A Century of Ships
Sailing Lake Macquarie
1800-1900

Col Gibson & Greg Jackson

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Abstract

This project aims to provide: a list of all ships that sailed on Lake Macquarie, NSW, Australia, during the century 1800 to 1900; and make it as complete, and as accurate as records allow. Each ship has a separate entry, to provide vital details.

At present this is very much a work in progress (WIP) as many "**?**" remain, showing incomplete information available, or not yet discovered (often due to time factors). Reasons for publishing now are explained in Foreword below.

Note: Readers are invited to assist in completion – a note via *Academia* would be welcome?

Contents

Foreword

This list of ships sailing on Lake Macquarie (or, Lake Mac) began compilation about 2000, very soon after the Olympic Games in Sydney. Those Olympic Games inspired this as Col was an official driver for the entire Games period

driving daily around Sydney, many of the officials and sportsmen representing most countries of the World.

This list was intended first to form the data for the story to be based on it, so it was more or less intended as the appendix. A book as a result was first intended, but afterwards it became obvious with the rapid growth of the internet, the decision was made to publish on *Academia*. Accepting then that it was thought best to publish in parts, e.g. The List: Ships Sailing Lake Mac 1800 to 1900; Shipbuilders who built ships on Lake Mac.; Timber Industry: Coal Industry: Fishing Industry, etc. all using ships that sailed on Lake Mac. And of course, the main Story itself, to bring all these various parts together.

By late last year (2018) progress was fairly well advanced with the list of well over 100 ships, and over a dozen Shipbuilders and their shipyards identified, and also an early working draft or outline for the various industries; viz. timber, coal, and fishing, that relied on those ships.

No dates had been set for publication, but it was thought that the shipbuilders, and their shipyards being perhaps the most advanced, might be published first on line. It was, and still is, awaiting some information expected from a government department for that to happen.

Those plans changed, however, when the week prior to Christmas 2018, *Lake Macquarie, New South Wales, a Maritime History,* by Judith Adnum, was published by Lake Macquarie City Council, undated but possibly uploaded on the LMCC website, about December 2018, as a 20 page booklet. And much more recently for the benefit of citizens and tourists advertised as available in print format (cost: $5). Well presented, it met a need that needed filling. (Cover page shown)

This event, however, led us to consider publishing sooner, than perhaps might have been the case— reasons explained later in this Foreword.

Although, this research begun about 20 years ago it has suffered a few lengthy interruptions due to various reasons, but in recent years begun again in earnest, and with additional help in authorship. Col began after the Olympics and Greg quite independently began his lists, and in more recent years (about 2017) we decided to combine both lists as sharing had advantages, even though the two lists are anticipated as the output, when it comes to publication, as each serves a somewhat different purpose. We still

share any details we might discover that helps the others aim. Hence, joint authorship seemed appropriate for each of the two lists.
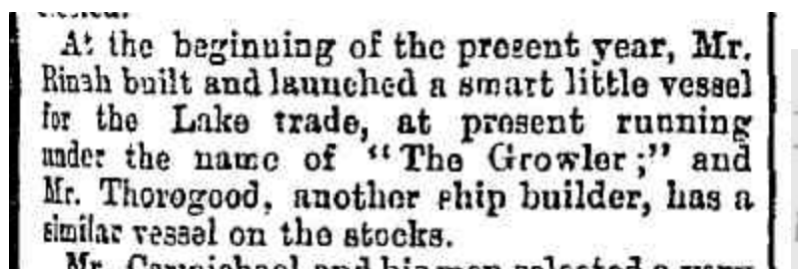
Since there are two separate lists, with both authors listed, Col first on his list giving the details he sought for his story; and Greg first on his list giving the details he sought for his story. Some of the differences include, the dates covered by the lists, and the details recorded on each ship entry in each list.

This might have been labelled a Working Draft (WD) or a Work In Progress (WIP) since it is just that. It is not complete and may not ever be fully complete as we anticipate it being extended as further research (our own, or that of readers) discover vessels listed but not complete, and some could be discovered not on the current list and thus need to be added to this list as new entries. Of course, being human, we admit to the possibility of errors, for which we apologise in advance, but are happy to correct on readers advice.

If it should so happen that any reader has corrections or any changes, or additions to this list we appreciate hearing, together with the details and would be most thankful for such info. (Try a message via **Academia**)

Reasons: This publication of one list earlier than first intended has been done to avoid further repetition of republication, *ad infinitum*, of errors that have been detected in earlier publications, thus simply repeating and perpetuating such errors. As far as we know:

The latest example: the repeated story of Mr Rinah who has been recorded as having built schooner *Growler* on Lake Mac. That Mr Rinah is a fictitious person who never existed. The Newspaper reporter (not named) obviously was not present at its launching, and misread the name of the builder on the registration certificate, or more likely asked someone else, an agent for him, to read it for him. In any case he reported 'Rinah' as the builder. Refer (*Newcastle Morning Herald,* 27 Dec. 1879, at p.3), which says:

> At the beginning of the present year, Mr. Rinah built and launched a smart little vessel for the Lake trade, at present running under the name of "The Growler;" and Mr. Thorogood, another ship builder, has a similar vessel on the stocks.
> Mr. Carmichael and his men selected a very

Which James Jervis read and reported as:

"In 1879, a Mr Rinah built and launched a smart little vessel for the Lake trade named *The Growler.*" (Jervis, J. "Lake Macquarie—Its Discovery and Settlement" in *RAHS Journal,* Vol. 31, Pt. 2, 1945, pp. 101-125 at p. 124). He gave a foot note to provide details of his reference source, viz. *Newcastle Morning Herald*, December 12, 1879.

Clouten repeats that 'story' giving as his source, Jervis and his article in RAHSJ. However, the reference given by Jervis doesn't tally with the reference for the actual story which was published, making verification difficult but not impossible! We trust this clarifies the facts for future historians!

The certificate of registration for Schooner *Growler* clearly shows:
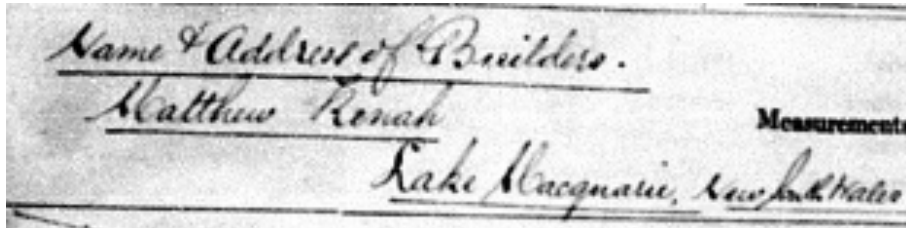
And it shows thus several times too! It might be easy to see how this name has been misinterpreted, but not if you study the complete certificate as the capitals are clear and consistent.
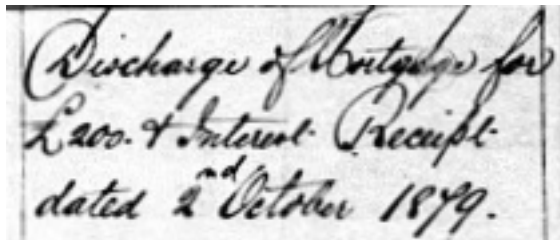
Note R in 'receipt above! It does not look anything like the R in Kenah!

So we are left with one conclusion: That the reporter, or an agent on his behalf, had misinterpreted the name, to get **Rinah** from what is fairly clearly, **Kenah**.

And this all on the same page (a copy of which follows) one of the several (about 5 pages total) relating to registration of schooner *Growler* built by Matthew Kenah, launched as recorded on registration certificate, 27 February, 1879.

Since Keith Clouten, a very reputable historian, and also acknowledged as accurate in his thorough research, said so, and so it was accepted as so by those following! But Clouten appears to have copied from James Jervis, also a most reputable historian, but he (Jervis) had relied on a newspaper reporter for his information, and at times reporters are rushed by deadlines. At such times they don't always take time in their haste, to check their facts to ensure getting it right - as evidenced right here in this example. We thought it time to get the facts correct! Hence, this example, and also the reason for this publication being published sooner than otherwise might have been the case.

Acknowledgments

Greg acknowledges, that we (including his wife Pam Forbes) joined ANMM as volunteers about a decade ago when we met colleagues that discussed many issues that encouraged a statistical approach to get satisfactory answers. Being familiar with statistics in our several professions it was not long before we began to create a database, which is now over 1200 wooden sailing ships that sailed in Australasian waters, in order that statistical inference can be used to answer some of these research questions.

The initial question was the mathematical relationship between dimensions of a ship and its tonnage. The physical dimensions of many of the ships built in the early 1800 are unknown but often their tonnage is available from newspaper sources. The data obtained enables their length to be calculated statistically with some accuracy. (see: *How Big is a Hundred Ton Brig,* https://sydney.academia.edu/GregJackson).

The data is also being used to study the longevity of the convict- built ships at Sarah Island and Port Arthur, Tasmania and has been used by other researchers for several projects.

<div align="right">Col Gibson & Greg Jackson
September, 2019</div>

Introduction

This project is essentially a list of ships that sailed Lake Macquarie (Lake Mac) during the Century from the official discovery by Europeans in 1800 until 1900 when sail had given way to steam —ships and also trains.

Consequently, the list is of sailing ships, which excludes steam ships, although some were used on the lake from about 1841 (e.g. p.s. *Kangaroo* [1]). Also some sailing ships were built after 1900 but steam had become dominant by that time and also rail had been introduced (1887) and roads had been improved and sail had become too slow for trade in cargo, and less certain to keep to schedules for passengers. Ships built thereafter were principally for pleasure, except some for war service in the Pacific region. Hence, this list is really of commercial wooden sailing ships.

Dates given are the first known date of the 'ship' having sailed on Lake Mac. The term 'ship(s)' is described in the Appendix. References are included with each ship entry, and a detailed bibliography is attached.

Explanation of ship entries: There is one entry for each ship by name (if known), and numbered consecutively, according to the date it is thought according to records discovered to date, to have first sailed on Lake Mac. Details of each ship are as given when built (using tons, feet and inches, etc. as used at that time).

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[1] Paddle steamer *Kangaroo,* 52 tons, built 1839 by John Korff at Raymond Terrace, Hunter River, and was engaged to bring tourist to Newport (now known as Dora Creek) from Sydney with a view to purchasing allotments at Newport; "… and it is a fact that many township allotments were sold during the early months of 1841." (Clouten, pp. 110, 111). Perhaps that allows us to conclude that it (ps *Kangaroo*) did come as planned, and advertised!

1   Registration, if any, and also if known.
2   Year Built, with date, and shipwright or at least shipyard if known, and where on Lake Mac, as it is intended to show each yard located on a map of that era. If not built locally on Lake Mac. then such details as the shipbuilder and when and where built. Shipyard data is to be published separately.
3   Owner(s), particularly when sailing on Lake Mac.
4   Master(s) (if known), particularly when sailing on Lake Mac.
5   Cargos to and from Lake Mac. - in general terms without any idea of listing all cargo on each voyage. Meaning basically: sundries, coal, timber (i.e. logs, sawn, shingles), shells etc. or ballast, or passengers (if any).
6   Wrecked, etc. with some details thereof.
7   References for each entry.
8?   **Notes**: when deemed necessary by the authors to explain some unique aspect relating to that particular ship. This might include copies or parts thereof, of: newspaper reports or advertisements, registration certificates, and reconstructed logs or illustrations or maps etc. We had occasion to view some of these in the course of our research but by no means all have been included. And it is obvious also that our research is WIP (Work In Progress) and is by no means finished. We have already explained our reasons for publishing at this time!
9   Image(s) (sometimes, if any?)

Before 1800

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0 (a)   1791 (28 Mar)

Name (if any) not known:
(William Bryant, stolen fishing boat)

Description: schooner rigged cutter/boat. Officially described as a fishing boat. Hardy, (pp. 13,14) describers it as 22 ft in length.
Tons: ?
Registration: Colonial cutter.
Built: Sydney (actually frame made at Deptford and put together in Sydney Cove by ship carpenters from First Fleet, possibly Robinson Reed, from HMS *Supply*).
Owned: Colony of NSW
Cargo(s):   28 Mar 1791 dep. Sydney. Gov. Phillips' 16 oar schooner rigged cutter; stolen by William Bryant, plus eight other convicts, which included his wife Mary Broad, and their two kids, for their planned escape as convicts from Sydney.

Note: After departing Sydney, "On the 28 day of March [1791] made my escape in Comp^y with 7 men more and me with one woman and two child^n——in an open six oar boat … After two days sail reach a little creek about 2 degrees to the northward of Port Jackson there found a quantity of fine burn^g coal. There remained 2 night and one day and found a varse quantity of cabage tree which we cut down and procured the cabage. …" (James Martin, "Memorandums", in *Escape From Botany Bay, 1791,* First Fleet Books, No. 3, 1937, p.2).

That first landing probably could have been the entrance to Lake Macquarie, as assumed here.

Others have suggested Glenrock Lagoon (e.g. John Turner, *Photos of Old Newcastle, Down to Lake Macquarie* (1982), p. 26, the caption on the photo says: "Glenrock Lagoon where escaping convicts Mary and William Bryant are thought to have discovered coal in 1791. …")

While yet others suggest the Hunter River (e.g. Currey, in *The Transportation, Escape and Pardoning of Mary Bryant, etc…* p. 21) says: "There is, presumptive evidence that they went ashore in the vicinity of Nobbys, …")

And that now appears to have become the 'official' version of their first landing, if we accept: "The Bryants became the first Europeans to complete the whole of the Great Barrier Reef Inner Passage, as well as the first to enter the Hunter River, Port Stephens, Moreton Bay and anchorages along the Barrier Reef." (Pearson's, *Great Southern Land etc …* , p. 69).

While not intending to argue the case here, we point out simply that: (a) all the above suggestions had coal, fresh water, and cabbage trees, and plenty of fish; **and** importantly, (b) the official discoverer (Lt John Shortland, jnr. RN) of the Hunter River, said "… I went on an expedition in the Governor's whaleboat as far as Port Stephens, which lies 100 miles northward from this place [Port Jackson]. In my passage down I discovered [9 September 1797] a very fine river, which I named after Governor Hunter. … Vessels from fifty to two hundred and fifty tons may load there with ease, and completely landlocked. …" (Turner, John, *A Pictorial History of NEWCASTLE,* Kingsclear Books, 1997, at p.4)

The Hunter River then (1797) was described by the official discoverer as "a very fine river" while the Bryants first landed (1791) in "a little creek"? Which Turner says: "They called it Fortunate Creek because they found food there and friendly Aborigines." (p. 4).

Those two descriptions hardly sound to us like the same place being described? Yes, it is possible that geographic changes could occur! But how likely after only 7 years to be so completely unrecognizable?

Wrecked: 5 June 1791, Coupang, Timor, when abandoning their vessel on their successful arrival.

Refs: Cumpston, 26; Hardie, D; Martin, James, The log of the escape voyage ?; Currey, C.H., *The Transportation, Escape and Pardoning of Mary Bryant*, Halsted Press, Sydney, 1983; Hardy, Dan, *Small Craft of Infant Sydney and the First Fleet*, Self-Published Newtown, 1996, p. 18;

0 (b)   1797 (9 Sept)

Names (if any) not known:
(Sloops and/or schooners of Underwood, *et al*: Sydney Merchants)

Direct quote from, Ch. 1, 'Old Coal River,' …

"Several Sydney merchants—Underwood, Lord and Palmer—investigated the "Coal River," as it was generally referred to, and sent small vessels there not long after Shortland's discovery of it, but it was not until the beginning of 1800 that a regular shipping trade was established, mainly in red cedar. This valuable timber flourished in various places along the lower river—for years it was known as the "Cedar Arm"—assigned convicts being employed in cutting the cedar and rafting it down to the river mouth."

Source: ABBOTT*, The Newcastle Packets etc…,* (pages not identified in 'online' version).

It is quite possible also that Thomas Raby with his sloop *Raven* might, or could, or perhaps should also be added to those Sydney merchants listed above by Abbott.

1800 – 1824 (Dec)

1   1800 (July)

Martha

Description: schooner

Tons: 30.5
Dimensions: 43'5"x12'6" (13.24m x 3.8m - est. BOM stats, based on Forbes/Jackson Formula)
Registration: none verified? [1799 London, Cumpston, p. 35]
Built: 1798/9, Sydney, possibly by X? or with help from Y?
Owned: Boston & Co, William Reid, master.
Cargo(s): Coal from Reid's Mistake to Sydney.
           William Reid, official discoverer of Reid's Mistake [Swansea Heads?].
Wrecked: (1) Wrecked: 1800 Little Manly Bay, but refloated with assistance from Captain and crew of HMS *Buffalo*, and taken to Sydney Town. Repaired and launched 12 May 1801 Sydney as schooner *Endeavour*, and
           (2) Wrecked totally, 2 Mar 1813, (Kable, jnr, owner, Chase, master) at Shoalhaven R. together with schooner *Mercury* (Mary Reibey owner, W. Burney master). Both vessels and cargos lost, but both crews saved and then had to walk home - to Sydney! Ref: Col Gibson, "Reid's Mistake, Martha Wrecked, Endeavour Launched: 1800, NSW, Australia," *Academia,* August 2019.
Refs: Clouten, pp. 9-11; Bateson V.3, p 30; *SG* 20Mar1813; Cumpston, 85; Gibson, "Reid's Mistake, *Martha* Wrecked, *Endeavour* Launched; 1800, NSW, Australia, *Academia,* August, 2019.

2   1801 (June)
Lady Nelson

Description: HMC brig
Tons: 60
Dimensions: 52'6"x17'6"
Registration: HM Navy
Built: 1799, Deptford, Thames River, London, UK.
Owned: NSW Colonial Service
           arr Sydney 16 Dec 1800. Visit to Lake Mac about 15 June 1801- same mistake as Reid in 1800. Continued to Hunter River for survey as ordered originally.
Cargo(s): Came again later, about 1803? to Newcastle for cedar and Lake Mac for rosewood (Dysoxylon fraseranium).
Wrecked: (1) Wrecked: 2May1815 went ashore south side of Port Macquarie harbour but later refloated and repaired.
           (2) Wrecked totally: 19 Feb 1825 dep. Fort Dundas (NT, Australia) for vital fresh provisions from the islands to the north. By Aug not returned and no news and considered overdue. Lt. Dirk Kolff commander of the Dutch East India Co. brig *Dourga,* heard stories from natives of Babar Island, to the east of Timor and to north of Australia, that the crew were killed and the ship run ashore plundered and set on fire. (Spillett, P., *Discovery of*

Relics of HM Colonial Brig Lady Nelson *and the schooner* Stedcombe*, Historical Society of Northern Territory Inc., Darwin, N.T., 1982.)*

Refs: Clouten, 11; Turner, *Manfg N'C*, 16; Bateson, Vol. 1, pp. 50,51.

3   <1820

Name (if any) not known
(Major Morisset's whaleboat?)

Description: boat (whaleboat ?)
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: NSW Colonial service
Cargo(s):   "Major [James] Morisset is reputed to have visited the lake by sea prior to 1820, and this would almost certainly have been connected with a search for escaping convicts." (Clouten, p. 14)
Wrecked: ?
Refs: Clouten, 14;

4   1824 (Dec)

Name (if any) not known
(Gig stolen by convicts)

Description: gig/boat
Tons: ?
Dimensions: ?
Registration: Colonial Service
Built:
Owned:
Cargo(s):   "1 Jan 1825 ... commandants gig taken by 7 prisoners..."
Wrecked: Wrecked totally with bits found 1825 at Reid's Mistake.
Refs: Callen, p. 39.

1825-1849 (Dec)

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5   1825 (Jan)

Name (if any) not known
(Owen's whaleboat)

Description: whale boat
Tons: ?

