Mr. Curtoys informs me, is very in-
accurately laid down, and is very Shoal (the Lady Nelson
grounded a good distance from the Shore), and also informs me
that the Flax Plant grows there, some of which he showed me,
 tho’ I have not seen or heard of any about the Settlement. The
Seine has been once tried, but without success.

The Wood we have found consists of the Blue-Gum, She-Oak,
Stringy Bark, and Mahogany.

I have attempted a Plan of the Settlement,† which I enclose; if
it gives you a distant Idea of our Hill it will be as much as I
expect; a Survey of the Land between this and above Herdsman’s
Cove would be of great assistance to me. I have placed the
Settlers as you see with Plan, about a Quarter of a Mile from
my Tent, for their Five Acres. I have not yet drawn any lines
for the Town, waiting till I can cut down the large Timber about
the Hill, when my view will not be so obstructed; for their
present Situation, the Soldiers and Prisoners have got very
comfortable Huts; a Free-Man‡ that you gave leave to come down
in the Lady Nelson, I have made the Overseer, wanting one very
much, and hitherto he has conducted himself very well in his
Office.

The Stone Mason, Clark, has offered to put up a Common
Store House† in a Month, which offer I have accepted upon
no other terms than a Man to work for him the Time he is
Employed about it.

Smith,‡ that came from Grose Farm, informs me he had an
Extra allowance of Provisions while attending the Stock; not
being made acquainted with it by anybody else, I shall wait Your
Answer thereon.

The Return of Provisions is according to the Invoice, sup-
posing each Cask to have its full Contents; but I am very appreh-
ensive the Account is incorrect from Leakage in the Flour and
Sugar.

By the Quarterly Employment you will see how few our Arti-
ficers are, the Blacksmith having no Idea of making Nails. I
am afraid we shall fall short of them, particularly Spike Nails.

I have, &c.,

JOHN BOWEN.

* Note 101. † Note 102. ‡ Note 99.
### Enclosure No. 1

**General Statement of the Inhabitants of His Majesty's Settlement on Van Diemen's Land.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Civil Department Victualled</th>
<th>Military Department Victualled</th>
<th>People not Victualled from the Stores</th>
<th>Convicts Victualled from the Stores</th>
<th>Numbers Victualled at diff. Rations</th>
<th>Settlers</th>
<th>Week's Provisions in Store at Established Ration</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>1</td>
<td>7</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>3</td>
</tr>
</tbody>
</table>

### Enclosure No. 2

**Quarterly Employment for September, 1803.**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>31</td>
<td>1</td>
</tr>
</tbody>
</table>
COMMISSION TO JOHN BOWEN.

[Enclosure No. 3.]
RETURN of Government Stock for September, 1803.
Expence, Decrease and Remains.

<table>
<thead>
<tr>
<th>Place where kept</th>
<th>Cattle</th>
<th>Sheep</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bull.</td>
<td>Cows.</td>
</tr>
<tr>
<td>Hobart in Van Dieman's Land</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>

Remarks.

RETURN of Private Stock.

<table>
<thead>
<tr>
<th>Cattle</th>
<th>Goats</th>
<th>Swine</th>
<th>Sheep</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commandant</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Mr. Mountgarret</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Burt Settler</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Clark</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

[Enclosure No. 4.]
[A copy of the plan of the settlement will be found in the volume of charts and plans.]

WARRANT APPOINTING LIEUTENANT JOHN BOWEN TO BE COMMANDANT.

By Philip Gidley King, Esquire, Captain General and Governor in Chief in and over His Majesty's Territory of New South Wales and its Dependencies, etc., etc., etc.

To Lieutenant John Bowen with Acting Rank as Commander in the Royal Navy by Warrant from James Colnett, Esqr., Commander of His Majesty's Ship Glatton.

WHEREAS you have, in compliance with my Orders, established His Majesty's right to the Island of Van Dieman within the limits of this Territory by forming the Settlement of Hobart in the County of Buckinghamshire* therein;

* Notes 38 and 103.
I do, by Virtue of the Power and Authority to me given, Appoint you to be Commandant of the said Settlement until His Majesty’s pleasure is received.

You are therefore, as Commandant, to take the said Settlement and Island into your care, Charge and Superintendence, and carefully and diligently to discharge the Duty of Commandant thereof by doing and performing all and all manner of things thereunto belonging. And I do hereby strictly charge and require all Officers and Soldiers, who shall hereafter be in the said Island, and all others whom it may concern, to obey you as Commandant thereof; and you are to observe and follow such Orders and Instructions from Time to Time as you shall receive from me, or from the Person administering the Government of His Majesty’s Territory of New South Wales and the Islands adjacent for the Time being, or any other your Superior Officers, according to the Rules and Discipline of War, in pursuance of the Trust hereby reposed in you.

Given under My Hand and Seal at Government House, Sydney, New South Wales, this thirteenth day of October, One thousand, Eight Hundred and Three.

PHILIP GIDLEY KING.

By Command of His Excellency,
W. N. CHAPMAN, Secy.

GOVERNOR KING TO LIEUTENANT BOWEN.

(Despatch per brig Dart.)

Sir, Sydney, New South Wales, 18th October, 1803.

By the Albion And Lady Nelson I received your Several Letters, with their Enclosures, and was happy to find you had landed with the People and Stock in such good Condition. The Great Benefit of Commencing with such a good Stock will, under your Judicious Management, be productive of much lasting Benefit to the Settlement you are appointed to Establish; But I Recommend an Order being immediately given that no Female Stock be killed on any Account whatever. I approve of your fixing at Risdon Cove, which appears to possess great local Advantages, which I do not doubt you will turn to the best Account. I approve very much of your Employing Clark, the Stone Mason, in Building a Stone Storehouse on the terms you Mention, and should you judge it Necessary to let him have two Additional Men while he Works himself at the Storehouse, it will be Advantageous; And as the Erection of a Storehouse is of the
first necessity, I have sent you two other Stone Masons, as Buildings of that Material are more Durable than any others if you are possessed of Good Stone.

In fixing your Respective Situations I recommend you having regard to placing yourself, the Stores, and Guard as nearly as possible together; And if the whole could be Somewhat enclosed And excluded from a Common Access by the Prisoners, it would be more eligible; but how this Desirable Circumstance is to be Acquired must rest with yourself And the Situation you are in. As I perceive you have only Nineteen Working hands, I have taken up the Dart, Brig, and Endeavour, Schooner, which will carry a Subaltern Officer* and fourteen Non-Commissioned Officers and Privates, and about 42 Convicts; the particulars respecting the latter I have Noticed in the list of their Names, among whom I have endeavoured to send Some Useful People; And you will Observe that out of that Number there are twenty Volunteers, To whom, as the first of that Description, I have promised that if their behaviour merits your recommendation, they shall be allowed to Settle or Return here at the End of Two Years. I therefore request you will be Observant of their Good or Bad Behaviour as well as the Others.

Respecting the Soldiers, now Augmented to an Officer and 22 Non-Commissioned Officers and Privates, they will of Course be under the immediate Command of their Officer; And I earnestly request you will not Interfere in part of the Detail of that Detachment, nor that you will on any Account Employ them in any other Situation than on their Military Duty. When they all Arrive their Numbers will allow of two Centinals by Day as Well as Night, One of which you will have at your own Door and the other at the Store. Any Application that the Soldiers may Wish to make you should Come through their Officers, And I do not Doubt of your Granting them every Indulgence that their Good Conduct may merit. You will strictly adhere to their Receiving the full Military Ration; And from the increase of Provisions now Sent, which I Calculate will last, Flour 27½ Weeks, Pork 31 Ditto, you will have no Occasion to make any Reduction; but when you have only Three Months' Provisions, and you think it necessary to Reduce the Ration, endeavour to let the Military have a decided Preference as long as it Can be done with propriety And that they are Deserving of it; you will, of Course, get those now going into as Comfortable Barrack Huts as your present resources admit; And I need not Recommend what you will see the Necessity of, to let the present Habitations be equally Consistent with the first Settling, and the

* Note 105.
1803.
18 Oct.
General orders.

J. Meehan to survey and report on settlement.

Ordnance for settlement.

Shipment of stores.

HISTORICAL RECORDS OF AUSTRALIA.

other Objects you will have to attend to, which is Cultivation and taking Care of the Stock you have. As my first Orders on Norfolk Island* may be usefull to you I have sent them, And after extracting Such parts as you may Consider usefull you will be so good to return them by the Francis. It will be advisable for you to keep a General Order Book, into which you will enter all the Public Orders you may find it necessary to give.

I have no more Settlers yet till I know more about the Country, for which purpose I have sent a Person† who has been Accustomed to Assist the Surveyor here; he is every way equal to make such Surveys and Observations respecting the Soil, etc., as may be necessary. You will employ him in Surveying and Delineating such Situations as you may Judge necessary to give me the fullest Information, both with respect to the Distribution of the Town, Church and School land, Fortification, Court-House, Settlers' allotments, and Government Grounds for the purpose of Agriculture and Grazing. I also hope to receive an Comprehensive an Account of the Country about you as possible. The Man sent for that purpose must Come back in the Francis. As I hope that Vessel's return will enable me to send her very Soon; and it is my Intention she shall remain three Weeks or a Month, to give the Scientific Gentlemen‡ left here from the Investigator an Opportunity to make every research that time will allow of.