Dimensions: ?
Registration: ?
Built: ?
Owned: Colonial Service
Wrecked: "On Saturday night 1 January 1825, between the hours of 9.00 and 11.00 pm, the commandant's gig was taken from it's moorings at Newcastle by seven prisoners with the connivance of the sentry on duty at the wharf. By this means the prisoners got away. ... On the following morning, the runaways were missed and Lieutenant Owen, ... caused a whale-boat to be manned by other prisoners in which he proceeded, accompanied by two soldiers of his company, in pursuit of the runaways.

"In the course of Sunday evening he landed at Reid's Mistake, south of Newcastle, and found on the beach five oars belonging to the gig. He proceeded inland in search of the fugitives and after a weary march for most of the night fell in with them next morning. He secured them all without bloodshed and returned them to safe custody at Newcastle. Several of the Lake Macquarie natives found part of the wreckage of the gig and later brought it to the commandant. It appeared that the runaways swamped the boat when they landed at Reid's Mistake." (Callen, *Bar Safe,* p. 39).
Refs: Callen, *Bar Safe,* p. 39; *Australian*, 26May1825.

6   <1828

Names not known
(Sloop A?)

Description: boat(s) (doubtful?), sloops, cutters or possibly schooners.
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Probably privately owned. Undoubtedly Sydney merchants!
Cargo(s):   Timber (cedar?). Lt. Warner reported boats to Dora Creek (as far as Percy Simpsons) probably for cedar. "... in view of the tremendous demand then existing for colonial cedar, plus the fact that considerable stands of this species occurred in the brushes along Dora Creek, it is difficult to conceive of boats coming up the creek for any other purpose than to take away cedar wood." (Clouten, p. 209). "We know that boats came up the creek to his [Simpson] property prior to 1828,[3] and parties of surveyors also visited the lake by boat about this time." (Clouten, p.84). That fn [3] says, "CSIL: Warner, 7 May 1828."
Wrecked: ?
Refs: Clouten, 84, 209.

Note: It could be that those same Sydney merchants that came early to the Hunter River also came to Reid's Mistake early too!

7   <1828
Names not known
(Sloop B?)

Description: boat(s) (doubtful?), sloops, cutters or possibly schooners?
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Probably privately owned. Undoubtedly Sydney merchants!
Cargo(s):   Timber (cedar?). Lt. Warner reported **boats** to Dora Creek (as far as Percy Simpsons) probably for cedar. "... in view of the tremendous demand then existing for colonial cedar, plus the fact that considerable stands of this species occurred in the brushes along Dora Creek, it is difficult to conceive of boats coming up the creek for any other purpose than to take away cedar wood." (Clouten, p. 209).
Wrecked: ?
Refs: Clouten, 84, 209.
Note: It could be that those same Sydney merchants that came early to the Hunter River also came to Reid's Mistake early too!

8   <1830
Name (if any) not known
(Lamb's Boat Survey)

Description: whaleboat (presumably?)
Tons: ?
Dimensions: about 30'x6' (?)
Registration: ?
Built: ?
Owned: Colonial Service?
Cargo(s):   ?
Wrecked: ?
Refs: Clouten, 16.
Note: Perhaps the first plan ever drawn of Lake Macquarie alone is 'Captain Lamb's Boat Survey' which unfortunately is undated, but was certainly made some time prior to 1830. … [It] marks two land grants—Percy Simpson's two thousand acres on Dora Creek, and 'Captain Lamb's 2,000 acres' near Speer's Point." (Clouten, p. 16).

Exhibit 1 Whaleboats such as that shown above were being used for surveying Lake Mac from about 1827. Also used in: Fryer, John (Ed.), *Surveying the Hunter, etc.*, Institute of Surveyors (Hunter-Manning Group), 1980; where at p. 42 it is described as: "Sounding, as practiced from early times right up to the 1960s. The surveyor (right) holds the sextant and the man at the bow takes depth readings by means of a lead-weighted line."

9   1827 (Feb-June)
Name (if any) not known
(Finch's whaleboat)

Description: whaleboat
Tons: ?
Dimensions: about 30'x6' (?)
Registration: HM Colonial Service
Built: ?
Owned: Colonial Service
Cargo(s):   Surveyor, Heneage Finch;
Wrecked: ?
Refs: Clouten, 16-18; Jervis, JRAHS, v.31, Pt. 2, 1945, p. 108.
Note: "Applications for land around Lake Mac were made as early as 1826. ... November 4, 1826, Surveyor Finch was instructed to proceed without delay and resume the survey of ... [Lake Mac] ...   Finch wrote from Reid's Mistake in February and June, 1827, where he had been at work." (Jervis, "Lake Mac etc", JRAHS. p. 108).

10   1829 (Jan)
Name (if any) not known
(Ralfe's whaleboat)

Description: whaleboat
Tons: ?
Dimensions: about 30'x6' (?)
Registration: HM Colonial Service
Built: ?
Owned: Colonial Service

Cargo(s):   Surveyor, James Ralfe;
Wrecked: ?
Refs: Clouten, 16-18; Jervis, JRAHS, v.31, Pt. 2, 1945, p. 108.
Note: "Late in 1829 Surveyor Ralfe received instructions to survey the country around the Lake. On December 5, 1829, Ralfe wrote to the Surveyor-General from Lake Macquarie and informed him that he had completed a survey of the Lake. ..."   (Jervis, "Lake Mac etc", JRAHS. p. 108).

11   1830 (Jan)
Name (if any) not known
(Ralfe's 2nd whaleboat)

Description: whaleboat
Tons: ?
Dimensions: about 30'x6' (?)
Registration: HM Colonial Service
Built: ?
Owned: Colonial Service
Cargo(s):   Surveyor, James Ralfe;
Wrecked: ?
Refs: Clouten, 16-18; Jervis, JRAHS, v.31, Pt. 2, 1945, p. 108.
Note: "Ralfe was back at the Lake early in January, 1830. On January 15 his Field Book (no. 138) records that his men pulled all the way from Sydney to Lake Macquarie, and he went to Newcastle for another boat. On 17 the second boat arrived ..."   (Jervis, "Lake Mac… etc.", JRAHS. p. 108).

12   1830?
Sarah [1]

Description: cutter
Tons: 14
Dimensions: ?
Registration: Not registered ?
Built: 1829, Robert Henderson ("... often referred to as Anderson both verbally and in documents." Dundon, 41), Brisbane Water.
Owned: 1829 Prop. Mr Anderson [R. Henderson], 1832? Daniel Egan?
Cargo(s):   built for the Coal River [Hunter River] trade.
Wrecked:
Refs: Dundon, p. 45; *SG* 30Jan1830.
*Note: "A prettily built craft of about fourteen tons burthen came round from Brisbane Water, where she was built, and dropped anchor in Darling Harbour yesterday. The proprietor is Mr. Anderson. She is intended for the Coal River trade, and has been christened the Sarah."   (*SG:* 30Jan1830, p. 2)

*   Check out Dundon 41+ re Robert Henderson and cutter *Sarah*.
*   Also check Sarah 2 (currently #32) and Sarah 3 (currently #33?)
*   Check when visited Lake Mac?

13   1830 ?
<div align="center">

Name not known
(Adam's ship - (part owned))
</div>

Description: brig
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Thomas Adam (part owner)
Cargo(s):   "First boat to navigate Lake Macquarie." (Turner, p. 65)
Wrecked:
Refs: Turner, p 65; Mullard, *Way Back Then,* (2017), p.140-143;
Note: *Need to attempt to track down a name and further details of the following published statement:
22Nov2018 - discovered Beryl Mullard's references to this family, "If" as she says, they came by boat ... "It seems certain therefore that Thomas's boat entered the lake, between August 1840 and February 1841." (p. 140).
Note: Boat not named?

Thomas Adam born about 1816 in Scotland arrived Sydney 1838 at about age 20, and met Rebecca Bowden whom he married 28 August 1940 when he was 21 and she was almost 19. She arrived in late 1838 or early 1839 with her family. Her parents were William and Elizabeth Bowden, and their family consisted of seven children with ages ranging from 3 to 16 years. "...overwhelming tragedy ..." struck. "Rebecca's younger brother had died during the voyage and her mother Elizabeth died at Sprig Cove after leaving quarantine soon after the ship was moored at the Quarantine Station. Her oldest brother died in January 1939 after leaving quarantine." (Mullard, p. 140).

14   1831 (?)
<div align="center">

Name (if any) not known
[Cape's vessel]
Name recorded, but not yet discovered.
</div>

Description: "small vessel"
Tons: ?
Dimensions: ?
Registration: ?
Built: ?

Owned: Richard Cape
Cargo(s): shingles
Wrecked: Wrecked Lake Mac but salvaged next day with assistance
Refs: Swancott, *The Brisbane Water Story, Part Four, The Rest of the Story,* Brisbane Water Historical Society, 1955, p. 89; Swancott, Charles, *Blue Gum Flat to Budgewoi,* Brisbane Water Historical Society, 1963, p.15.
Check also refs: *Sydney Gazette* 20Aug1825; *HRA*, Vol. XXIII, pp., 97,98; *HRA*, Vol. XXV. p. 754; *HRA*, Vol. XXII, p. 487.

Notes: "… Wyong district's pioneer settler, William Cape, made considerable use of boats on Tuggerah Lakes and along the coast during his early years of settlement." (Clouten, p. 84)

"After the quarrel with his father, Richard Cape went to his holding at Reid's Mistake in Lake Macquarie, and in 1831 it is recorded [where?] that a small vessel belonging to him loaded with shingles was wrecked in the Lake." (Swancott, *Blue Gum Flat etc.,* p.15).

"The four men comprising the crew swam ashore but the whole of the cargo was lost. The crew obtained assistance and raised the vessel on the following day, but the loss evidently discouraged Richard from any further adventures in splitting and selling shingles, for it appears that soon afterwards he took a position at Brisbane Water." (Swancott, Vol. 4, p. 89).

"Richard Cape in order to save himself from legal proceedings took himself off to Tahiti in April 1837. He sold his 500 acres near Port Woolstonecraft, Lake Macquarie (promised November 7, 1825 by Governor Brisbane) to John Moore of Avoca for £100.' (Swancott, *BW,* vol 4, p. 92)

15 1840 (Dec)
         Robulla

Description: cutter
Tons: 18, 17, or 16 ?
Dimensions: 34'3"x10'3"
Registration: ?
Built: ?
Owned: ?
Cargo(s): 1830s, cargo from Lake Mac, 1841 July & Sept, cedar, & Sept coal to Sydney.
Wrecked: ?
Refs: Nicholson, Ships, p. 29
Note:
* Need to check first date sailing on Lake Mac? In fact all dates of first sailing on Lake Mac need further verification! There are claims

(published, Clouten, Boyd, etc.) that Captain Thomas Boyd in the ketch *Turtle* was first to enter and sail Lake Mac. when he brought the Taaffe family to settle on Galgabba.? Not at all likely since the cutter *Newport Packet* was built 1842 on Lake Mac at Newport and registered in Sydney 1843! AND the Taaffe family did not arrive until the late 1850s!

16   1841 (Mar)

Traveller

Description: cutter
Tons: 7
Registration: ON ?; #8/1844, reg cancelled 1860 and boat licence issued.
Built: 1840 George Vanteman, Brisbane Water;
Owned: G Vanteman, 1846 James Moon, 1847 James Moon and Henry Hudson, 1848 Michael Sugden and Thomas Lenehan, 1849 John Edwards, 1851 John Anderson, 1855 John Anderson and Samuel Coulter (farmer Brisbane Water); 1856, John Anderson and James Flanders.
Cargo(s):   timber
Wrecked: ?
Refs: Dundon 75-6; *SMH,* 28 April 1841;

17   1841 (Apr)

Ann

Description: ?
Tons: 20 or 12?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   **First coal cargo** ex Lake Mac. At this time the largest vessel to enter Lake Mac. (quoting *Australian* - 23May1841).
Wrecked: ?
Refs: Clouten, 95,96,112; Nilson 47; Chamberlain, 35,270; Purtell, 187; *SG* 22 Apr 1841.

18   1841 (July)

Lucy Royal

Description: ?
Tons: 18 (or 16? 14? 10?) / 3 or 6 (Nicholson)
Dimensions: ?
Registration: ?

Built: ?
Owned: ?
Cargo(s):   "The *Lucy Royal* [10 ton] arrived on Tuesday night with cargo of coals from the Ebenezer Coal Works, Lake Macquarie." (*Sydney Herald*: 13 July 1841).
Wrecked: ?
Refs: Nicholson, Ships p. 22.

*Note: Greg, in spite of all the newspaper reports on this ship I have found no (as yet!) references to the rig of *Lucy Royal*. Note the varying dimensions recorded too! Col.

19   1841 (July)

Northumberland [1]

Description: sloop
Tons: 17, 18 or 20?
Dimensions: 34'9"x11'9"
Registration: #27/1833; #5/1841 Sydney;
Built: 1826 Thomas Day, Cockle Bay;
Owned: 1826 Thomas day and Robert Henderson; 1831 sold to X?; 1/41? George Lloyd, ?
Cargo(s):   operated 8 July to 28 Dec 1841 taking coal from Ebenezer to Sydney and supplies from Sydney to Newport (Lake Mac.)
Wrecked: ?
Refs: ?
*Note: This early vessel needs much more time in checking out details too. See also: [2] at # 31.

20   1841 (July)

Star

Description: cutter
Tons: 10, 12?
Dimensions: 27'8"x9'2"
Registration: #16/1838 Sydney
Built: 1837, shipwright not recorded, Brisbane Water
Owned: Henry G Watson, Brisbane Water, settler.
Cargo(s):   Operated July-Aug 1841 between Newport and Sydney with cargo of timber to Sydney and sundries on return.
Wrecked: Lost as per list of 1850 (Dundon 37).
Refs: Dundon, 37

21   1841 (July)

Elizabeth

Description: ?
Tons: 20/25?   (needs clarification!)
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   ?
Wrecked: ?
Refs: ?

22   1841 (Sept)

Perseverance

Description: schooner?
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   ?
Wrecked: ?
Refs: ?
* When was visit to Lake Mac?

23   1841 (Oct)

Thomson
(or Thomsons, Thompson, Thompsons)

Description: cutter
Tons: 37
Dimensions: 46'0"x14'3"
Registration: #47/1840 & re-reg. #18 & 77/1841, Thomas Dixon & Thomas
                  Harper, Sydney; #9/1841 L.E. Threlkeld; 3/1843 Henry Johnson;
                  1/1844 Thomas Birkinshaw; 9/1844 Jacob Inder; 9/1849 Robert
                  Venn, Guichan Bay, S.A..
Built: 1837 by XX ?, Darling Harbour, Port Jackson, for Mr T
                  [Thomas?] Hyndes ?
Owned: Oct1841 purchased by Threlkeld, sold Nov 1842,
Cargo(s):   coal cargo from Lake Mac to Sydney and sundries on return
                  voyage or in ballast. (for details see "Logs reconstructed"
                  below)
Wrecked: 10 Sept 1849, Robert Venn (owner) butcher, Pt Adelaide;
                  Wilkinson (master); at Guichen Bay, SA. Foundered with 21
                  persons lost.

Refs: Parson, *Ketches* 21; Bateson, Vol.1 p.231.

Log (Reconstructed)[2]

1837
Oct late? Launched (see *SG,*7Oct,2Nov1837)
?

1838
?

1839
?

1840
"... probably in [Sydney] harbour on 31 Dec, 1840: ... *Thompson*, 38 t, Townshend [master] for Newcastle, with [cargo of] sundries." (Nicholson, p. 258)

1841
Jan2   dep Sydney, Townshend (master) for Newcastle with cargo of sundries.
Jan6   arr Sydney, Townshend (master) from Newcastle with cargo of coals.
Jan7   dep Sydney, for Newcastle, in ballast.
Jan21   arr Sydney, Townsend (master) from Newcastle with cargo of coals.
Jan22 dep Sydney, Townsend (master) for Newcastle with cargo of sundries.
Jan28 arr Sydney, Townshend (master) from Newcastle with cargo of coals.
Jan30 dep Sydney, Townshend (master) for Newcastle in ballast.
Feb11 arr Sydney, Townshend (master) from Newcastle with cargo of coals.

Note: Advertised for sale (*Sydney Herald,* 17Feb1841).

Mar4   dep Sydney, Townshend (master) for Newcastle in ballast, and now
        "apparently bought by L E Threlkeld-P[i.e. Passenger]"
Mar18 arr Sydney, Townshend (master) from Newcastle with cargo of coals.
Mar19 dep Sydney, Townshend (master) for Newcastle in ballast.
Mar26 arr Sydney, Townsend (master) from Newcastle with cargo of coals.
Mar26 dep Sydney, for Newcastle in ballast.
Apr10 arr Sydney, Townsend (master) from Newcastle with cargo of coals.
Apr21 dep Sydney, Townsend (master) for Newcastle in ballast.

Note: May1 Driven ashore off Nobbys Island (Newcastle) and damaged (*Sydney Herald*, 6May1841)

May25 arr Sydney, Williams (master) from Newcastle with cargo of coals.
Jun18 dep Sydney, Williams (master) for Newcastle in ballast.
Jun29 arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Jun?   dep Sydney, ?
Jul10   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Jul11   dep Sydeny, Cooper (master) for Newcastle in ballast.
Jul19   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Jul23   dep Sydney, Cooper (master) for Newcastle in ballast.
Jul30   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Jul30   dep Sydney, for Newcastle in ballast.
Aug5   arr Sydney, Cooper (master) from Newcastle with cargo of coals.

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[2] Many of the early coasters built in Australia were not registered and probably few kept logs in the ordinary sense. Of the few who did, not many, if any, would now be in existence. Hence this log is reconstructed from available records, including mainly: Cumpston's, 3 vols. in *Shipping Arrivals and Departures, Sydney*; and, Newspaper reports of the day. This is necessary to sort out any problems, especially errors in records, or varying spellings of the name, and identification of vessels when the same name is used, for different vessels, etc.

Aug5   dep Sydney, Cooper (master) for Newcastle in ballast.
Aug14   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Aug14   dep Sydney, Cooper (master) for Newcastle in ballast.
Aug19   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Aug19   dep Sydney, Cooper (master) for Newcastle in ballast.
Aug28   arr Sydney, Cooper (master) from Newcastle with cargo of coals.
Aug?   dep Sydney, ?

Note: Advertisement: *Sydney Herald* 22Sept1841 for Woollongong, Kiama, Jervis Bay, Ulladulla, and Broulee.

Sep30   arr Sydney, Cooper (master) from Broulee with cargo of sundries.

Note: Advertisement for sale, *Sydney Herald* 19Oct1841
Bought by L E Threlkeld about this time & re-reg. Syd. (-RP.)" (Broxam & Nicholson, p. 55)

Oct30   dep Sydney, Porter (master) for **Lake Macquarie** with cargo of sundries.
Nov8   arr Sydney, Porter (master) from Victoria Bay (**Lake Macquarie)** with
        cargo of coals.

[see Note 1:   map/chart, and …

Note 2 newspaper article, following this entry, showing location and describing Victoria Bay, in 1841.

That location now (2018) is known as Blacksmiths Beach, which merges into Nine Mile Beach to the north at about the location of the former wharf].

Nov10   dep Sydney, Porter (master), L E Threlkeld (owner) for **Lake Macquarie**,
        with cargo of sundries.
Nov15   arr Sydney, Porter (master) from **Newcastle ?** with cargo of coals.
Nov17   dep Sydney, Porter (master) for **Port Macquarie ?** with cargo sundries.
Nov26   arr Sydney, Porter (master) from **Lake Mac** with cargo of coals.
Nov27   dep Sydney, Porter (master) for **Lake Mac** with cargo of sundries.
Dec7   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Dec8   dep Sydney, Porter (master) for **Lake Mac** with cargo sundries.
Dec14   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Dec14   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Dec20   arr Sydney, Porter (master) from **Lake Mac** (**with cargo of wool?**,
        according to Broxam & Nicholson, p. 73 but they add: "There may be
        some   confusion between these [last] two entries)"
Dec24   dep Sydney, Porter (master) for **Lake Mac** in ballast.