You will allot 5 Acres of Ground, as near as possible to the Soldiers' Quarters, for the purpose of a General Garden for the Detachment; And as Lieutenant Moore has left the Convict Servant allowed him here with his Family, you will order him One Servant Victualled from your Store.

I have Directed 2 of the Investigator's 12-pound Carronades to be sent with Shot and their other Materials; the proper Disposal of those Guns will require much Caution, as it is within a probability that they may be made Use of against you; the proper Situation to place them in, or not mounting them at all, must remain with yourself, but the more you have everything under your own immediate Eye, the better; And as I wish to provide for every exigence, I have to Desire that you and the Commanding Officer of the detachment (who, of Course, succeeds to the Command in Case of any Accident happening to you) are never to be absent both together from Head Quarters, and that one half of the Detachment do always remain there.

I have Directed the Commissary to send you a further pro- portion of such Stores, Provisions, and Cloathing, as you may require before I have another Opportunity of sending after the

* Note 106. † Note 107. ‡ Note 108.
Francis. You will Direct the Storekeeper to transmit receipts to the Commissary of what he receives, And Inform him that it is necessary he should not only send returns to the Commissary, Similar to the General State of the Settlement you send me, but also Returns of Provisions remaining and Publick Stock, as well as any other transaction that regards that Department. As I have had Occasion to discharge a Storekeeper, I have put Mr. Wilson on the Establishment here; he is intitled to his Pay as such from 30th last September.

I Cannot too much enforce on your Attention the Necessity Issue of stores. of being very Carefull of the Distribution of the several Articles you are possessed of, as the time of my being able to replace them is very Uncertain. Suffer nothing to be given Or Issued but by your Orders. As Application may be made to you for Nails to make Paling and Fencing, you will direct Works of that kind to be Constructed with Timber, as the Quantity you will have in Clearing away will sufficiently allow of your enclosing in the American manner, which requires no Nails.

It will be necessary to pay the Strictest attention when any Vessels are in your Neighbourhood that they are noways Surprized. Securing your Boats at these, as at all other times will be an Object of the first Necessity, And as your Numbers are so Small, a Man or Two would soon be Missed.

As far as getting the Stores and yourselves under Cover, I Recommend your losing no time in Clearing away and turning up as much Ground as possible for wheat next Year. Seed shall be sent you in time. I think all your Wheat should be sowed at latest by the end of April.

Lieutenant Courtoys informs me that there is a great abundance of Grass at and about Ralph’s Bay, which produces a Sort of Flax in great abundance; as soon as you have time, I wish you to examine whether that growth is general about that or any other place, and to take Care that it is not Consumed, as it may prove very usefull. If it is the time for getting the flax, I wish as much as possible to be sent here, to try how far it will Answer for Bags, Rope, or other purposes.

Wishing you health.

I am, &c.,

PHILIP GIDLEY KING.

[Enclosure No. 1.]

[The papers relating to the charter of the brig Dart will be found on page 417 et seq., volume IV, series I.]

[Enclosure No. 2.]

[These were orders* issued at Norfolk island.]

* Note 106.
1803.
19 Oct.
Payment for freight of schooner Endeavour.

WARRANT TO COMMISSARY PALMER.


The Commissary will Issue to Messrs. Kable and Underwood for the Freight of their Vessel Endeavour to Van Dieman's Land with People, Provisions and Stores, the following Articles, Vizt.:

Eight Suits Slops; Ten Gallons of Spirits; Fifty Pounds of Sugar; Four Oars; Seven Hogsheads; 12 Musket Flints.

PHILIP GIDLEY KING.

26 Nov.
Command to be surrendered to D. Collins.

GOVERNOR KING TO LIEUTENANT BOWEN.

(Despatch per ship Ocean.)

Sir, Sydney, New South Wales, 26th November, 1803.

This Letter will be Delivered by His Honor David Collins, Esq., His Majesty's Lieutenant Governor of a Settlement Intended to have been formed at Port Phillip; but, from that place not being found fit for a Settlement, that Gentleman has Received my Directions to make Choice of Port Dalrymple or Hobart to fix it. Should he Determine on Hobart, you will immediately resign the Command* of the Settlement to him, And direct the Storekeeper to give you a return of the remaining Stores, Provisions, Civil, Military, Settlers and Convicts, under your Command, which you will present to the Lieut't Governor together with Copies of all Instructions you have Received from me respecting your Command.