1842
Jan5   arr Sydney, Porter (master) from **Lake Mac** with cargo of coals.
Jan5   dep Sydney, Porter (master) for **Lake Mac** with cargo of sundries.
Jan13   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Jan13   dep Sydney, Porter (master) for **Lake Mac** with cargo sundries.
Jan22   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Jan22   dep Sydney, Porter (master) for **Lake Mac** with cargo sundries.
Feb2   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Feb8   arr Sydney, Porter (master) from **Lake Mac** with cargo **sundries ?**
Feb8   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Feb21   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Feb21 dep Sydney, for Lake Mac with **cargo of cedar ?**
Mar5   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Mar5   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Mar11   arr Sydney, Porter (master) from **Lake Mac** with cargo of coals.
Mar11   dep Sydney, Porter (master) for **Port Macquarie ?** with cargo sundries.

Mar22 arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Mar22 dep Sydney, Porter (master) for **Lake Mac** in ballast.
Mar30   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Mar30   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Apr5   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Apr5   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Jul5   arr Sydney, Porter (master) LE Threlkeld (owner) from **Lake Mac.**
Note: "Driven over the bar in bad weather, 17 July, but apparently not   damaged and should be refloated shortly." (*Sydney Herald,*
22July1842)
              Note from Broxam & Nicholson, p. 105.
Aug8   arr Sydney, Porter (master) from **Lake Mac** in ballast. "Only sustained
              rudder & false keel damage when driven over bar at Reid's Mistake"
              (Broxam & Nicholson, p. 113)
Aug22   dep Sydney, L E Threlkeld (owner), Porter (master), for **Lake Mac** in
              ballast; (having been repaired?).
Sep8   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Sep8   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Sep17   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Sep17   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Sep ? arr Sydney, Porter (master) from **Lake Mac** ? with coals?
Sep26   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Oct5   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Oct7   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Oct20   arr Sydney, Porter (master), L E Threlkeld (owner) from **Lake Mac** with
              cargo coals.
Oct20   dep Sydney, Porter (master), L E Threlkeld (owner) **Lake Mac** ballast.
Oct29   arr Sydney, Porter (master) from **Lake Mac** with cargo coals.
Oct29   dep Sydney, Porter (master) for **Lake Mac** in ballast.
Note: Advertised for sale by L E Threlkeld (owner) *Sydney Morning Herald,*
15Nov1842. Bought by H Johnson & re-reg, ... interstate.

Wrecked 10 Sep 1849 in S.A.

Note 1: Map showing Victoria Bay in about 1841

Note 2: Newspaper article describing Victoria Bay, Lake Macquarie:

24   1841 (July)

Scotia

Description: schooner
Tons: 80 (approx) on arr Sydney; 52 as registered.
Dimensions: 56'3"x16'4"
Registration: reg Sydney 1840.
Built: 1840, Newton & Ferrier, McLeay River.
Owned: ?
Cargo(s):   arr Sydney, 28 Apr 1840 from Manning River.
              13 July 1841 Sydney from Lake Mac.?
Wrecked: 26 Dec 1889, ran ashore near blowhole at Kiama and became a
              total wreck. Dep. Sydney in ballast to load blue metal and the
              wind dropped and she drifted ashore. Crowley master.
Refs: Nicholson, 1826-40; Loney, Vol 3, p.197; *ASN* 28Dec1889; *ANZ*
              1882-83.

25   1841 (July)?

Henry

Description: schooner, cutter ?
Tons: 15, 16, 18 ?
Dimensions: ?
Registration: Sydney
Built: 1841 by T&R, N'C.
Owned: Threlkeld; Brown master,

Cargo(s):   coal from his wharf to Sydney returning with sundries or in
           ballast.
Wrecked: ?
Refs: Clouten 97; Murray 76; *The Australian* 1Aug1844; Loney, vol 2,
           p. 121.

NOTE: Is this the same vessel?
Wrecked: dep Ballina 6 Mar 1861with cargo of cedar, while crossing bar wind
dropped and drifted helplessly on north spit and was wrecked totally. Some
gear was saved. Loney, Vol 2, p 121. (ref: *SMH* 16Mar 1861)

26   1841 (Nov)

Woodlark

Description: coaster ?
Tons: 16
Dimensions: ?
Registration: unregistered ?
Built: 1841, by Hamsworth? Lake Macquarie ?*
Owned: Probably Hamsworth, if indeed he was the builder.?*
Cargo(s):   arr 24 Nov 1841, Sydney ("new?", Broxam & Nicholson, p. 67)
           from **Lake Mac**., Hamsworth (master), with cargo shells.
           dep 1 Dec 1841, Sydney, Hamsworth (master) for **Lake Mac** in
           ballast.
           Unable to find any other records in B&N of other voyages?
Wrecked: Unable to find any records of any wrecks of any vessels by this
           name.?
Refs: Broxam & Nicholson, *Shipping Arrivals and Departures, Sydney,
           1841 -1844.*
***Note: Hamsworth is recorded as the master from Lake Mac to
Sydney with a cargo of shells, and return to Lake Mac in ballast. No
owner listed, and no builder discovered to date, and no crew (if any)
mentioned.**

27   1841 (Nov)

Express

Description: schooner
Tons: 24 [28 tons old measurement]
Dimensions: 36'4"x11'8"
Registration: #54/1838 Sydney
Built: 1838 by Taylor Winship, at Manning River
Owned: 1838 Taylor Winship; 11/1840 Frederick Parbury, John C.
           Brown & Thomas Goodall Gore.
Cargo(s):   First timber from Manning River to Sydney, then 1841 timber
           from south coast and Brisbane Water until 1843 when coal from

Newcastle. Late 1843 was trading grain from Hunter River (Morpeth and Paterson) to Sydney and taking back sundries. Only one voyage to **Lake Mac** is recorded - 30 Nov 1841. Refer to: "Logs reconstructed" for more complete details.

Wrecked:	1838 Nov 23 capsized in harbour but salvaged. (Nicholson, p.204)
	1844 Aug 4. Sailed from Richmond River for Sydney late June with grain. Putting into Newcastle, probably to shelter, sailed again 3 August. Last seen about four miles north of Sydney heads the following morning, after which a heavy southerly gale developed. Never seen or heard from again. (Broxam & Nicholson, p. 277).
Refs:	Nicholson, *Shipping Arrivals and Departures, Sydney, 1826 to 1840)*; Broxam & Nicholson, *Shipping Arrivals and Departures, Sydney, 1841 to 1844,* Roebuck # 34, Canberra, 1988.

28?   1842 (July)
Cricket Player

Description:	coaster ?
Tons:	12
Dimensions:	?
Registration:	unregistered ?
Built:	1842 ? by XX ?, Hawkesbury River ?
Owned:	?
Cargo(s):	15 July 1842 dep Sydney, Eales (master), for Lake Mac., in ballast. ? arr Sydney, Eales (master) from Lake Mac, cargo? (arrival and cargo not recorded?). Apparently the only voyage to Lake Mac. ?
Wrecked:	?
Refs:	?

Note: This record from Broxam & Nicholson. Might be worth re-checking also newspapers of the time!

29   1842 (July)?
Challenger

Description:	cutter
Tons:	31
Dimensions:	41'4"x12'6"
Registration:	#93/1840, Sydney
Built:	1840 Williams River
Owned:	Wm Dalton, cabinetmaker, Sydney.
Cargo(s):	Aug 1845 Manning River.
Wrecked:	Aug 1845, wrecked totally at Manning River
Refs:	Bateson Vol 1, p. 179

NOTE: *When did this vessel visit Lake Mac?

30   1842 (July)

Pedlar

Description: cutter
Tons: 16
Dimensions: 29"2"x9'8"
Registration: #42/1846, 15Mar1842, Sydney.
Built: (probably?) 1841 at Limehouse, London, UK.
Owned: Wm Lesslie, master mariner, Sydney.
Cargo(s):
Wrecked: 27 July 1847, Bondi Beach without loss of life, Lesslie (master ?)
Refs: Bateson, Vol 1, p. 209; The Argus, 10Aug1847

31   1842 (July)

Trial

Description: cutter
Tons: 38 or (51/23 ?) *is it Gross / Nett **--- needs clarification?**
Dimensions: 38'7"x13'2"
Registration: #31/1837, 8/1855, Sydney
Built: 1837 Manning River, by XX
Owned: ?
Cargo(s):   ?
Wrecked: May 1839 on bar of Macleay River, but refloated with no loss of
                life. Wrecked totally 18? April 1861. dep 18 April Sydney for
                Newcastle, found entrance dangerous so ran on to Port
                Stephens. Rounding South Head a heavy squall blew away her
                sails, dropped both anchors, they parted and crew left only
                minutes before she drove on to the rocks as a total wreck.
Refs: Bateson Vol 1, p. 138; Loney Vol 2, p. 122; *SMH*,
                21May1861,p.4.

32   1842 (Aug)

Nautilus

Description: schooner
Tons: 82
Dimensions: 59'4"x17'7"
Registration: #70/1855, Melb.
Built: 1839 ? where?
Owned: ?, Tredwen, master,
Cargo(s):

Wrecked: 15 Jan 1856, on beach near Cape Liptrap (Vic). Blown off
             course by strong winds and left high and dry on beach! Four
             crew got to Port Albert. Capt L with a woman passenger left at
             wreck.
Refs: Loney Vol 2, p.69.

33?   1842 (July)
Northumberland [2]

Description: schooner [cutter]
Tons: 43
Dimensions: 42'x13' [42'x15']
Registration: ?
Built: 1841 George Greentree, Hawkesbury River,
Owned: ?
Cargo(s):   Operated 14 July 1842 to Lake Mac. (Chandler, master).
Wrecked: 7Jan1845 on bar at Richmond River.
Refs: Bateson Vol 1 p177.

34   1842 (Aug)
Sarah [2]

Description: schooner
Tons: 50
Dimensions: 68'x14'9"
Registration: #16/1846.
Built: 1842, William Burnicle, Balmain.
Owned: Purchased LET
Cargo(s):   Anderson master with cargo of coal to Sydney, return in ballast.
Wrecked:
Refs: Clouten 97,103; Bateson 217,218;

35?   1842
Sarah [3]

Description: schooner
Tons: 79
Dimensions: ?
Registration: ?
Built: 1824, Sydney.
Owned: Purchased LET
Cargo(s):   Operated cargo of coal to Sydney
Wrecked: ?
Refs: Vessels belonging to Port of Sydney, 18 March 1847.

Need to check out *Sarah* [2] #34 & [3] #35 as it sounds a little odd that LET would buy two different ships of the same name.

36   1842 (Aug)

William

Description: cutter
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   12 Oct1842 arr Lake Mac. Hammet, master, from Sydney with sundries. (Hartley, p. 12)
Wrecked: ?
Refs: Hartley, Dulcie, *Shipping on Lake Macquarie*, date?

37   1842 (Oct)

Newport Packet

Description: cutter
Tons: 8 (noted 7/14t on arr Sydney prior to registration - B&N, p.135)
Dimensions: 29' x 9'3"
Registration: ON ?; 20/1843, Sydney. ("ON" not recorded on Registration Cert.)
Built: 1842, Oct, by George Holden (who was shipwright?), at Newport, perhaps near the mouth of Dora Creek. Possibly at Bourke Farm; Presumed owner George Holden contracted with a shipwright to build vessel! Builders cert, not yet sighted (but dated 8March1843 on Reg Cert).
Owned: 1842, George Kenyon Holden; 1845, 18 July, James McGuigan, of Brisbane Water, mariner; 1846, 24 Oct, James Woodward of Sydney, mariner; 1849, 1 May, Frederick Foster, mariner, Sydney.
Cargo(s):   Mostly trading timber cargos from Brisbane Water to Sydney and usually sundries on return voyage. Appears did not return to Lake Mac. Timber from Lake Mac came later!
Wrecked: ? Unable to find any wreck recorded of this vessel, and the last reg cert transferring ownership to Frederick Foster, mariner, has not been cancelled!
Refs: Dundon, p.58; Murray, *Warners Bay*, p.84; Broxam & Nicholson, *A&D 1841-1844,etc*. See also *Reconstructed Log*.

Note: George Holden?
"Governor's [Bourke] Private Secretary, George Kenyon Holden..." Peter Murray, *Warners Bay Early Years*, p. 84.

"In early December, Threlkeld informed the Colonial Secretary that the bushrangers had been seen near Bourke Farm. (This was near the present-day town of Dora Creek, and Eraring (on the northern side near Lake Eraring), and was part of Percy Simpson's holdings which had been bought by the brothers Alfred and George Kenyon Holden, originally in partnership with Edward Hely (who had recently sold his share of the property to them in February 1840). Police magistrate Alfred Holden's farm was named for ex-governor Sir Richard Bourke, who had advanced the careers of both brothers. The property included land at present-day Eraring but the area was known generally as the township of *Newport*, (developed in July 1840 by a Sydney agent, Smart)." Peter Murray. *Warner's Bay Early Years*, p. 129.

"The 1841 Census listed ... Thos. Vogan (12 males, 2 females) Bourke Farm." (Charles Swancott, *Brisbane Water Story - part 3,* 1961, p. 7.)

Questions:
1. Is it possible that one or more of those 12 males might have been a shipwright?
2. If so, then it might be that he built, under contract (?) for George Holden, the cutter *Newport Packet*.

"NEWPORT
"Newport was situated on the shores of Lake Macquarie ... contiguous to Reid's Mistake at the ocean entrance to the Lake.
"Land there was sold by auction in Sydney on July 30, 1840.
"The advertisements mentioned that 'there were forests of best colonial timber, especially cedar of the finest quality, quantities of which have been cut for years in that district and the trade is at this time carried on with full vigor'."
(Charles Swancott, *Brisbane Water Story - part 4,* 1955, p. 80.)

38   1842 (Nov)

Tiger

Description: "boat"
Tons: 12
Dimensions: ?
Registration: Not reg?
Built: ?
Owned: ? Threlkeld,
Cargo(s):   small boat for shifting coal from Ebenezer to heads for
              transhipment to Sydney
Wrecked: ?
Refs: Clouten 97

39   1843 (Oct)

Transit

Description: schooner
Tons: 15, 19?
Dimensions: 37'7"x10'3"
Registration: ?
Built: 1843 by T. Winship, Raymond Terrace, Hunter River.
Owned: T. Winship; 1847, J.H.Challis, T. Winship.
Cargo(s):   completed 4 voyages taking coal to Sydney
Wrecked: dep Sydney 9 Nov ? and not seen again. Presumed foundered.
Refs: Murray 76; Parsons, V6, p71.

40   1843

Sampson

Description: ketch, or cutter?
Tons: 17.5
Dimensions: 30'8"x15'9"
Registration: "... first registered 1842" (Parsons, R., Vol 7, p. 1) John Little.
Built: 1839, by X, Hawkesbury River. Built for Lake Mac coal trade.
Owned: 1842, J. Little; 1844 Sept, Campbell Stevens; !844 Dec, Isaac
            Aaron; 1845 May, George Scott, Bellinger River. Broken up, not
            dated, possibly 1847.
Cargo(s):   Built for the Lake Mac. Coal trade, on which it was engaged until
            May 1845, when she got ashore there and was damaged. After
            which it must have been repaired and entered the timber trade
            to the north coast.
Wrecked: May 1845 and recovered and sold to George Scott by Isaac
            Aaron.
Refs: Murray, *Cockle Creek*, p. 83; Parsons, R.,

41   1843?

Brothers [1]

Description: cutter
Tons: 16
Dimensions: ?
Registration: ?
Built: 1840, Hawkesbury River
Owned: 18Mar1847, John Smith;
Cargo(s):
Wrecked: ?
Refs: ?

42   1845?

Brothers [2]

Description: schooner
Tons: 27
Dimensions: ?
Registration: ?
Built: 1841 probably by Korff Bros, Hunter River;
Owned: Korff Bros (F.J.R. & C. Korff) and owned by them 18Mar1847;
Cargo(s):   ?
Wrecked: ?
Refs: Murray, 76.

43?   1840s?

Brothers [3]

Description: schooner
Tons: 10
Dimensions: 28'4"x9'4"
Registration: #14/1847
Built: 1845, Thomas Amsworth, Broulee.
Owned: 1847 Henry Clark, dealer, Sydney.
Cargo(s):   ?
Wrecked: dep Sydney 23 July 1847 for Twofold Bay but driven far north
              and totally wrecked possibly August 1847 at Crowdy Bay. John
              Filby master and one man crew, took to dinghy to sail to the
              Manning, but were picked by a vessel bound for Sydney.
Refs: Bateson Vol 1, p 210; *SMH:* 10Sept1847.
**NOTE: Need to sort out these brothers? Check any possible
relationship between them? Were there two, or possibly three ships?
Perhaps needs a reconstructed log for each to test whether 1 or 2 or
perhaps 3 ships existed?**

44?   1844?

Lady of the Lake?

Description: schooner
Tons: 23
Dimensions: ?
Registration: ?
Built: 1844 by X?, NZ
Owned: J. Morris (in 1849)
Cargo(s):   dep Sydney, McGuigan master, for Port Aiken and Brisbane
              Water (cargo presumed to be shells).
Wrecked:
Refs: List of Vessels of Sydney 10Sept1849.

45   1844

Will o'the Wisp

Description: cutter
Tons: 12
Dimensions: 43'x10'9'
Registration: ON 32630, # ?
Built: 1843 by Thomas Toby, Brisbane Water;
Owned: ?
Cargo(s):   ?
Wrecked: ?
Refs: Dundon 73; Murray 78

46   1844?

Elizabeth

Description: cutter
Tons: 13
Dimensions: 35'6"x12'2"
Registration: ON ?, #30/1844, Sydney
Built: 1839 by XXX, at Moruya River
Owned: Geo Windham, Sydney, master mariner.
Cargo(s):   Coal from Lake Mac. arr 4 Aug 1845 Sydney with cargo of
                 10,000 ft cedar.
Wrecked: Mar or Apr 1845 went ashore at Bellinger River with
                 considerable damage but was repaired. No loss of life.
Refs: SMH 3/7&5/8,1845; Bateson Vol 1 p.180,181.

47   1844

Calcutta

Description: "boat"
Tons: 12
Dimensions: ?
Registration: ?
Built: ?
Owned: Threlkeld,
Cargo(s):   small boat for shifting coal from Ebenezer to Lake Mac heads for
                 transhipment to Sydney.
Wrecked: ?
Refs: Clouten 97

48   1844

Hope [1]

Description: barge
Tons: 25
Dimensions: ?
Registration: ?
Built: ?
Owned: Threlkeld. Described as a fast vessel.
Cargo(s):   ?
Wrecked: ?
Refs: Clouten 97; *SMH* 19 Dec 1844
Note: Need to clarify Hope [1] #48 and Hope [2] #83 that they are indeed separate ships.

49   1844 (Nov)

Lancelot

Description: schooner
Tons: 50
Dimensions: ?
Registration: ?
Built: 1844 by Birnie for Threlkeld for the coal trade on Lake Mac.
              Built in shape of a barge with a flat bottom drawing 3'6" laden.
              Sails remarkably well!
Owned: Threlkeld, operated by master and 4 sailors.
Cargo(s):   Coal cargo to Sydney.
Wrecked: ?
Refs: Clouten 97,103; *SMH* 19 Dec 1844

50   1845 ?

Ann

Description: schooner
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Whittell.
Cargo(s):   coal from Ebenezer mines
Wrecked: ?
Refs: Murray, 83,

51   1845 (Sept)

Flora

Description: schooner
Tons: 17 (or 16 3444/3500 as on reg cert?)
Dimensions: 39'x11'7"
Registration: ON 32325; #38/1846, Sydney. Register closed 6 July 1880.
Built: 1845 George Bennett, (Builders Certificate, 9th April, 1846. Not sighted!). On Lake Mac., but where ?
Owned: George Bennett, and also master.
Cargo(s): Cargoes of coal to Sydney;
Jan 28, 1845, dep Sydney, *Flora*, 25 tons, Grimwood, master, for Lake Macquarie, in ballast (*Shipping Gazette*, 8Feb1845).* ?
* NOTE: Is this note about the same vessel as in this entry
Wrecked: "Lost under Double Island Point, on the Queensland coast, being beached in a sinking state, Nov 1866." (Remarks, on Reg Cert)
Refs: J. Jervis 124; Murray, *CC,* p. 83.
NOTE: Need to check Frolic, Flora etc to ensure they are different ships. See # 50, # 65, and # 137.

52   1845?

Fanny

Description: schooner
Tons: 16
Dimensions: ?
Registration: ?
Built: 1846, XX ?, Lake Mac.
Owned: 1847 Mar 18, R.M.Robey; purch by Whittell;
Cargo(s): coal from Ebenezer mines
Wrecked: ?
Refs: Murray, 83.

53   1845

Primus

Description: ketch
Tons: 38?
Dimensions: ?
Registration: ?
Built: ?
Owned: purch by Whittell
Cargo(s): coal from Ebenezer mines; Brown, master.
Wrecked: ?
Refs: Murray 83

54   1845

Ebenezer

Description: schooner
Tons: 89, 49?
Dimensions: ?
Registration: #77/1850 Sydney
Built: 1845 by X?, Lake Mac.
Owned: Threlkeld; McNmara & Son; 18Mar1847 Morris & Hanson; T.
                 Aveney, master.
Cargo(s):   Feb 1845 arr Sydney Dickinson with 49 tons coals fro Lake
                 Mac..
Wrecked: 30July1859 entering Tweed River from Sydney as wind
                 dropped. Drifted on rocks and broke up rapidly with 4
                 passengers drowned.
Refs: Murray, 77; J.Jervis 123; Loney Vol 2, p.104; *SMH* Aug 1859.

55   1846

Secundus

Description: ketch
Tons: 26
Dimensions: 46'2"x14'0"
Registration: #95/1846
Built: 1846 John Booth, Brisbane Water;
Owned: purch by Whittell; 18Mar1847, Joseph S. Hanson, merchant,
                 Sydney.
Cargo(s):   coal from Ebenezer mines to Sydney;
Wrecked: 22May1848 at Richmond River driven ashore.
Refs: Dundon, 193; Murray 83; Bateson, Vol. 1, p. 218.

56   1846 (Aug)

Prosperous

Description: ketch
Tons: 15
Dimensions: 41'x12'1"
Registration: #28/1846
Built: 1846 John Booth, Brisbane Water
Owned: ?
Cargo(s):   shells to Sydney, and later in 1846,7 took cargos of coal from
                 Lake Mac to Sydney
Wrecked: ?

Refs: Murray 83

57   1846 (Nov?)
Ann Mary

Description: schooner
Tons: 49
Dimensions: 51'8"x15'1"
Registration: ON 32474; #11/1847, #27/1848, #73/1853, #56/1856, #73/1853,
                Sydney.
Built: 1846 by Taylor Winship, Lake Macquarie. "... as appears by the
                Certificate of Taylor Winship the builder dated 7th Jany 1847 now
                produced". (from Reg Cert, as Builders Cert no sighted)
Owned: 18Mar1847: John Curtiss, Agent, Sydney, & Michael Caffrey,
                Tweed River, timber merchant; 1849, 10 February, M. Caffrey,
                timber merchant, Sydney; ... etc.
Cargo(s):   ?
Wrecked: Mar-Apr 1847 capsized losing crew of 6. 18 April *Susan* found
                her bottom up and towed to Sydney. Within 1$^1/_2$ miles of Sydney
                Heads tow broke and weather meant end of towing. Eventually a
                steamer *Cornubia* towed her into Sydney on 24 April.
                Eventually repaired, sailed 12 July from Sydney for Moreton
                Bay, Qld.
Refs: J.Jervis, 124; Bateson, Vol. 1, p.206

58   1847
Curlew

Description: cutter
Tons: 12
Dimensions: 36'4"x8'6"
Registration: ON ?; #58/1847, 108/1849, Sydney.
Built: 1847 by Taylor Winship, Lake Mac.
Owned: C. Mitchell, merchant of Sydney.
Cargo(s):   ?
Wrecked: 4Mar1848, Lake Mac heads. Smith (master).
Refs: J. Jervis, 124; Bateson 216; *SMH,* 9Mar1848.

59   1847 (Mar)
Currency Lad

Description: cutter
Tons: 13
Dimensions: 33'3"x12'2"

Registration: ON ?, #70/1841
Built: 1841, Brisbane Water by unknown builder for William Spears,
                farmer Brisbane Water.
Owned: Purch? Mar 1847 by William Speer?
Cargo(s):   ?
Wrecked: Sank 1858
Refs: Dundon, 37; *SMH:* 11Sept 1849; Murray, 97; *SMH,* 18Mar 1847.

60   1847 (Mar)?

*Emma***?**

Description: ketch
Tons: 31
Dimensions: 46'7"x13'8"
Registration: #45/1846
Built: J Piper, Brisbane Water
Owned: Joseph Spears butcher in Sydney.
Cargo(s):   ?
Wrecked: ?
Refs: ?

61   1847 (Oct)

Not Known

Description: barge #1
Tons: ?
Dimensions: ?
Registration: ?
Built: Winship of Stockton
Owned: Robey
Cargo(s):   coal trade
Wrecked: ?
Refs: Clouten 99; Murray 85; Maitland Mercury 26 May 1848.

62   1847 (Oct)?

Not Known

Description: barge #2
Tons: ?
Dimensions: ?
Registration: ?
Built: Winship of Stockton
Owned: Robey
Cargo(s):   coal trade

Wrecked:
Refs: Clouten 99; Murray 85; Maitland Mercury 26 May 1848.

63   1848 (May)

Anna Maria

Description: schooner
Tons: ?
Dimensions: ?
Registration: ?
Built: 1848 T. Winship
Owned: Robey
Cargo(s):   coal trade Lake Mac to Sydney
Wrecked: ?
Refs: Murray 85
*NOTE: Which (if any) is relevant of two wrecks recorded: *Anna Maria*, 23Aug1851, and 20 July 1857; Loney Vol 2, pp14 & 85.

64   1848 (May)

Clara [1]

Description: schooner
Tons: 49? 50?
Dimensions: ? 67'0"x15'1" ?
Registration: ?
Built: 1848 T.Winship
Owned: Robey
Cargo(s):   built for coal trade Lake Mac to Sydney; arr Sydney, Porritt master, 31 Aug 1849 with 60 tons coals;
Wrecked: ?
Refs: **Bateson Vol 1, p. 238**
*NOTE: Is this the same Clara? wrecked 16 April 1850 Brunswick River, built 1848 by William Chowne, Clarence River. Owned Ralph Robey, Sydney, John Morgan, master.

1850 – 1874 (Dec)

65?   1853?

Uncle Tom

Description: ketch

Tons: 27
Dimensions: 60'x16'5"?
Registration: ?, Sydney
Built: 1853, by X ?, Sydney
Owned: ?
Cargo(s):   1860 Brisbane Water ?
Wrecked: 1875, 21(?) Dec., James Tyrrell and J. Lanchester owners,
                James Tyrell, master, on Lake Mac bar with full cargo of timber.
                Heavy seas threw her onto the spit where she filled up then
                broke up.
Refs: Loney Vol 3, p. 54; *SMH:* 18Mar1876.

66   1855?

Peahen (or *Pea Hen?*)

Description: ketch
Tons: 20 or 17?
Dimensions: 45'2"x12'6" or [45'x14.4']
Registration: ON 32343, #36/1868:
Built: 1855 J. Piper, Brisbane Water
Owned: William Spears, butcher Sydney; 1868 (now 17 tons) Bill Beattie,
                Brisbane Water; 1870 Arch Blair, Sydney; 1872 H. Challoner,
                Sydney; 1875 J Seamer, Sydney.
Cargo(s):   ?
Wrecked: July 1878 went ashore at Patonga.
Refs: Dundon 83, Murray 101; *SMH* 28Aug1878; *ANZ* 1878-79.
Note: Name is: *Peahen* according to Dundon, p. 83.

67   1859?

Sole

Description: ketch
Tons: ?
Dimensions: ?
Registration: ?
Built: 1847/48, N'C
                "A large and cumbersome life boat was built in N'C 1847/1848 ...
                On one occasion going to a wreck it got injured, was sold, and
                made into a splendid sailing vessel, to trade to Lake Mac."
Owned: John Lang
Cargo(s):   "*Sole*, for Lake Macquarie" Coaster Outwards 9 Aug 1859,
                Empire (Sydney) 10 August 1859, p. 4. and
                Coasters Inwards "*Sole*, from Lake Macquarie, 6 tons wood"
                Empire (Sydney) Wed 10 August 1859, p. 4.
Wrecked: 18Feb1861
Refs: Callen, 80; Bingle,44; (*N'C Chronicle* 2Mar 1861)

NOTE: Reported in *Empire* (Sydney) but appears a bit odd that it dep and arr on same day in Sydney with a cargo of wood from Lake Mac.?? Greg notes this is the only mention in his search of Trove for the ketch *Sole.*

68   1859?

'Plevna' ?*

Description: schooner
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Owned by Joseph Marshall, snr. original prop. of Paddington
                   Brewery, and 'Arundinetum', Sugar Bay, Lake Mac. which was
                   purchased about Nov 1859
Cargo(s):   ?
Wrecked: ?
Refs: ?

***NOTE: Need to check the name of this ship. Marshall was in Sydney Yacht Club and sailed with them and what ever name he used then for his schooner is the name to use here, as he sailed it to Lake Mac. - I think several times.   I borrowed this name *Plevna,* for his schooner from a name he used for one of his estates. Am currently (August 2019) reading the history of those yacht clubs in Port Jackson. Col.**

69?   1860 (July)

Maid of the Lake

Description: schooner
Tons: 18, 16?
Dimensions: 48'6"x13'
Registration: ON 36846; #19/1860. Reg closed 18Jan1872 "Lost. Cert of reg.
                   lost with vessel."
Built: 1860, Ben Davis, Brisbane Water.
Owned: John Booth, timber merchant, Balmain; 1863, Robert Cox,
                   timber merchant, Baltic Wharf, Sydney;
Cargo(s):   30 July 1860 arr Newcastle from Lake Mac.
Wrecked: Lost, presumably before 1872.
Refs: Dundon, 100.

70   1860

Name not known - A

Description: ketch A
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   "three small ketches [named here A,B,C] came regularly to take
             pit-sawn timber or shingles cargoes." (Clouten, 128)
             And possibly cedar too!
Wrecked: ???
Refs: Clouten, p. 128. fn 2.

71   1860
Name not known - B

Description: ketch B
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   "three small ketches [named here A,B,C] came regularly to take
             pit-sawn timber or shingles cargoes."
Wrecked: ?
Refs: Clouten, p. 128. fn 2.

72   1860
Name not known - C

Description: ketch - C
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s):   "three small ketches [named here A,B,C] came regularly to take
             pit-sawn timber or shingles cargoes." (Clouten, p. 128)
Wrecked: ?
Refs: Clouten, p. 128. fn 2.

73   1863 (Mar)
Carrywell (or *Carry Well?*)

Description: schooner
Tons: 74
Dimensions: 83'2"x29'3"
Registration: ON 31689, #20/1865, Sydney
Built: 1850, Melbourne
Owned: ?
Cargo(s): "The Cardiff Coal Company - The first cargo of coals from the mines of this company arrived in port on 20th instant, by the *Carrywell*, from Lake Macquarie, and is now being discharged into the *White Adder*, for Shanghai. ..." (*Sydney Mail*, Sat 28m March, 1863, p. 3)
Wrecked: Wrecked almost 1864 and withdrawn from Lake Mac. service. Wrecked totally 12July 1866 Coffs Harbour, went ashore with cargo timber from Coff's Harbour.
Refs: Clouten 184; Loney, Vol 2, p179.

74 1863 (May)
Connaught Ranger

Description:
Tons: 12 or 42?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s): May 1863 dep Sydney for Lake Mac, McBurney, master.
Wrecked: ?
Refs: *Empire?*, Sydney, Fri 29 May 1863, p. 4, Clearances--May 28. Coastwise?.

Greg. This was your Part 15 from Cols List and the top of p. 4 in such list you sent me. Seems quite clear another ship to add to my list and possibly also your data base too. Not sure about reading tonnage clearly of this 'ship'. However, not able to track any references to it in my books on wrecks and it was not built at Brisbane Water.

75 1864?
Esther

Description: ketch?
Tons: 37?
Dimensions: 53'x ?
Registration: ON 3239, #68/1854, Sydney,
Built: 1854 NSW
Owned: ?
Cargo(s): ?

Wrecked: Nearly wrecked on the bar and withdrawn from Lake service.
6 Sept 1874, totally wrecked north spit, Hawke River, NSW.

Refs: Clouten, 184

76   1864 (Mar)

Village Maid

Description: ketch
Tons: 11
Dimensions: 38'4"x10'7"
Registration: ON 59508, #34/1860, Sydney.
Built: 1860, Thomas Davis (probably? as no builder recorded in register), Brisbane Water. (Thomas Davis was mortgagee for first joint owners; Dundon, p. 133).
Owned: 1860, William Nein & William Taylor, mariners; 1861, Joseph Russell; 1862 Thomas Russell; 1868 by John Hollings Russell, Cooranbong. Piloted by William Boyd.
Cargo(s):   "Coasters Outwards-March 26. *Village Maid*, Connaught master for Lake Macquarie" (*SMH* 28 Mar 1864) not stated but possibly with provisions from Sydney for Cooranbong.
Wrecked: 7 Sept 1876 wrecked totally. "On Thursday night last [viz. 7 Sept] she was going into the Lake, bound thence from Newcastle ... The night was very dark, with a strong wind blowing from N.E. ... missed stays and was carried on to the rocks, where she was dashed to pieces. ... The master Robert Campbell and two other men who were on board of her were saved." (*NMH*: 13Sept1876,p.2)
Refs: Dundon, 128, 133; Clouten, 135,137,217, 219; Chamberlain 49,54,56,69; Nilsen 39; *AT&CJ,* 16 Sept, 1876, p.7; NMH, 13Sept1876.

77   1864 (Sept)

West Hartley No 1

Description: schooner
Tons: 69
Dimensions: 89'3"x17'7"
Registration: ON 38803, #35/1864, Sydney.
Built: 1863 Blackwell, England.
Owned: Hartley Coal Coy, Hartley Point, Lake Mac (1 mile N of Cardiff Point). Sold 1865 to Campbell & Steel.
Cargo(s):   Cargo of coal 7 voyages in 1864 and 2 in 1865.
Wrecked: ?
Refs: Clouten 163,182; Murray 108; Nilsen 93; Murray 109.
Image:
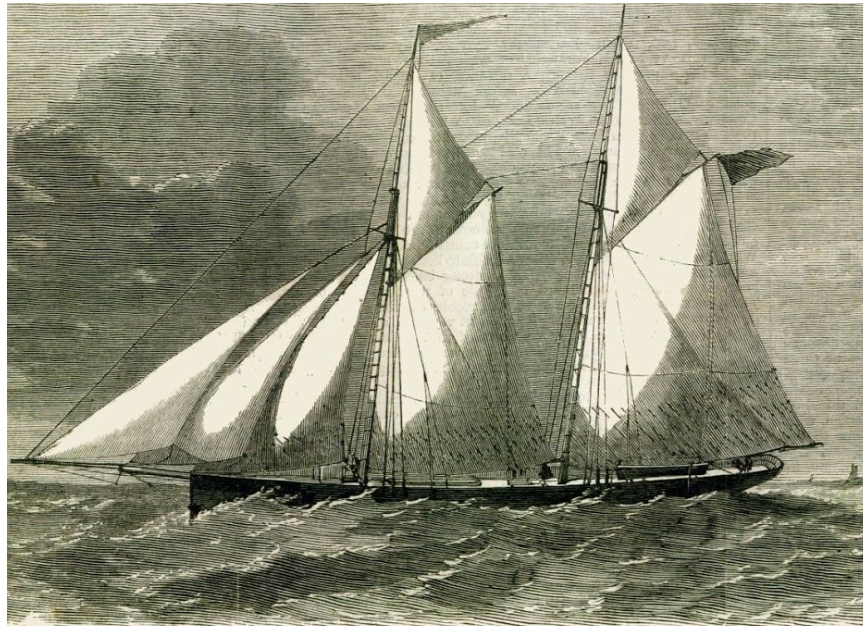
WEST HARTLEY NO 1, A NEW FLAT-BOTTOMED SCHOONER FOR THE COAL TRADE OF NEW SOUTH WALES -

78   1865

Dora

Description: ketch, (or schooner ?)
Tons: 18 (or 25 ?)
Dimensions: ?
Registration: ?
Built: ? Lake Mac
Owned: ?
Cargo(s):   ?
Wrecked: (1) 1870 29 Apr dep Newcastle for Geelong but sails damaged
and   after repair dep again 5 May. Later sought shelter in Jervis
               Bay. Two anchors parted and the ship went ashore. Captain
               Sayers and crew got ashore safely. The ship was eventually
               refloated and repaired.
               (2) 1871 30 Sept lost (totally wrecked) on bar at Brisbane Water.
Refs: Loney, Vol 2, p. 225; Loney Vol 3, p. 13; *ASR* Nov/Dec 1978

79   1866 (July)

West Hartley No 2

Description: schooner
Tons: 69
Dimensions: ?
Registration: ON 49285, Sydney.
Built: 1863, Blackwell, England.
Owned: Hartley Coal Coy, Hartley Point, Lake Mac. 1865, Campbell
               & Steel.

Cargo(s):   Coal
Wrecked: July 1866, wrecked totally during "Cawarra" gale, blown ashore
              near Lake Mac heads. Full details: *Newcastle Chronicle,* Sat.
              21 July, 1866, p.3)
Refs: Clouten 182,183; Nilsen 93; Murray 109; Loney Vol 2 p180.

80   1867?

Turtle

Description: ketch
Tons: 15 [or 20?]
Dimensions: 46'7"x15'
Registration: ON38823, #17/1867;
Built: 1867 Tom Piper (John's son) Brisbane Water;
Owned: Jon Piper; 1868 James Pointer, Botany; 1870 John Overall,
              Sydney; 1877 Peter Callen, Austen Callen & Michael Callen,
              Stockton; 1878 William Stronach, Clarence Town; 1878 Alex
              Goodsir. 17 May 1879. Auctioned, purch. by James Conway of
              Steam Packet Hotel.
Cargo(s):   "Turtle, from Lake Macquarie, with 60,000 shingles, 1 coup
              fowls, ..." (SMH Tues 3 May 1870, p.4); 1875 cargo of 10,000 ft
              timber for Newcastle.
Wrecked: (1) Oct 1875, stranded near Red Head, NSW, but salvaged.
              1877 Will Boyd captain.
              (2) On beach again 17 May 1879 at Stoney Point, Newcastle
              NSW. (3) Wrecked totally 27Mar1881, sank off Port Jackson
              Heads, after collision with ketch *Agnes*.
Refs: Clouten 156,157,217,219,240; *N'CMH,* 23May1879, &
              5Nov1955; Dundon 83; Chamberlain 48,71; Loney101, 120;
              ASN, 24May1879, 2Apr1881; ANZ 1878-79.
NOTE: Check when was first arrival of *Turtle* to sail Lake Mac?

81   1867

Countess of Belmore

Description: schooner (Q. did this schooner have a cutter stem?)
              Note: SMH description: "The clipper schooner *Countess of
              Belmore*, Sykes, master, will positively sail on Saturday." (*SMH*:
              Wed 14 Dec 1870, p. 1).
Tons: 61
Dimensions: 79.5'x20'
Registration: ?
Built: 1867, Henry Fisk at Lake Mac, **(where??)** having built
              previously three ketches, at Brisbane Water (viz. *Sylph* 1850,
              Midshipman 1851, *Phoenician* 1853).
Owned: ?