As a Medical Establishment goes with the Lieut. Governor, I presume Mr. Mountgarrett will return to this Place; And, as Mr. Wilson the Storekeeper is on the Establishment of this Colony, I have Requested the Lieut. Governor to permit him to return here after having Delivered his Charge to the Deputy Commissary.

I have also Signified my Wish that the Officer and Detachment from the New South Wales Corps may be sent here, And have Requested Captain Woodriff† to give you all a Passage hither, in Case Hobart is fixed on by the Lieut. Governor, with a just Sense of your Exertions and perseverance.

I am, &c.,

PHILIP GIDLEY KING.

John Bowen, Esq., Commandant of Hobart, County of Buckinghamshire in Van Dieman's Land.

* Note 109. † Note 12.
KING TO BOWEN.

LIEUTENANT BOWEN TO GOVERNOR KING.*

Sir, Hobart, 9th Jany., 1804.

Having lately detected some Prisoners and one of the New South Wales Corps in a very dangerous plan they were carrying on by robbing the Public Stores at Hobart, which led to the discovery of sev'l dangerous designs among the Prisoners, I have judged fit to leave the Settlement under the Command of Lt. Moore in order to have the Business more effectually enquired into as you shall think fit to bring the Principal Offenders to Justice.

I have, &c.,

JOHN BOWEN.

GOVERNOR KING TO LIEUTENANT BOWEN.*

Sir, Sydney, 12th Jany., 1804.

Having directed the Commander of the Integrity to receive you on board, you will return by that Vessel which I have directed to Wait at Port unless he should learn that Lieut. Govr. Collins has removed in Which Case he will proceed to the place he is gone to; in the event of his having gone or going to Hobart, which I think he is mostly likely from your Accounts, which I have transmitted to him, You will accompany the Lieut. Governor thither and deliver him up the Charge you are intrusted with and every Information you possess respecting the Country, Soil, etc. Lieut. Govr. Collins is directed to dispatch the Integrity as soon as possible to this place with yourself and such other Officers and Persons as may be necessary to Answer your representation of their improper Conduct with regard to the Stores, which Appear to have been so Shamefully pillaged; And you will inform the Storekeeper that in Consequence of his Neglect, His Majesty's Services has not further Occasion for his Services.

Should Lieut. Gov'r Collins have fixed at Port Dalrymple you will proceed to the Derwent And as you wish to resign the Charge of that Settlement you will deliver it up to Mr. Mountgarret, until I can make further Arrangements, If it is Convenient to that Gentleman.

I have, &c.,

P. G. KING.

GOVERNOR KING TO LIEUTENANT BOWEN.

— April, 1804. — April.

LIEUTENANT BOWEN TO GOVERNOR KING.

24th April, 1804. 24 April.

[Copies of these two despatches are not available.]

* Note 111.
1804.
31 May.

Despatch acknowledged.

Delay of J. Bowen in resigning command to D. Collins.

GOVERNOR KING TO LIEUTENANT BOWEN.*

(Despatch acknowledged by lieutenant Bowen, 21st August, 1804.)

Sir,

Sydney, 31st May, 1804.

I received yours of April 24th by the Integrity's return, and am much concerned at the difficulties† you met with in returning to the Derwent in the Integrity.

I most certainly understood it was your wish to resign your command in the Derwent. For this reason it appeared to me a principal object of your return to this place in the Ferret, and the eagerness you shewed to return in the Integrity to give over that charge to Lieutenant-Governor Collins, who possessed the King's commission to command any settlement he might go to with my concurrence. You will know, sir, that my letter of the 26th November, 1803, contained a decided order for you to give the command up to Lieutenant-Governor Collins, in case he made his election of the Derwent; and least you should not now be in possession of that letter, which I sent to Lieutenant-Governor Collins open, for him to deliver you, and which he informs me he should do if he went to the Derwent, I enclose a copy. For that event, and your consequent return by the Integrity, I had provided in my different letters to Lieutenant-Governor Collins, and particularly that you took with you, dated February 4, the contents of which I communicated to you, bears this pointed paragraph—I shall transcribe it: "As we have no other vessel than the Integrity, just launched, and has been finished in great haste, I have ordered him (Mr. Bowen) to return in her to the Derwent, calling in his way at Port Phillip, and have instructed him to you every information respecting the settlement he has formed, and to go with you to deliver up his charge; after which you will direct the Integrity to return to this port as soon as possible that she may arrive with Lieutenant Bowen before the Calcutta sails, which Captain Woodriff has limited to the 1st next month; but perhaps he may detain the ship a few days longer."