Cargo(s):   ?
Wrecked: June 1888 recorded sunk and abandoned in Brisbane River,
              Qld.
Refs: Dundon 200; Loney, Vol 3 p184; *ANZ* 1888, 1894.

82   1868

Hope [2]

Description: ketch
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Capt William Forbes, Swansea.
Cargo(s):   shingles from Dora Creek to Sydney.
Wrecked: ?
Refs: Clouten 219,221.
**Note: Hope [1] #48 and this Hope [2] need checking to see
              whether or not they could be the same ship?**

83   1868

Lorra

Description: ketch
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: Capt Wiliam Forbes an early settler at Swansea.
Cargo(s):   shingles to Sydney.
Wrecked: ?
Refs: Clouten 219.

84   1868

Leo

Description: ketch
Tons: 21
Dimensions: ?
Registration: ON65310, #1/1876, Newcastle.
Built: 1871,
Owned: ?
Cargo(s):   ?
Wrecked: ?

Refs: Clouten 221.

85   1868

Champion

Description: ketch
Tons: 42.24 when first registered Newcastle.
Dimensions: 70'6"x15'4"
Registration: ON51584, or #3/1872, Newcastle, when first registered.
Built: 1868, Cornelius Moynahan, of Lake Mac., at Newcastle. One
                deck, round stern.
Owned: 1868, John Dalton of Newcastle.
Cargo(s):   ?
Wrecked: 1877, 10 April, sunk after collision with s.s. *Maitland* near
                Nobbys, Newcastle.
Refs: Murray 160; Loney Vol 3, p. 72; Parsons, *Ships Registered
                Newcastle,* p.20.

86 ?   <1870

Little Pet

Description: schooner
Tons: 78 (stated as 100 tons in advertisement for sale: *SMH,*
                17July,1870)
Dimensions: 65'7"x18'4"
Registration: ?
Built: ?
Owned: ?
Cargo(s):   1884,18Mar - coasters outwards from Sydney for Wollongong,
                presumably in ballast (*SMH:* 19Mar1884,p.8); and 28 April -
                coasters inwards from Wollongong, with 100 tons coal. (*SMH:*
                29Apr1880,p.4).
Wrecked: 13Jun1885 on Bellambi Reef, near Wollongong, high seas
                reduced to bits. Crew saved by passing steamer.
Refs: Loney,Vol 3,p.155; *ASN* 5Sep1885; *ANZ* 1882-83.

87   1870 (Jan)

Sarah Ann

Description: ketch
Tons: 19
Dimensions: 49'8"x12'8"
Registration: ON 41115, #45/1859
Built: 1859, Jonathan Piper,

Owned: 1859, Jonathan Piper; 1863, Adam Houlsby, Sydney
              shipbuilder; 1865, Charles Kelsey, Hugh Leslie, David ravels;
              1865, C. Kelsey and H. Leslie; 1868, H. Leslie and Robert
              Armstrong.
Cargo(s):   Timber.
Wrecked: 15 Jan 1870 with cargo of timber for Newcastle, John Reid,
              master, attempted to leave Lake Macquarie ran on to rock at the
              Heads and was badly holed. Attempts to salvage failed. Most
              of cargo was recovered.
Refs: Dundon, 83; *SMH* 18 Jan 1870.

88   1870 (early?)

Not known - A

Description: Longboat
Tons: ?
Dimensions: ? "The fishermen used boats about eighteen feet long." (Jervis,
              Lake Mac, etc, p. 123.)
Registration: Probably not?
Built: ?
Owned: 17 Chinese fishermen at Pelican Flats shared 4 longboats?.
Cargo(s):   fishing on Lake Mac
Wrecked: ?
Refs: Clouten 162; TCJ 9July 1870; Jervis, J., Lake Mac etc. JRAHS,
              1945, p. 101-125.

89   1870 (early?)

Not known - B

Description: longboat
Tons: ?
Dimensions: ?
Registration: probably not?
Built: ?
Owned: 17 Chinese fishermen at Pelican Flats shared 4 longboats.
Cargo(s):   fishing on Lake Mac.
Wrecked: ?
Refs: Clouten 162; TCJ 9July 1870

90   1870 (early?)

Not known - C

Description: longboat
Tons: ?

Dimensions: ?
Registration: probably not
Built: ?
Owned: 17 Chinese fishermen at Pelican Flats shared 4 longboats.
Cargo(s): fishing on Lake Mac.
Wrecked: ?
Refs: Clouten 162; *TCJ,* 9July 1870.

91   1870 (early?)

Not known - D

Description: longboat
Tons: ?
Dimensions: ?
Registration: probably not?
Built: ?
Owned: 17 Chinese fishermen at Pelican Flats shared 4 longboats.
Cargo(s): fishing on Lake Mac.
Wrecked: ?
Refs: Clouten 162; *TCJ,* 9July 1870.

92   1870's

June

Description: "A graceful vessel passing by ..." (Henry Robarts, Dora Creek)
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s): ?
Wrecked: ?
Refs: Chamberlain 49.
NOTE: **To date failed to find any other references to this ship!**

93   1870 (Oct)

Kate Moynahan

Description: Rigged Newcastle first as brig, and later re-rigged as schooner.
Tons: 102.36 As registered Newcastle
Dimensions: 81'.0"x19'0" as registered Newcastle; or 94'x22'
Registration: ON 51569; #4/1870, Newcastle.
Built: 1870, Cornelius Moynahan, Cardiff Point, Lake Mac. towed to
          Newcastle for rigging. The hull was advertised for sale Oct

1870, (*SMH*: 14Oct1870) and after rigging the new brigantine for sale Jan 1871 (*SMH*: 14Jan1871)

Owned: 1870 Cornelius Moynahan; 1871 Feb John Henderson and Alexander Smith; ?

Cargo(s): NZ trade, coal and timber? However, when wrecked or "stranded; total loss", the cargo was: "Railway iron".

Wrecked: 2Jan1876 NZ (Murray, *Belmont,* p.162). Murray quotes correctly the NZ report to Parliament 30 June 1876 where at p.16 it says: "Place where Casualty happened - North Spit at Heads of the Manawatu River, Wellington". However, The Manawatu River is on the west coast and passes through the town of Palmerston North entering the Tasman Sea near Foxton. And that is no where near the city of Wellington, the capital of NZ. I am not explaining the report, but simply adding facts as I lived there. For others than Kiwis, the explanation is: the vital distinction between the City of Wellington and the Province of Wellington.

Refs: *SMH*14Oc1870; & 14Jan 1871; AtoJs Online, 1876 Session I, H-26, at p. 16.

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Refs: *SMH*14Oc1870; & 14Jan 1871; AtoJs Online, 1876 Session I, H-26, at p. 16.

95   1871

Tim Whiffler

Description: ketch
Tons: 23
Dimensions: 53'x15'6"
Registration: ON 38864, Sydney;
Built: 1868 Thomas Davis, Brisbane Water.
Owned: 1868 Thomas Davis; John Seamer and William Robertson, both timber merchants of Woolloomooloo; 1869 Seamer, Robertson and James Hammond, a Sydney mariner; 1870 James Hammond.
Cargo(s):   ?
Wrecked: 11 Oct 1869 capsized and sank in the rip at Brisbane Water, with loss of life. (Detail account given in Dundon, p. 132-3). Was raised and repaired.
              16 Nov 1871 after dep. Sydney in ballast for Lake Mac. off Bird Island a sudden night squall capsized her - wrecked totally. W. Johnson, master, and a seaman (W. White) took to the boat and were drowned but one man (Berthia Welop) clung to a booby hatch cover for eight hours and was rescued next day by the Newcastle tug *Bungaree,* Captain Woodringham.
Refs: Dundon 132; Loney 15; *SMH* 25Nov1871.

96   1871 (July)

Sea Gull

Description: ketch
Tons: 23.39? [or 14 - Loney]
Dimensions: 55'x13'8"? [or 39'x13.8' - Loney]
Registration: ON 64367, #33/1871, Sydney.
Built: 1871, Peter Callen, Lake Mac. (on Dora Creek, possibly Cooranbong.)
Owned: sold 14 July 1875 to Edward Coulter and Patrick Owens both Cooranbong. Master John Russell; Operated by Coulter & Blackford families of Cooranbong,
Cargo(s):   65,000 shingles to Sydney.
Wrecked: 29Aug1876 dep Lake Mac for Sydney, lost 11Sept? 1876 at Heads
Note: "... the loss of the Sea Gull, ketch, 11 tons burthen, owned by Mr Patrick Hones, and trading between Sydney and Lake Macquarie with cargoes of timber. ... the beach strewn with fragments of wreckage, ... two boards marked 'Sea Gull', ... there is little doubt that the ketch has been totally wrecked. The names of the crew are John Jones (master), John Dempsey,

and a Frenchman known by the cognomen of "Lomo"(?)"
Sydney Mail and NSW Advertiser, Sat 16 Sept 1876, p. 375.

Refs: Clouten, 188, 220, 221; Chamberlain, 69; *NMH,* 19May1877;
Loney, 64; Parsons, *Australian Shipowners*, 3/11, 305.

97   1873 (Feb)

Mary Warner

Description: schooner (topsail)
Tons: 64.8
Dimensions: 77'6"x21'
Registration: ON 64417, #23/1875, Sydney; reregistered #66/1892, Sydney.
                 Register closed 30 May, 1894.
Built: 1873, G.W. Batten at Speer's Point, Lake Mac.
Launched: 1873, Jan 28, at Speer's Point. Named for Jonathan Warner's
                 widow Mary.
Note: "Launch. On Tuesday, the 28th ultimo, a large number of
                 persons proceeded to Lake Macquarie, to witness the launch of
                 Mr Speer's new schooner, the *Mary Warner*. The *Mary Warner*
                 is built entirely of colonial hardwood, and is so constructed as to
                 draw very little water when loaded. Her dimensions are:- Length
                 of keel,78 feet; beam 22 feet; depth of hold, 5 feet 6 inches;
                 tonnage, about 120 tons.--*Newcastle Chronicle*, February 15."
                 (Source: *SMH*: Mon 17 Feb 1873. p.4)
Owned: Built for William Speer of Sydney, coal merchant; 1875, 19 July,
                 Bank of NSW mortgaged which was discharged 23 Sept 1890;
                 1890, 23 Sept, mortgaged to City Bank Inc of Sydney; 1892, 29
                 July, sold to Frederick Cooper, Empire Hotel (prop.), Sydney;
                 1893, 23 March, Frederick Cooper & Thomas Books; 1893, 23
                 March, Thomas Books & Henry Gibson; 1893, 10 August, Henry
                 Gibson & Annie Elizabeth Cooper; 1893, 10 August, Annie
                 Elizabeth Cooper.
Cargo(s):   1873, Feb 17, Maiden voyage, Bertel Christensen (master), dep
                 Lake Mac for Sydney with 20 tons coal from Mr Speer's land
                 [Lochend?] and a quantity of fire wood. Piloted safely through
                 the Heads by Captain [Thomas?] Boyd.
Wrecked: 1894, 20 April, when foundering off coast at Kiola, NSW.
Refs: Clouten 186,212; Purtell 192; Murray 119; *N'C Chron*,
                 22/2/1873.

98   1873 (Dec)

Eliza Mary

Description: brigantine
Tons: 161 (or 160.81 as registered Newcastle)
Dimensions: 100'8"x20'9"

Registration: ON 51593, or #12/1873, Newcastle. Register closed 14 July
              1874. Re-registered in Wellington, NZ.
Built: 1873, C. Moynahan, Cardiff Point, Lake Mac.
Owned: Daniel Moynahan, shipwright, Newcastle.
Cargo(s):   Coal from Newcastle, NSW, to NZ. Possibly bound there for the
              development of Waitara town on the Waitara River a little north
              of New Plymouth, and both due north of Mount Egmont, which
              most tourists know well.
              Only the previous day (13 July 1874) the schooner *Paterson* 161
              tons carrying a cargo of "Railway material" was "Stranded; total
              loss" at the very same river entrance - the other side, "North
              Spit"!
Wrecked: (1) 1874, July 14, at entrance to Waitara River, North Island,
              N.Z., John James, master. "Stranded; partial loss - South Spit
              at the entrance of the Waitara River - Vessel drew too much
              water ... [fresh breeze from N.N.W.] ... took vessel on Spit. -
              Officers relieved from blame." (ref: AtoJsOnline, 1875 Session I,
              H-12a, at p. 10). Salvaged and sold in NZ.
              (2) ?
Refs: Murray, *Belmont*, p. 162; AtoJsOnline, 1875 Session I, H-12a, at
              p.10.
Note: Repaired and sold in NZ!? Yet to chase further details!

99   1873?

Hirondelle

Description: schooner
Tons: 96? or 153? in advt for sale (*SMH;* 17Sept1870)
Dimensions: ?
Registration: ?
Built: 1849, Portland, Vic;
Owned: Speer, Sold 1892?
Cargo(s):   ?
Wrecked: ?
Refs: Murray, 113,133; Parsons Vol 20, p. ?;
***NOTE: When did she visit Lake Mac? Greg notes that he can't find
              any evidence that she ever sailed Lake Mac?**
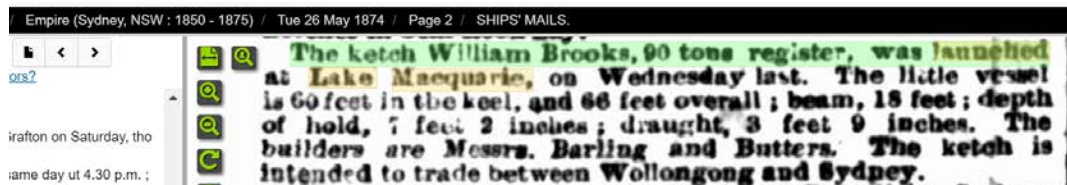   ***   Need to check this out further before deleting the entry!**

**Murray (p. 113) says: *Little Pet* 100 tons, *Hirondelle* 153 tons, and
Isabelle 175 tons all schooners were put up for sale by Mortgagees -
SMH 17Sept 1870. He shows the advt for the sale as one of his
illustrations on p. 113.
The two: *Hirondelle* and *Little Pet* were still registered in his name
thereafter and *Hirondelle* remained in his service until his death - see
Maitland Mercury 18/2/1873, and *SMH*, 7/3/1873.
* Need to check these out further?**

100   1874 (May)

William Brooks

Description: ketch
Tons: 53.3 as on reg cert! (90? see *note below from newspapers)
Dimensions: 62'4"x18'9"
Registration: ON69764, #41/1874, Sydney; #88/1892, Sydney. Noted
            "Register closed 6 May 1952 ... owner died 1910 and no trace of
            vessel or beneficial owner."
Built: 1874, by William Batten (or G.W. Batten & Co. as on reg cert),
            Speer's Point, Lake Mac. Built of Spotted Gum (*E. maculata*).
            Builders given as Messrs Barling and Butters in newspaper
            report (see *note below)
Launched: 1874, 20 May.
Owned: William Speer, of Sydney; (named after the original owner of his
            estate); 1892, 24 Oct, Aubrey Griffiths; 1895, 2 Jan sold foreign
            (Solomon Is.): and reg closed 23 Jan 1895.
Cargo(s):   coal trade;
Wrecked: ?
Refs: Clouten 222; Murray, *Cockle Creek*, 120; *Newcastle Chronicle*,
            6June1874; *Maitland Mercury* 9 June 1874.

*NOTE:

Empire (Sydney, NSW : 1850 - 1875) / Tue 26 May 1874 / Page 2 / SHIPS' MAILS.

The ketch William Brooks, 90 tons register, was launched at Lake Macquarie, on Wednesday last. The little vessel is 60 feet in the keel, and 66 feet overall ; beam, 18 feet ; depth of hold, 7 feet 2 inches ; draught, 3 feet 9 inches. The builders are Messrs. Barling and Butters. The ketch is intended to trade between Wollongong and Sydney.

101   1874 (Dec.?)

Star of Peace

Description: ketch
Tons: 17 (or 16.55 when registered Newcastle).
Dimensions: 45'3" x 12'3" when registered Newcastle.
Registration: ON 70793, #1/1875, Newcastle.
Built: 1874 by Matthew Kenah & John Braid, at Cooranbong, Dora
            Creek, Lake Macquarie. 1 deck, round stern.
Owned: 1874 Matthew Kenah; 1875 Jan, Adolphus & James Blackford
            (Cooranbong); 1886, Nov, Colin Dove & Ed. Ancell; 1888 Jan,
            Jas. Robinson & Ed. Ancell; 1888 May, John Davis, Cooktown,
            Qld; 1919 Register closed as "No further trace found".
Cargo(s):   Operated by Coulter & Blackford families of Cooranbong -
            shingles to Sydney.
Wrecked: Lost trace of vessel and reg. closed 1919?

Refs: Parsons, *Ships Registered at Newcastle NSW*, rev. edn. Jan 1982, p. 26; Clouten, 220,221; Chamberlain, 69; Parsons, *Ships Registered at Newcastle.* p.26.

102   1874 (Sept)

Rose

Description: ketch
Tons: 11 (or 10.65 as registered, Newcastle)
Dimensions: 37'x11'2"
Registration: #51592, or 6/1873, Newcastle.
Built: 1872 by William Thoroughgood, at Bluff Head, Hunter River; WT of Lime Burners Bay, Hunter River. 1 deck, round stern.
Owned: Wm. Thoroughgood; 1874 Sept, John O'Leary, publican of Lake Macquarie.
Cargo(s):   shingles (55,000) Lake Mac. to Sydney.
Wrecked: 1877, 12May, J Buckley master, "apparently when the pilot at Lake Macquarie approached to guide her across the bar she veered off into the darkness and was not seen again until found on the beach about 23 miles to the south". (Loney, Vol 3, p. 73). Wreck found near entrance to Tuggerah Lake, NSW. (Parson, *Ships Registered at Newcastle*, p.23.)
Refs: Clouten 217,219,220, 226; Turner *Manfg N'C,* 52; Chamberlain, 70; *SMH;* 18,19 May 1877; Parsons, *Ships Registered at Newcastle,* rev. edn. Jan 1982.

1875-1900 (Dec)

103   1875? (July)

Agnes Rose

Description: ketch
Tons: 25.19 when first registered, Newcastle. After re-registration 34.44 tons.
Dimensions: 50'5"x14'4" when first registered, Newcastle. After re-registration: 63'8"x15'8"; after lengthening June 1876, length of keel 65' and beam 16'6"
Registration: ON 70799, #11/1875, Newcastle, when first registered; Re-registered #9/1876.
Built: 1875 Peter Callen,? Stockton; 1876 June in Peter Callens yard on the slip undergoing a thorough clean and being lengthened by 12 feet being added to her midships. (*Newcastle Morning Herald,* 21 June 1876, p. 2)

Owned: 1875 Peter Callen, Stockton; 1876, Peter & Michael Callen, Stockton; 1877 Feb, Jos Starr & Ed Davies; 1882 June, Jos Starr & I Israel; 1887 Oct, Jos Starr & Benj Lloyd; 1888 Dec, Benjamin Lloyd.

Cargo(s): Carrying capacity when built 55 tons, and after lengthening June 1876 carrying capacity 70 tons.
July 1874? timber from Kings Sawmills on Dora Creek to Newcastle.

Wrecked: 1892, Fri 24 Dec dep Sydney for Port Stephens with general cargo. Never arrived. Body of mate found off Broken Bay, with wreckage near Botany Bay. 1892? Sarah Lloyd owner, Nash master when wrecked.

Refs: Clouten, 214,221; Loney, 223; *ASN* 24Feb1893; *ANZ* 1882; Parsons, *Ships Registered Newcastle,* p.28. *SMH:* 21Jun1876,p.2; *NMH:* 29Dec1892,p.4.

104 1876 (June)?
Contest

Description: ketch
Tons: 25
Dimensions: 47'1"x13'2"
Registration: ON 32610, or #11/1869, Newcastle; ex #66/1865 Sydney. #74/1854
Built: 1854 Ben Davis, Brisbane Water. One deck, square stern.
Owned: 1854 Ben & Rock Davis; 1855 William Chapman, mariner, Sydney; 1866 J. Hogg; 1869 John Lindsay, general dealer and transferred to Newcastle registry; 1873 July, John S. Hart, Raymond Terrace; 1876 June, Thomas Healey, Cooranbong; 1879 July, Peter Callen, Stockton; 1879 Aug, Ed. Foley. Reg closed 1919 Jan. - no trace of vessel or owner.

Cargo(s): "... first trip to the lake for timber." Fully reported in *Sydney Mail & NSW Advertiser*, Sat 29 July 1876.

Wrecked: "The ketch *Contest* was very nearly becoming totally wrecked on a shoal of rocks near the 'Sisters,' Lake Macquarie on Tuesday, the 11th instant. The master, H. Limeburner, reports that the keel of the vessel was torn away from her planking and her bows greatly injured. ... She is now on the bank near the rocks. ..." (*Sydney Mail, etc.* 29 Jul 1876 and also *NMH* 24 Jul1876). Not lost as reported in Loney, *Australian Shiwrecks*, Vol 3, p. 66. Healy, owner at that time, later 1879 sold her to Peter Callen, Stockton. It could be that Peter who had built ships previously at Cooranbong, known to Healys, bought and repaired the vessel for further use!
Gwen Dundon (p 99) records: "Register closed 1919, fate unknown."

Refs: Clouten 219; Chamberlain 70; *NMH* 16Nov1876; Dundon 99; Loney, vol 3, 66; Parsons, *Ships Registered Newcstle,* p.17.

Note: ketch *Contest* in news again: "Fatal Accident at Macquarie Heads." Captain William Forbes an old mariner and old resident of Lake Macquarie Heads, master of ketch *Contest* anchored, and with two others attempted crossing the bar in a small boat which became swamped. They were rescued by the crew of Mr Keele's whaleboat. Mr Keel, a surveyor, was camped at the Heads. (*SMH*, 21 Jun 1879, p. 5)

105   (1879)

Ben

Description: ketch
Tons: 12 (or 12.05 as registered Newcastle)
Dimensions: 41'4" x 12.0"
Registration: ON 74828, #8/1877, Newcastle.
Built: 1877 by Wm. Thoroughgood, at Bluff Head, Hunter River. 1 deck, elliptical stern.
Owned: Wm. Thoroughgood,
Cargo(s):   1879 arr. 13 Sep Newcastle together with *Star of Peace*, *Ettie*, and *Turtle* from Lake Macquarie, probably with timber although not stated (*SMH:* 19Sept1879); arr 28 April, Sydney from Lake Mac, with 7000 feet timber" (*SMH:* 29Apr1880,p.4);
Wrecked: 1881, 21 Oct., dep Newcastle for Lake Mac. but disappeared without trace. A vessel resembling her was seen by the lookout at Nobbys, just before a particularly heavy squall struck the area.
Refs: *NMH&MA* 31 Oct 1881, p. 3.
*Note   **Is this the first visit in 1879 to Lake Mac?**

106   1880 (Aug)

Laura

Description: ketch
Tons: 21.52 (as registered Newcastle).
Dimensions: 54'7"x 15'1"
Registration: ON 74848, #5/1880 Newcastle. Reg closed when sold to German national.
Built: 1880 by Wm. Thoroughgood, at Lake Macquarie. 1 deck, round stern.
Owned: 1880 Wm Thoroughgood, Stockton; 1891 Aug, he died, and Hannah Moncreif becomes owner; 1903 June, Benj. Tuckamore, Leichhardt; 1904 Feb, Daniel Jos. Palmer & Ernest Jno. Forbes; 1905 Sept, John O'Reilly, colliery proprietor; 1906 April, Rbt. Seaman, snr, Balmain; 1906 Oct. Register closed when sold to a German national.

Cargo(s):   Timber?
Wrecked: (1) 9 June 1878, wrecked. (Loney Vol 3, p. 90)
            (2) Oct 1906, Sold foreign!
Refs: Parsons, *Ships Registered at Newcastle NSW*, revd. edn. Jan 1982, p. 39.

The Maitland Mercury and Hunter River General Advertiser (NSW : 1843 - 1893) / Tue 16 Feb 1869

WRECK OF THE KETCH LAURA.—At about six o'clock on Saturday morning, this vessel, whilst attempting to enter the port during the prevalence of the heavy gale, was totally lost. The vessel, it would appear, had been caught in the gale shortly after having left Lake Macquarie, on Friday evening, and the master not deeming it prudent to return to that place, kept on his course for Newcastle. At daylight the ketch made for the entrance of the harbour, and in rounding Nobby's was driven by the force of the waves to the place where the Cawarra was lost, and from thence to the Oyster Bank. After battling with the heavy sea for a brief period, she finally drifted on to the beach about half a mile to the northward of the new breakwater, now in course of construction on the North Shore. A number of persons, observing the vessel's danger hastil—

Note: ***This ketch *Laura* is shown as wrecked totally: 13 Feb 1869.** This doesn't look like the same ship? **Needs further info to sort out facts. May be two different ships!**

107   1875?

Free Trade [1]

Description: cutter
Tons: 39
Dimensions: 68'4"x15'9"
Registration: ON 70797, Newcastle.
Built: 1874
Owned: Peter Callen.
Cargo(s):   ?
Wrecked: 29 April 1884 lost at Heads, Lake Mac.
Refs: Clouten 221; Loney, Vol. 3, p.148; *ASR,* Mar/Apr 1981.

108   1875 (May)

Queen

Description: ketch
Tons: 8
Dimensions: 37'5"x9'6"
Registration: ON 32570, #50/1856 Sydney;
Built: 1856 George Everingham, Webbs Creek (off Hawkesbury Riv);
Owned: Thoroughgood, J.Buckley, master. Operated by Coulter & Blackfords family, Cooranbong.

Cargo(s):   dep Lake Mac for Newcastle with cargo hardwood timber.
Wrecked: 10Feb1876 strong southerly split sails and master ran ashore 1
               mile south of Hannah Bay to save crew.
Refs: Clouten 217,220,226; Purtell 181; Loney 56; *NC* 12Feb1876;
               ANZ 1874.

109   1875 (May)
Mary Ann

Description: ketch
Tons: 24
Dimensions: 46'1"x16'1"
Registration: ON ?, #101/1866, Sydney.
Built: 1866 Edward Davis, Davistown, Brisbane Water
Owned: 1866 Alexander Burns, timber merchant Woolloomooloo; 1869
               George Henry Goodin and William Hicks, sawyers Tuross River;
               etc. at time of wreck owned by Goodlet & Co sawmill owners
               Moryua, Tuross River.
Cargo(s):   Timber. "Having pulled up alongside the Mary Ann—which
               vessel was lying at the Cardiff Saw Mills, taking in timber—we
               landed, ..." (*Miners' Advocate and Northumberland Recorder*,
               Sat. 15 May, 1875, p. 5).
Wrecked: 1870, 27 Mar went ashore at mouth of Tuross River and broke
               her back. Total loss.
Refs: Dundon, 186; *SMH*: 29 Mar 1870.
NOTE: **Need to check if this was the first time (May 1875) to sail
               Lake Mac?**

110   1875 (Aug)
Agnes

Description: schooner
Tons: 1875, 55 [or 80 from 1881]
Dimensions: 97'5"x20'2"
Registration: ON 73315, #88/1875;
Built: 1875 Ed. Davis, Brisbane Water, to order of Jos Lancaster,
               Wyee Point, Lake Mac.
Owned: 1879 W.Wakefiled; 1881 W.Henderson, Newcastle (engines
               removed, now 80 tons); 1889 A.Kethel, Sydney.
Cargo(s):   Timber: e.g. "from Lake Mac, with 200 sleepers and 4000 feet
               timber;" (*NMH:* 3Jul1878)
Wrecked: 1889 July went ashore at Byron Bay but refloated and repaired.
               Mar1890 dep. Sydney for Tweed River. In an easterly gale was
               caught on a lee shore 6 miles north of Brunswick River. No
               survivors. Wreckage and 3 bodies (including Capt Power)
               washed ashore a few days later.

Refs: Dundon, 182,185; Loney 201; *ASN* 15Mar1890, 24May 1890;
              ANZ 1888.

111   1875 (Sept)

Sea Bird

Description: ketch
Tons: 23.39
Dimensions: 55'x13'8" as registered Newcastle, [or 60'x15'?]
Registration: ON 70804, #20/1875, Newcastle.
Built: 1875, Matthew Kenah, Cooranbong, Lake Mac.
              "A small vessel, named the *Sea Bird*, has been launched from
              the yard of Mr. Tobin, of Cooranbury [Cooranbong]. This craft is
              intended to be used in the timber trade, ..." *Singleton Argus, etc.*
              29Sep1875, p.3). One deck round stern carvel built.
Owned: William & Thomas Tobin, sawyers of Cooranbong.
Cargo(s):   When wrecked, John Russell, master, the cargo from Lake Mac
              was: "2500 felloes and 1200 shingles." (*SMH*: 8Jul1876, p.5)
Wrecked: 9May1880 Bird Is. departing Lake Mac bound for Sydney. "...
              she capsized, drowning one seaman. The captain and two
              other seamen were rescued by the Schooner *Reliance*, which
              was passing." (*Evening News*: 11May1880, p.2). "... no fault
              can be found with the master [John Russell]." Board of Inquiry
              report (*SMH*: 11May1880, p.6).
Refs: Clouten, 220; *NMH,* 19 May 1877; Dundon, 99; Chamberlain,
              68; Parsons, Ron., *Ships Registered at Newcastle NSW*, p. 29.

112   1876

Alfred Edward(s?)

Description: ketch
Tons: 34
Dimensions: 58'x16.5'
Registration: 1876 ?
Built: 1876, Stockton;
Owned: John Ash, Newcastle.
Cargo(s):   Engaged in the Lake Mac timber trade. E.g.: Arrived Sydney "...
              from Newcastle: 400 tons coal, 160 tons stone, 24,000 feet
              timber." *Australian Town & Country Journal*, Sat 13 May 1876,
              p. 31. Coasters Inwards-May 4.
Wrecked: 9 Dec 1882 in gale driven ashore at South Ulladulla.
Refs: Clouten 221; Loney 134; ANZ 1878-79,1888.

113   1877 (Aug)

Crest of the Wave

Description: schooner
Tons: 112.3
Dimensions: 96'x21'
Registration: ON 74939, Sydney;
Built: William Batten, Speer's Point, Lake Mac; of spotted gum.
Owned: William Speer. 1892 Sold by auction.
Cargo(s): ?
Wrecked: ?
Refs: Peter Murray, *CC*, 121.

114   1877 (Nov)

Emily and Mary

Description: ketch
Tons: 23
Dimensions: 52'7"x14'5" [or 60'x14']?
Registration: ON 74958, #6/1878, Sydney.
Built: 1878, Matthew Kenah, Cooranbong, Lake Mac.
Carvel built, with billet head and round stern. "A fine ketch was launched this afternoon from the shipbuilding yard of Mr. Matthew Kenah, to the order of Messrs Samuel Coulter and John Blackford, of Cooranbong, built expressly for the Lake Macquarie [timber] trade." (NMH: 24Nov1877, p.2)
Owned: Coulter Bros., Cooranbong.
Cargo(s): "... from Lake Macquarie, with 12,000 feet timber:" (*SMH*: 26Aug, 1880, p.4 --Coasters Inwards--August 25.)
Wrecked: 13Jan1892 dep N'C harbour for Port Stephens, collided with barque *Othello* moored to buoy in harbour. "... her crew of three were saved getting into their own boat." (*Australian Star*, 14 Jan 1892, p.6 'Another Coaster Gone')
Refs: Clouten 220; Chamberlain 71,72; *NMH* 24Nov1877, & 14Jan 1892; *ASN* 15Jan1892; *ANZ* 1888.

NOTE: Racing Commercial Ships on Lake Mac. Nov 1883.

Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954) / Mon 12 Nov 1883 / Page 3 / LATEST SPORTING NEWS.
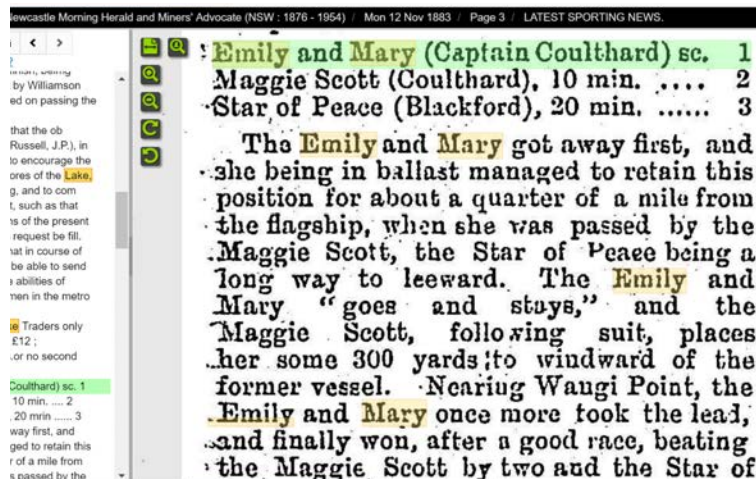
115   1877

Ettie

Description: ketch
Tons: 44
Dimensions: 67'8"x18'4"
Registration: ON 74935, #62/1877, Sydney, from 1895, Fremantle;
Built: 1877 Edward Davis (Brisbane Water) for timber trade.
Owned: John Lancaster, sawmiller, Brisbane Water, and Wyee; 1882 E. Davis etc; when wrecked J. Conolly.
Cargo(s):   timber trade. E.g. "Ettie, from Lake Macquarie, with 18,000 feet timber;" (*SMH:* 4Aug1880, p.4)
Wrecked: 10 Sept 1896 near Esperance Bay, W.A.
Refs: Dundon, 182,186; *ASN,* 19Sept1896; *ANZ,* 1888,1902-03.

116   1877

Clara [2]

Description: schooner
Tons: 67
Dimensions: 81'2"x20'2"
Registration: ON 73379, #53/1876, where?
Built: 1876, Edward Beattie, Brisbane Water (eagle figure-head);
Owned: G Spears, Sydney.
Cargo(s):   ?
Wrecked: 3Aug1877 at night cut in two by steamship *Macedon* between Bulli and Botany and sank in 2 mins. Crew saved.
Refs: Dundon 299; Loney Vol 3, p. 79;

* NOTE: Greg unable to confirm any visit to Lake Mac? Need to verify this before deleting entry!

117   1877

Lady of Lorn

Description:	ketch
Tons:	55.8
Dimensions:	70'9"x18'3"
Registration:	ON 74830, #11/1877, N'Castle;
Built:	1877 Cornelius Moynahan, Cardiff Point, Lake Mac. Built carvel, one deck and round stern.
Owned:	Wm. Henderson; July 1882, Anthony B. Howland; Nov 1882, A B & Wm Frederick Sullivan, Nambucca River; June 1844 register transferred to Sydney; C.B. Bond, of Sydney. By 1889 S.B. Howland and W.F. Sullivan.
Cargo(s):	30,000 feet timber when wrecked. On route from Nambucca for Sydney.
Wrecked:	19 July 1889, Blackler (master) went ashore on Newry Beach, near Moonies/Moore Creek six miles north of Brunswick Heads, or inside South Solitary Island, and was a total wreck. Crew were: S. Balwin, chief officer; L.C. Hansen, cook; V. Johnson, A.B.; and A. Egmond, A.B." (*Daily Telegraph*, 24Jul1889, p. 5)
Refs:	Murray, *Belmont*, 162; Loney, Vol 3, p. 193. Parsons, *Ships Registered at Newcastle*, p. 33; *SMH:* 23Jul1889, p.7.

118   1879 (Feb)

Growler

Description:	schooner
Tons:	36
Dimensions:	62'4"x16'8"
Built:	1878 by Matthew Kenah, Lake Mac. (see Note below)
Launched:	1879, 27 Feb. (as recorded on Reg Cert)
Owned:	1879 Kenah (32 shares), Thomas Tobin & William Tobin, sawyers, Lake Mac; 1888 when wrecked - Messrs Joseph Starr and Charles Johnson of Sydney.
Cargo(s):	1880 Oct 1, arr Sydney from Lake Mac, with 3000palings, 1500 felloes, 23,000 laths;" (*SMH:* 2Oct1880, p.4)
Wrecked:	1888,18Mar, at Gerringong, Captain Johnson (master) driven ashore near Kiama full cargo of timber. Crew of 3 escaped in the boat.
Refs:	Clouten 221; J.Jervis, p.124; Loney, vol3, p. 182; *Daily Telegraph,* 19Mar1888, p. 4; *NMH*, 28 Aug 1879; *ASN* 24Mar 1888; *ANZ* 1882-1883.
Note:	Not Rinah but Kenah as shown here. Reasons explained in Foreword to this Story. Clouten (p.221) following, Jervis (p.124), who followed a newspaper which reported Rinah, misreading Kenah, as written on original Registration Certificate.

119   1879 (Aug)?

Amelia

Description: schooner
Tons: 25
Dimensions: 48'x15'4"
Registration: ?
Built: 1858 at Port Vasse, W.A.,
Owned: Messrs Jones, Parry & Coy, Port Adelaide, A. Reid, master, at
                      time of wreck.
Cargo(s):   Timber from Lake Mac. to Newcastle 13 Aug 1879; and again
                      26 Aug 1880 also to Newcastle.
Wrecked: 1883, 8 Feb sank at Avoid Bay, S.A., after collision with
                      schooner Grace Darling at 2 am in thick squally weather.
Refs: Loney, Vol 3, p. 137; *Adelaide Observer*, 3, 10 Mar 1883;
                      Australasian Shipping News, 24 Feb, & 31 Mar 1883; *ANZ*
                      1882-83.

120   1879 (Sept)

Margaret Penman

Description: "yacht"
Tons: ?
Dimensions: ?
Registration: ?
Built: 1879 C. Moynahan, Lake Mac.
Owned: for Mr Penman & others. To be kept on Lake Mac.
Cargo(s):   ?
Wrecked: ?
Refs: *NMH,* 24Sep1879.

121   1880

Norman

Description: schooner
Tons: 51
Dimensions: 64'8"x20'7"
Registration: ON 75056;
Built: 1880, W. Batten, Speer's Point, Lake Mac. Launched Sat 21
                      Feb 1880. Although *NMH* (28Feb1880) says built by Mr Spears
                      it probably means for Mr Speers by William Batten. It was
                      intended to run in the Wollongong trade.
Owned: Sold 1892;

Cargo(s):   ?
Wrecked: 1895, 28 Aug, struck Bellambi Reef NSW South Coast and sank
              - a total wreck. J.Neill, master. "The Marine Board of NSW
              blamed the master for the wreck stating that he navigated too
              close to the shore and set a course which carried the vessel on
              to the reef. They suspended his certificate for three months."
              (Loney, vol. 3, p. 249)
Refs: Murray 121; Loney 249; *ASN* 31Aug1895, 5Oct1895; *ANZ* 1888.

122   1880 (Dec)
Hazard

Description: schooner
Tons: ?
Dimensions: 64' x 15'6" (keel 57')
Registration:
Built: 1881 by Matthew Kenah, at Pelican Flat. Built with planking of
              turpentine, decked with NZ Kauri.
Owned: Launched 16 Dec 1881 by Annie Taaffe (daughter of John
              Taaffe)
Cargo(s):   ?
Wrecked: ?
Refs: ?