After these positive directions I must confess my surprize at your delaying to return by the Integrity, and I cannot help considering it the more unfortunate for you at this period as there has been two opportunities since the Integrity's return of a much quicker conveyance to England than by any future means.

Under all the circumstances I have stated, I cannot conceive that you had any authority for declining giving up the settlement,‡ etc., nor can I attribute Colonel Collins's not claiming it as of right to any other motive but delicacy in him. The giving up your Instructions was particularly provided for by the above quoted paragraph.

* Note 112. † Note 113. ‡ Note 109.
I must therefore desire, in case my last despatch by the Nancy, dated April — last, has miscarried, or that you have not given up the settlement, etc., as required by that despatch, to Lieutenant-Governor Collins, no time may be lost in complying with the instructions I have given Lieutenant-Governor Collins by delivering up to that officer the settlement in every respect. As I suppose you cannot be ignorant that it is out of my power to employ more eligible conveyances than the Colonial vessels for the coasting voyages of this colony without subjecting the Crown to a very heavy expense, I must recommend your returning here in the Ocean, or by the first conveyance.

I am much concerned at the statement you give of the disagreeable occurrences that has happened at Risdon Cove. As Lieutenant Moore and the party of the N.S.W. Corps are to return here by the Ocean, the mutineers will be tried by a General Court-Martial on their arrival.

I have, &c,

PHILIP GIDLEY KING.

[Enclosure.]

[This was the letter dated 26th November, 1803; see page 206.]

LIEUTENANT BOWEN TO GOVERNOR KING.*

(Despatch acknowledged by Governor King, 25th August, 1804.)

Sir,

"Ocean," at sea, 21st August, 1804.

I received yours of the 31st of May, on board the Ocean, in the Derwent, on the 8th August, and inform you that I delivered my instructions and the public stores to Lieut.-Gov'r Collins immediately after the arrival of the Nancy, in consequence of a General Order† given out for that purpose by Lieut.-Gov'r Collins on the 8th May.

I am extremely sorry that my intentions were not understood or sufficiently explained about my staying in the Derwent in my letter of the 24th April.

It was certainly my intention, when I left the Derwent in the Ferret, to resign my situation if it met with your approbation.

The case was then extremely different to what it was when I arrived at the Derwent in the Pilgrim. When I heard of the war, I conceived it my duty, as an officer in the Navy, to return to my profession. And I did not know of any chance there was of my being superceded; and having some other business on my hand which I could not settle at the Derwent—the robbing of the store—I took the resolution of returning to Sidney to communicate with you on the aforesaid subjects, and to embrace the first opportunity of returning to England.
But, instead of immediately accepting my resignation, sir, you sent me a roundabout way back to the Derwent, by which circumstance the most desirable object I had in view—my passage to England—was lost.

My situation when I arrived at the Derwent in the Pilgrim* was greatly altered, for I was fairly superseded by Lieut.-Gov'r Collins, whether I chose to resign or not. I therefore had no occasion to resign; and as a month or two was most likely to be of no importance to me from having missed my passage, I chose to wait for an order from you to give up my charge instead of resigning it—notwithstanding I only wished to keep my Instructions.

I now inform you again, sir, that I did not withhold the command of the settlement or use of the stores from Lieut.-Gov'r Collins; but if he did not choose to accept the one without the other, I surely could not force him to do it, or do any otherwise than keep them till the order arrived, without resigning, which I would not do.

With regard to Lieut.-Gov'r Collins's commission, sir, I conceived myself fully as respectable while I commanded the settlement at Risdon Cove, tho' it was not possessed of those superior advantages which the establishment from Port Philip brought with them.

I did not think it necessary to take notice of your Order† of 26th Nov'r, as I had since then communicated with you in person, and acted from your letter of 2nd [? 4th] Feb'y, in which my resignation is so particularly alluded to, and which I declined doing from the aforesaid circumstances.

Having stated to Lieut.-Gov'r Collins my reasons for staying and not giving up my Instructions, I do not conceive there was any particular delicacy in his conduct. It was certainly of no inconvenience to him, as he had settled on the opposite side of the river, nearer the sea.

And allow me to observe, sir, that I saw very little delicacy in his manner of taking command of my establishment, which was merely by a General Order, of which I enclose a copy‡ by which you will observe that I continued in the direction of Hobart, Risdon Cove, under his orders, which I did until we embarked on board the Ocean.

I feel it necessary, sir, to observe in this letter that, notwithstanding I retained the command at Risdon Cove for a short time, no public business was ever done by me without Lieut.-Gov'r Collins's approbation, particularly in the occurrences§ that

* Note 115. † Note 116. ‡ Note 114. § Note 117.