123   1881 [or 1882?]
Maggie

Description: ketch
Tons: 37.5
Dimensions: 64'10"x16'1" (or 61'1"x16'1" when registered according to
              Parsons, *Ships Registered at Newcastle,* p.42)
Registration: ON 83866, #5/1882, Newcastle;
Built: 1881 Cornelius Moynahan, at Cardiff Point, Lake Mac.
Owned: William Henderson, timber merchant, Newcastle; Advt For Sale
              NMH: 3Oct1889; 1889 Sept, Augustus Skillen, Master Mariner.
Cargo(s):   ?
Wrecked: 1890, Nov 9, in Wollongong Harbor
Refs: Parsons, p. 42;

***NOTE: What (if any) relationship to Maggie built 1867, 26 tons (59'x14'3")
and wrecked 10Nov1890 Fairy Reef (Wollongong?) Loney Vol 3 p. 206.
Is it possible this could be the same vessel?**
*   Needs checking?

124   1882

Harold

Description: schooner
Tons: 30
Dimensions: 59'9"x17'4"
Registration: ON 83673;
Built: 1882 W Batten, Speer's Point, Lake Mac;
Owned: 1882 Wm Speer; 1892 advt. for sale of 7 vessels in the estate of
             Wm Speer - by order of the mortgagees (*NMH:* 19Jul1892,p.8);
             Sold 1893. Mr Asher, owner when wrecked.
Cargo(s):   ?
Wrecked: 1893? Erromango, New Hebrides (now, Vanuatu). It appears
             the ship was cruising the Islands, and on one evening anchored
             off Erromango, where the well-known missionary Rev J.
             Robertson and his family lived. The crew all went ashore to the
             mission station for the evening and during the night the vessel
             drifted ashore and became a total wreck. (*NMH&MA:* 18Jul1893,
             p.4).
Refs: Murray 122;

125   1881

Cushat Doo
(Angliee = Scotch Dove)

Description: schooner
Tons: 30.62 (as registered Newcastle)
Dimensions: 58'2"x15'0"
Registration: ON 83869, #6/1882, Newcastle.
Built: 1881, Matthew Kenah, Lake Mac. Carvel, one deck, elliptic
             stern.
Owned: Robert Muirhead, contractor, Bullock Island, Newcastle.
Cargo(s):   Timber, sundries?
Wrecked: 1884, May 6 dep Clyde River, Batemans Bay, for Sydney with
             cargo of timber. Thomas Owen, master, with over a quarter
             century navigating this coast. Did not arrive, wreckage washed
             up Littabella Creek, NSW.
Refs: Loney 149; *ASN* 21Jun1884 & 5Jul1884; *ANZ* 1882-83;
             Parsons, *Ships Registered Newcastle,* p.42.

126   1880s?

Edith

Description: ketch
Tons: ?
Dimensions: ?

Registration: ?
Built: Forbes brothers (Phil & Bill) at Swansea.?
Owned: ?
Cargo(s):   ?
Wrecked: ?
Refs: Nilsen 85.

127   1884

Free Trade

Description: ketch [or cutter]?
Tons: 28
Dimensions: 63'6"x ?
Registration: N'Castle, then Sydney
Built: 1882/3? C Moynahan, Lake Mac.
Owned: ?
Cargo(s):   ?
Wrecked: ?
Refs: ?

*NOTE **Check Parsons, *Ships reg N'C <1900*, p. 49.**
(See also #92? & #111? with same name)

128   1884 (Mar)

Maggie Scott

Description: ketch
Tons: 30
Dimensions: 59'4"x16'7"
Registration: ON 59503, #52/1868, Sydney
Built: 1868, Thomas Davis, Brisbane Water.
Owned: 1868, Thomas Davis; 1869, Thomas Ireland, Sydney, Able to
             carry timber girders up to 50ft length; 1869 Oct, auctioned for
             William Jolly & Co; 1870, Richard Smith, John Cahill, Samuel
             Tomlinson, timber merchants Sydney; 1871, Edward Wamsley,
             timber cutter, Gosford, and John Cahill, Engineer, Sydney;
             1873, Edward Wamsley of Gosford Park, Blue Gum Flat; 1883,
             Thomas Allen and Robert Walker, Sydney; 1884, James
             Henderson (Newcastle register).
Operated by Coulter and Blackford families, Cooranbong,
Cargo(s):   1 Mar 1884 arr. Newcastle from Lake Mac. - hardwood from
             Lake Mac to Newcastle. (*Daily Telegraph*, Tues 4 Mar 1884, p.
             4);
             28Apr1884 arr Sydney from Lake Mac, with sundries. (*SMH:*
             29Apr1880,p.4);

Wrecked: dep. June 1889 Tomakin for Sydney, sprang a leak and abandoned off Shoalhaven. Crew picked up by barque *Veritas*.

Refs: Clouten, 217,220,226; Dundon, 131; Loney, 192.

Note: Would love to know when she first sailed Lake Mac.? Dates listed don't make sense?

129   1884
Free Trade [2] or
Free Trader

Description: ketch/lighter
Tons: 28.4/39
Dimensions: 63'6"x13'6"/68'4"x15'9"
Registration: ON 88969, Newcastle;?
Built: ?Cornelius Moynahan, ? Lake Mac.?
Owned: At time of wreck, Peter Callen?
Cargo(s):   ?
Wrecked: 1884, 28 April, totally wrecked at the Lake Mac. Heads at 5.30 pm.
Refs: *ASR:* Mar/Apr 1981?

Needs Checking further as it appears there might be 2 vessels by name of Free Trade, and/or some with the name Freetrader or Free Trader?

130   1884
Annie

Description: schooner
Tons: 69 or (86? see below advt July 1892)
Dimensions: 80'4"x20'
Registration: ON 89307, #?
Built: W Batten, ? Speers Point, Lake Mac.
Owned: ? Wm Speer (named for W Speer's wife); 1892 sold by auction (see advt below)?
Cargo(s):   ?
Wrecked: ?
Refs: Murray 122.

Note: The vessels owned by W Speer and sold by auction by mortgagee July 1892:

THURSDAY, 21st JULY, at the City
Mart, Sydney, at 11 o'clock.
ABSOLUTE SALE OF VESSELS.

In the Estate of Mr. Wm. Speer—By order
of the mortgagees, comprising—
Crest of the Wave, schooner, 112 tons register
Harold, fore-and-aft schooner, 30 tons register
Norman, fore-and-aft schooner, 51 tons reg.
Mary Warner, schooner, 65 tons register
William Brooks, ketch, 58 tons register
Annie, schooner, 86 tons register
Hirondelle, schooner, 95 tons register.

May be inspected as lying in Johnston's
Bay. Particulars of carrying capacity on
application.

FRASER & CO. will sell by auction, as
above.

Inspection invited prior to sale by auction.

131   1884 ?

Saturn

Description: ketch
Tons: 15.74 (when first registered Newcastle)
Dimensions: 45'0"x15'4"
Registration: ON 88980, #5/1885, Newcastle.
Built: 1884 by John Glover, (where on Lake Mac?) Lake Macquarie. Carvel, one deck, round stern.
Owned: Ellis Taylor, music teacher, of X?; 1885 Dec, John Bryant, Burwood near Newcastle; 1886 June, L.T.Lloyd, official assignee; 1887 July, John Glover;
Cargo(s): Coal
Wrecked: 1890, 1 April, dep Newcastle, John Glover (master) with a cargo of coal and when off Nelson Bay began leaking and was abandoned. She drifted ashore and broke up, totally wrecked.
Refs: Loney, Vol. 3, p. 202; Parson, *Ships Registered Newcastle,* p.51; *ASN*, 12April1890; *ANZ*,1888.

132   1885 late?

Scow

Description: ?
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ?
Cargo(s): 1885 (15 Dec), dep Sydney for Lake Mac. (*SMH:* 16Dec1885, coasters outwards), perhaps with sundries or in ballast!;
Wrecked: ?

Refs: (*SMH:* 16Dec1885, coasters outwards)

133   1885 (Dec)

Frolic [1]

Description: ketch (Dundon, p.193)
Tons: 26, ("carries 40", in advt for sale: see **Note 1** below)
Dimensions: 45'6" x 13'9"
Registration: #43/1854; Register closed with "wrecked at Kiama" not dated
              (Dundon, p. 193)
Built: 1853 Dec, John Booth, Brisbane Water.
Owned: John Booth of Sydney, shipwright; 1854 Robert Rix, Sydney,
              mariner; 1854 Robert Rix and John Hill, Sydney, mariners;
Cargo(s):   **?**Timber, shingles and coal to Sydney; 1890 (2 Aug), dep
              Sydney for Lake Mac. (*SMH:* 16Dec1885, coasters outwards),
              perhaps with sundries or in ballast!;
Wrecked: undated? "Register closed with 'wrecked at Kiama'." (Dundon, p.
              193).
              Abandoned ship. See the wreck reported below under **Note 3:**
Refs: Dundon, p. 193
Note 1:   For Sale advertisement:

Note 2: Wrecked 'totally'? (abandoned ship, Feb 1855)

134   1886 (Mar)

Ann

Description: ketch
Tons: 28
Dimensions: 55.6'x15.7'
Registration: ON 64371, #39/1871, where?
Built: 1871 Piper, Brisbane Water,
Owned: ?
Cargo(s):   ?
Wrecked: 12Mar1886 Port Stephens. C. Hansen master. In a gale lost jib
             and mizzen so ran ashore to save life. Newcastle Marine Board
             found that the captain Christopher Hansen "... was quite justified
             in beaching the vessel [at Morna Point] to save lives of himself
             and crew [John Colsen, A.B., and cook, William Cooper] and
             exonerated him of all blame." (Reported in: *NMH&MA:* 18Mar,
             1886, p.4).
Refs: Dundon 81; Loney 161; *ASN* 20&27Mar1886; *ANZ* 1882-83.

135 ? <1887?

May

Description: ?
Tons: ?
Dimensions: ?
Registration: ?
Built: Forbes bros (Phil & Bill), Swansea, Lake Mac.
Owned: ?
Cargo(s):   ?
Wrecked: 8June1887, Newcastle Harbour.
Refs: Nilsen 85;

136   1887 (Aug)

Betsy

Description: ketch
Tons: 15.39 when first registered; 14Nov in 1911.
Dimensions: 41'x13'3"
Registration: ON 83870, #12/1882, Newcastle. 1918 July reg transferrd to
             Townsville, Qld.
Built: 1882, by Wm. Thoroughgood of Stockton. Carvel, one deck and
             round stern.
Owned: 1882 Wm. Thoroughgood; 1887 Aug, Edwin Coulter (jnr) of
             Cooranbong; 1912 Sept, Sarsfield Cassidy, Paddington,
             Sydney; 1917 Aug, Harold Reynolds, Daru, PNG.
Cargo(s):   1896, 27 May, arr 7 a.m. Lake Mac from Sydney (*SMH:* 28May,
             1896,p.4).
Wrecked: ?

Refs: Barney, 10; Parsons, *Ships Registered Newcastle, p*.43.

137   1889 (Aug)

Frolic [2]

Description: ketch
Tons: ?
Dimensions: ?
Registration: ?
Built: ?
Owned: ? ; 1900 (April) Captain Devonport, for the Caroline Is trade
             (Daily Telegraph, 21 April, 1900, at p. 11).
Cargo(s): 1889 (14Aug) listed as sailing for Lake Mac (*Evening News*,p.4);
             1890 (28Aug) listed for Lake Mac (*Daily Telegraph*, p. 5); 1893
             (17 Nov) listed for Lake Mac (*SMH*, p. 4); 1894 (27 Feb) left for
             Lake Mac (*Evening News*, p. 6); 1894 (11 Oct) for Lake Mac
             (*NMH etc*, p. 4);
Wrecked: (1) wreck averted; see **Note 1** below:
             (2) ? Apparently still sailing from Kent's Group to Hobart in 1905
             (Ref: *The Mercury*, Sat 10 June 1905, p. 3)
Refs: ?
Note 1:   Towed 28 Oct 1893 to port, Newcastle:

Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954) / Mon 30 Oct 1893

On Saturday morning the ketch Frolic, from Lake Macquarie, inward bound, was struck by a squall off Nobbys, in which she lost her mainmast and had to be towed into port.

138   1889 (May)

Surprise

Description: schooner
Tons: ?
Dimensions: 95'8"x23'1"
Registration: ?
Built: 1884 John Anderson, Bellinger River;
Owned: ?
Cargo(s): ?
Wrecked: 28 Jan 1891 under tow by *Augusta* and sank off Terrigal.
Refs: Murray 319, 320, 323.
NOTE: **D.Bedlington, manager for D.Quigleys sawmill operating to**
             deliver timber (fire wood) to ketches that called at a wharf
             he built at Marmong Point. (Loney, Vol. 3, p. 34).

Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954) / Tue 19 Jul 1892 / Page 8 / Advertising

THURSDAY, 21st JULY, at the City Mart, Sydney, at 11 o'clock.

ABSOLUTE SALE OF VESSELS.

In the Estate of Mr. Wm. Speer—By order of the mortgagees, comprising—

Crest of the Wave, schooner, 112 tons register
Harold, fore-and-aft schooner, 30 tons register
Norman, fore-and-aft schooner, 51 tons reg.
Mary Warner, schooner, 65 tons register
William Brooks, ketch, 58 tons register
Annie, schooner, 86 tons register
Hirondelle, schooner, 95 tons register.

May be inspected as lying in Johnston's Bay. Particulars of carrying capacity on application.

FRASER & CO. will sell by auction, as above.

Inspection invited prior to sale by auction.

139   1890?

Excelsior

Description: ketch
Tons: ?
Dimensions: 37' x ?
Registration: Not registered until sold in 1899?
Built: 1890 according to George Boyd (p. 33, *Trailblazers etc*,) by Thomas James Boyd with help from William John Boyd (twin brother).
Owned: 1890 Thomas (Tom) James Boyd; sold?
Cargo(s):   Lake trade
Wrecked: ?
Refs: *Trailblazers etc*, Ch on Thomas Boyd, pp. 29-37.
Note: Need to add sailing refs from newspapers etc?

140   1892?

Mary

Description: schooner
Tons: ?
Dimensions: ?
Registration: ?
Built: William Batten?
Owned: Owned in 1892 by W.Speer.
Cargo(s):   ?
Wrecked: ?
Refs: Murray 122;
Note: Could this be *Mary* wrecked 1873? 15 miles SE of Newcastle? (Loney, vol. 3 p. 28)

141   1894

Progress

Description: ketch
Tons: 21
Dimensions: 46'2"x14'6"
Registration: ON 106213, Sydney.
Built: 1894, William Boyd, Swansea.
Owned: ?
Cargo(s): 1896, 27 May, arr 7 a.m. Lake Mac from Sydney (*SMH:* 28May1896,p.4). Presumably cargo of sundries to the Lake, as she was going on to Newcastle to load coal for Sydney.
Wrecked: ?
Refs: Barney, *Times Past,* 10; Nilsen, 85.
NOTE: Could this wreck of ketch *Progress* on Polmaise Reef off Qld coast May 1900 be the same vessel? (Loney, Vol. 3, p. 280)
Also need to add newspaper info on sailings to and from Lake Mac.

142   1899 early?

Phil Forbes

Description: ketch,
Tons: 100 ?
Dimensions: (83' x ? according to G&N Boyd, *Trailblazers*, p.156)
Registration: Probably Sydney?
Built: 1899, Forbes of Swansea ?; "The Phil Forbes, which was launched some? months back, has proved a good sea going vessel." (*NMH&MA* 25Sep1899,p.7.)
Owned: 1899 Morisset Colliery (proprietors from 1896 brothers James and Robert Murray)
Cargo(s): Coal to Sydney from their own mine, with supplies or ballast on return trip.
Wrecked: 1900, 22 Sept, "... went aground on the spit inside the bar on the Heads at Lake Mac. Saturday night." (*Daily Telegraph*, 25 Sep 1900, p. 4 and *NMH&MA* 25 Sep 1900, p.4); "The efforts to float the ketch ... have been unsuccessful." (*Manning River Times etc.*, 29 Sep 1900, p.4).
Refs: Nilsen 85; G&N Boyd, *Trailblazers*, Chapter: Murray, pp. 151-157.

143   1899

Theresa

Description: ketch
Tons: 24
Dimensions: 48'7"x14'6"
Registration: ON 74972; 33/1878
Built: 1878, Rock Davis, Blackwall, Brisbane Water;
Owned: William Bowles, sawyer of Hawkesbury River; 1885 J.F. Wickham, master mariner of Balmain; 1899 John E. Forbes, mariner of Swansea; 1900 Francis Byrnes, farmer of Lower Hawkesbury; etc.
Cargo(s): timber?
Wrecked: 1913, 9 Oct foundered in mouth of Pittwater, Broken Bay, NSW. Owned at the time by F.W. Davies when an unqualified person attempted to take the ketch to sea with nobody else on board. Raised, but later broken up.
Refs: Dundon, 174.

144   1900

Galgabba

Description: ketch
Tons: 60.82
Dimensions: 70'3" x 22'2"
Registration: ON 112,484;
Built: 1900 James Lewis Boyd, (his first!) at Swansea. Launched near the present Chapman Oval. Built keel and stem of grey ironbark from Pulbah Island, squared to 16" x 14"; frames of tea tree; planking of Sydney Blue-gum. (Boyd, *Stout Ships*, p. 2)
Owned: James Lewis Boyd; 1905, Sept 6, Alexander Anderson, master mariner, Balmain; 1919, Mar 20, William Laing Chapman & Thomas Cartwright, Chapman & Co, Townsville, Qld., who fitted a diesel motor.
Cargo(s): Ranged from coal to Sydney, rail track sleepers from Bulahdelah to Sydney. 1908 (17Aug) "On the occasion of the writer's visit the ketch *Galgabba* ... was being unloaded of a miscellaneous freight. The bricks are from Bates" yards, Wallsend, and the present contract (a new asylum for insane [Morisset Hospital]) will take about 800,000." (*NMH&MA:* 17Aug 1908,p.4)
Wrecked: 1905 (15Jul) "... a likelihood of the ketch *Galgabba*, which went ashore at Lake Macquarie Heads on Saturday last, being refloated." (NMH&MA:20Jul1905,p.4); 26Jul (1905) "The pilot at Lake Macquarie Heads ... [advised] ... that the ketch *Galgabba*, which recently sank on the bar when attempting to cross out, had been refloated. The fairway is now clear, and the warning to mariners has been withdrawn." (*Daily Telegraph*, 27Jul1905, p.5).

1928, Nov22, reg cancelled as vessel dismantled and abandoned, lying in Ross Creek, Townsville, Qld. (Boyd, *Stout Ships*, p.2)

Refs: Boyd (*Stout Ships*) 2, Nilsen 85.

145   1900

Oceanic

Description: sloop
Tons: ?
Dimensions: 25' x ?'
Registration: ? probably not registered! Although sailed to Newcastle and Sydney for supplies for the family store at Swansea.
Built: 1900? James Lewis Boyd, Swansea, for own use.
Owned: James Lewis Boyd for private use! Although was used later to tow lighter *Platypus* with cargo of coal from Cardiff Point (Shaggy Mine) to Dora Creek (Sanitarium Health Food Co factory). "And later again altered for use as a fishing boat for Ernest Henry Boyd until about 1950." (Boyd, *Built Stout Ships*, p.3)
Cargo(s): "James Lewis Boyd, shipbuilder at Swansea, stated that he was on the Lake in a sailing boat going on a visit to Mr. Anderson, of Belmont. ..." (*NMH&MA:* 14Oct1899,p.2).
NB: Could this be the same boat?
Wrecked: ?
Refs: Boyd (*Stout Ships*) 3;

After 1900

Ship building had not ceased, but had changed direction to focus on new objectives: Two examples will illustrate: (a) War, and (b) Pleasure. A brief discussion of each is provided below:

(a)   **War** interrupts ordinary citizens lives in many ways, and often without much warning. WW2 began 7 Dec 1941 and ended 2 Sept 1945, and during that time (almost four years) in the Pacific Arena affected Australia, and most Australians. That included ship builders on Lake Mac, as elsewhere.

Other shipbuilders on Lake Mac, if not all, did the same for the War Service, including, Les Steel.   (Beth Hetherington, a daughter, p. 24, in Fred Thomas, *Boat-builders of Lake Mac etc*), and there were many others too, both in Lake Mac and elsewhere in Australia, helping the War effort in this way.

One example: **James Lewis Boyd**'s shipyards around the Swansea area of Lake Mac, and later, "… in 1943 during the period of WWII the business was renamed J.L. Boyd & Son with youngest son Claude becoming a full partner." (*Trailblazers etc*. p.35) They built many ships for War Service, both USA and Australian defence forces in the Pacific arena. George L. Boyd says: "James … had produced twenty four ships for the American Army in just three years, …" (*He Built Stout Ships, etc,* p. 7). See illustration 'Shipyard 1943' below:

SHIPYARD 1943

PICTURE [No 39799] OF A SKETCH BY A GOVERNMENT EMPLOYED ARTIST FOR DISPLAY AT THE NATIONAL WAR MEMORIAL CANBERRA OF THE JAMES LEWIS BOYD & SON SHIP YARD IN 1943 SHOWING A VESSEL UNDER CONSTRUCTION.
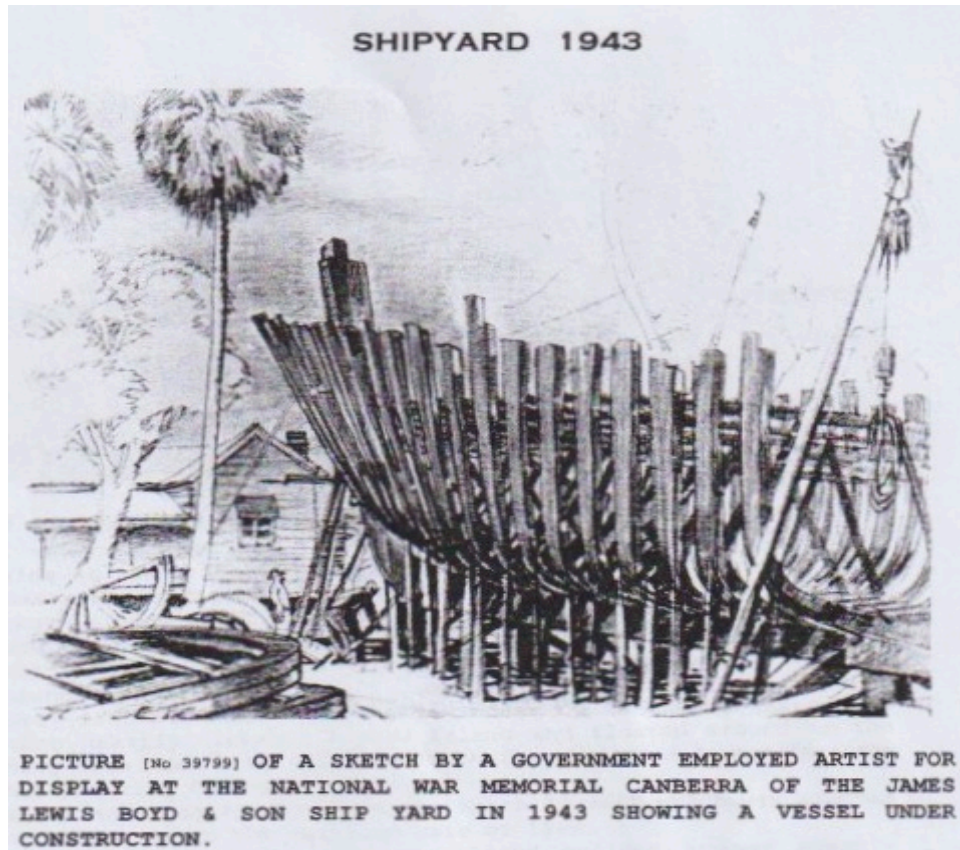
Source: *Stout Ships, etc, p. 1*

Brief Biography of James Lewis Boyd (1872-1951) and his ancestry …

James born 9 Feb 1872 at Galgabba "… was the eighth child and third son of Thomas and Eliza Boyd's eleven children." (George Boyd, *Stout Ships*, p. 6). And Thomas (his father) was the second son of William Smith Boyd (WSB). This William Smith Boyd "… was born 27 Oct 1795 at Bermondsey, Surrey, England, the eldest son on Captain Mathew and Elizabeth Boyd nee Smith. (George Boyd, *Trailblazers, etc.* p. 32).

He (WSB) was the first of the Boyds to settle in Australia in 1826. When he arrived in Sydney "… he met and married on 22nd June 1829 Elizabeth Sawyer nee Lewis a widow with a young daughter Louisa." (*Trailblazers*, p. 38).

They had two sons, William born 22 Sept 1830 at Port Hacking, and Thomas born 20 Sept 1832, Sydney. The family shifted then to Gosford where W[S]B died 12 Dec 1850. After which the mother took the family back to Sydney to be nearer to her daughter now married and living in Sydney. The family shifted back to Gosford, including the married daughter Louisa Sawyer.

Eventually both William and Thomas married. Thomas married 3 Mar 1859 in Sydney, and came then to live at Galgabba, on ,Lake Mac, where they had 11 kids,

with James Lewis born #8 at Galgabba, on Lake Mac. Thomas, his father, died 9 Aug 1903 at Swansea on Lake Mac.

(b)   **Pleasure**: Shipbuilding on Lake Mac had not ceased. From essentially trade or commerce in the century 1800 to 1900, the focus had shifted to pleasure. Boats or yachts were built for enjoyment, which could mean cruising for some or for others racing.

One example: Les Steel and his son Barry. Les Steel's yacht *Rani*, won the first Sydney-Hobart yacht race in 1945.

Brief Biography of Lesley James Steel (1888-1973) and his ancestry …

Les born 3 Sept 1888 at Wallsend, as were his brothers, David Renfrew (23 May 1890), Albert (2) (3 Jan 1896), and Eric (23 Apr 1900), and two daughters, Jean and Ruby. Their father was Albert Steel (1).
Albert (1) was born 5 Oct 1866 at Newcastle, NSW, married 1888 Agnes Renfrew in Wallsend, where the family grew up. Albert (1)'s father was James Steel (2) born 1826 presumably at sea when his parents James Steel (1) were on their way to Sydney, Australia. They had come from Newcastle, England, arriving in Sydney about 1826. James (1) and his wife remained in Sydney and died there - James (1) 12 Feb 1868 at age 77.

It was his son James (2) who came to Newcastle and was, according to *Newcastle Morning Herald and Miners' Advocate* (3 September 1912) "… one of the pioneers of Wallsend, died yesterday morning [viz. Mon 2 Sept], at the age of 85 years and 10 months. … He had been a resident of Wallsend for fifty years. … Prior to that time [the last 12 years being blind!] he was in the employment of Newcastle-Wallsend Coal Company as a winding engine driver, and he drove the engine at the first shaft sunk on the estate, the engine used being one brought out by his brother William, and is still in use. … He was a strong devotee of the sport of sailing, and was one of the pioneers of the pastime on the waters of Lake Macquarie, and when the first sailing club was established there he was appointed commodore. In this respect the inclinations of the old man would seem to have been inherited, as sons and grandsons alike are closely associated with the present day sailing clubs of the lake." (DISTRICT NEWS at p. 3)
And …
Les was one of those grandsons! Can you imagine what a thrill Poppa would have gotten if he could have seen the Sydney to Hobart raced in 1945 and *Rani's* results?

"Their father (Poppa Steel) appears to have worked at a local coal mine and did the wire splicing for the Poppet Head winding gear." (daughter, Beth Hetherington, in Thomas, *Lake Mac etc*, p. 24)

Les had three brothers Eric, David and Albert. They raced 16' skiffs on Lake Mac and elsewhere, even to Brisbane in 1932 for the Australian 16' Skiff Titles which they almost won.

Les had three kids: a son Barry, and daughters Gloria and Beth.

Work
Les worked first, "… as a carpenter building timber rail coal carriages with Pacific Colliery at Cockle Creek, early on transferring his woodworking skills

to the building of boats … launches and yachts, and the repairing of boats of all descriptions: … was also an active sculler as well as a sailor."
"Dad built rowing boats, small and large motor boats, motor cruises and yachts." (p. 24) (Beth Hetherington (his daughter), "Les Steel", in *Boat-builders of Lake Macquarie and Beyond, etc.*)

Boat building
"Les built his first sail boat when he was 17 [1905], and that was the start of his boat-building career." John Steel (nephew; p.26)

Rani won the first Sydney – Hobart, 1945, that was first across the line, and also first on handicap. It was the smallest boat in the fleet of nine that year!

Only six yachts in the history of the Sydney to Hobart have won both line and handicap honors. And this year is the 75th Sydney to Hobart yacht race!

Steel also built *Struen Marie* (1951) and *Rival* (1961), both of which were also winners of Sydney-Hobart in those years listed.

Yacht *Rani*
Doris was built in 1936 for a local doctor, Dr. Rowland (Rowley) Pittar. It was built following [more or less] plans for an A.C. Barbour designed 35-foot double ender cutter yacht. Beth (p. 25) calculated the costs from his "old work books" as: cost of materials £258, labour £358, total £616. Sails and engine would have been extra, with a total cost of about £800.

Launched September 1936 as *Doris*.

"When Dr Pittar relinquished his Newcastle interests before transferring to Sydney he sold *Doris* to Captain Livesay who, about a month ago , sold the yacht to Captain J. H. Illingworth, R.N., who sailed it in the race [i.e. Sydney to Hobart]. … . Captain Livesay changed the name from *Doris* to *Maharani*, and Captain Illingworth shortened it to *Rani*." (*NMH*: 3Jan1946, p.8)

Wrecked: "The sadness of ***Rani,*** after her refit, was her being driven ashore onto Mungo Beach north of Port Stephens … a total loss, but no lives were lost." (Beth, p. 25)

Images:

Yacht *Rani,* rigged as a cutter, showing two head sails in left photo, and in the right photo showing only one head sail, and consequently could be said to be sloop rigged.

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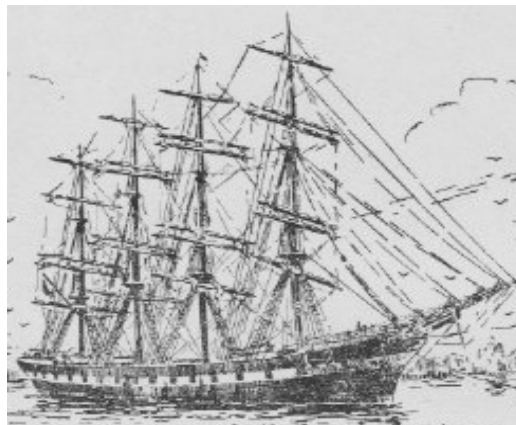
Appendix:

Differentiating boats and ships, and various types of 'ships'


Boat:

Ship:

What's the difference? No, not sails, not size, then what? Mariners would say: decks! And mariners might explain: boats are carried on ships, or ships carry boats aboard!

A ship has a deck, or decks plural, and some of the big war ships of the sailing era had a number of decks, with guns on several of the upper decks. Small ships might have one deck only. The sailing era for commerce has ended. Sailing is now for pleasure. The last commercial sailing ship to sail, literally, was the windjammer *Pamir*. Its last voyage was 1949 around the Horn, Cape Horn, southern tip of South America, to Europe with a cargo of grain (bagged wheat, barley, etc.) from Australia.

"She [*Pamir*] was returned to the Erikson Line on 12 November 1948 at Wellington [N.Z.] and sailed to Port Victoria on Spencer Gulf to load Australian grain. On her 128-day journey to Falmouth, she was the last windjammer carrying a commercial load around Cape Horn, on 11 July 1949." Extract from: *Pamir*, Wikipedia. Retrieved: 1 July 2018.

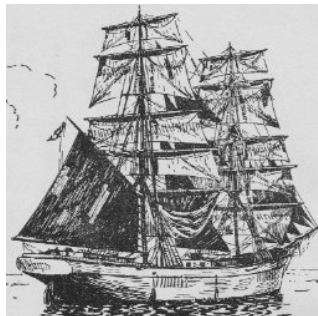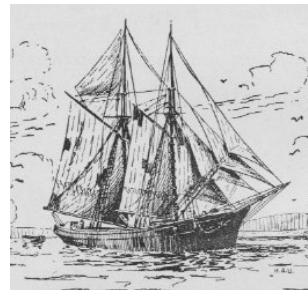**Ship**
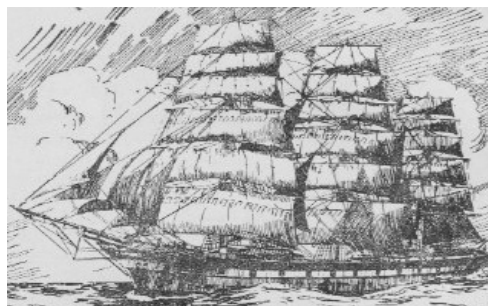
A true <u>ship</u> - a vessel with three or more masts all square rigged.

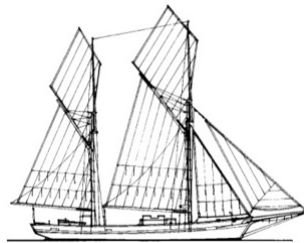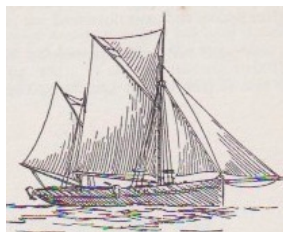**Barque** (or Bark)
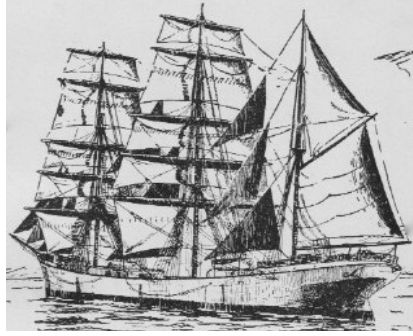
Three or more masts all square rigged <u>except</u> the mizzen, (i.e the aftermost mast).
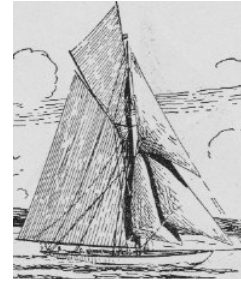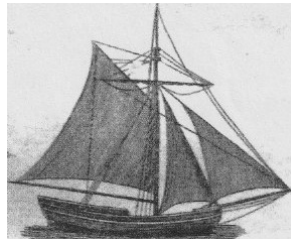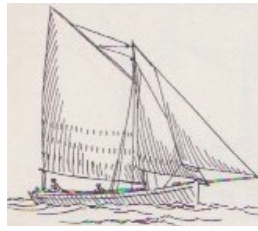
Brig

Two masts both square rigged.

Schooner

Two or more masts, fore and aft rigged, but the main (i.e. taller) mast aft.
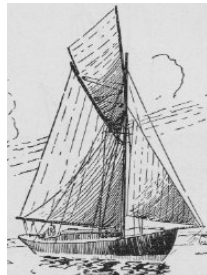
Ketch

Two masts fore and aft rigged, with the fore mast, the main mast (i.e. taller).

Cutter

One mast, fore and aft rigged, with two or more head sails.

Sloop

One mast, fore and aft rigged, with one head sail, with or without a jib boom.

Note: Differentiation here is basic, but sufficient hopefully for understanding what is written! It might have been noted that the description relates more to the rig than the hull of these 'ships', and it should be stressed that: changes in hull design is constantly occurring, so that a ship built in 1800 would have changed in appearance by 1900, having been built by the original builders grandsons, three generations later during that Century. Hence, some illustrations relate more to the early 1800s, while others relate more to the end of that century.

Most Readers will, no doubt, be more familiar with cars and the changes that occur frequently, almost from year to year, and might have seen photos of their fathers car when he was younger, and when he or she was very small!

Alphabetical List of Ships

Ships names listed alphabetically
together with numbers in this List of Ship Entries

	Name of 'Ship'/vessel, etc.	*List #*
A	Adam's ship	13
	Agnes	110
	Agnes Rose	103
	Alfred Edward(s)	112
	Ann	17
	Ann	50
	Ann	134
	Anna Maria	63
	Annie	130
	Ann Mary	57
	Amelia	119
B	*Ben*	105
	Betsy	136
	Boyd's war service under construction	+1(a)
	Brothers [1]	41
	Brothers [2]	42
	Brothers [3]	43
	Bryant's fishing boat	0(a)
C	*Calcutta*	47
	Cape's (Richard) vessel	14
	Carrywell (or Carry Well)	73
	Challenger	29
	Champion	85
	Chinese fishermen's longboat, A	88
	Chinese fishermen's longboat, B	89
	Chinese fishermen's longboat, C	90
	Chinese fishermen's longboat, D	91
	Clara [1]	64
	Clara [2]	116
	Connaught Ranger	74
	Contest	104
	Countess of Belmore	81
	Crest of the Wave	113
	Cricket Player	28
	Curlew	58
	Cushat Doo	125
	Currency Lad	59
D	*Dora*	78
E	*Ebenezer*	54
	Edith	126
	Elizabeth	21
	Elizabeth	46
	Eliza Mary	98
	Emily and Mary	114
	Emma	60

	Excelsior	139
	Express	27
	Esther	75
	Ettie	115
F	*Fanny*	52
	Finch's whaleboat	9
	Flora	51
	Free Trade [1]	107
	Free Trade [2] or Free Trader	129
	Free Trade [3]	127
	Frolic [1]	133
	Frolic [2]	137
G	*Galgabba*	144
	Growler	118
H	*Harold*	124
	Hazard	122
	Henry	25
	Hirondelle	99
	Hope [1]	48
	Hope [2]	82
I	-	
J	*June*	92
K	Ketch A	70
	Ketch B	71
	Ketch C	72
	Kate Moynahan	93
L	*Lady Nelson*	2
	Lady of Lorne	117
	Lady of the Lake	44
	Lamb's boat	8
	Lancelot	49
	Laura	106
	Leo	84
	Little Pet	86
	Lorra	83
	Lucy Royal	18
M	*Maid of the Lake*	69
	Maggie	123
	Maggie Scott	128
	Margaret Penman	120
	Marshall's schooner	68
	Martha	1
	Mary	140
	Mary Ann	109
	Mary Warner	97
	May	135
	Morisset's whaleboat	3
N	*Nautilus*	32
	Newcastle convict Gig	4
	Newport Packet	37
	Norman	121
	Northumberland [1]	19

	Northumberland [2]	33
O	*Oceanic*	145
	Owen's whaleboat	5
P	*Peahen (or Pea Hen)*	66
	Pedlar	30
	Perseverance	22
	Phil Forbes	142
	Primus	53
	Progress	141
	Prosperous	56
Q	*Queen*	108
R	Ralfe's whaleboat	10
	Ralfe's 2nd whaleboat	11
	Rani	+1(b)
	Robey's barge (1)	61
	Robey's barge (2)	62
	Robulla	15
	Rose	102
S	*Sampson*	40
	Sarah [1]	12
	Sarah [2]	34
	Sarah [3]	35
	Sarah Ann	87
	Saturn	131
	Scotia	24
	Scow	132
	Sea Bird	111
	Sea Gull	96
	Secundus	55
	Sloop "A"	6
	Sloop "B"	7
	Sole	67
	Star	20
	Star of Peace	101
	Surprize	138
	Sydney merchants' sloops	0(b)
T	*Theresa*	143
	Thomson	23
	Tiger	38
	Tim Whiffler	95
	Transit	39
	Traveller	16
	Trial	31
	Turtle	80
U	*Uncle Tom*	65
V	*Village Maid*	76
W	*West Hartley No 1*	77
	West Hartley No 2	79
	William	36
	William Brooks	100
	Will o'the Wisp	45
	Woodlark	26

X	-	
Y	-	
Z	-	

END