

A JOURNAL OF A VOYAGE ON THE CONVICT SHIP
'YORK'

FROM DEPTFORD, LONDON TO THE SWAN RIVER COLONY, FREMANTLE
19/9/1862 to 31/12/1862

BY JOHN CLEGG
SHIPWRIGHT/CARPENTER

*Transcribed by Betty Foster from a copy in the WA Genealogical Society WA Library
The original is in the Canberra Museum*

This 940 ton ship was built at Sunderland, Durham, England in 1854. It was employed as a convict transport for Western Australia and left Deptford, London, on September 19, 1862 bound for the Swan River Colony. She carried the twenty sixth of 37 shipments of male convicts destined for Western Australia. The voyage took 84 days and the *York* arrived in Fremantle on December 31, 1862 with 108 passengers and 299 convicts [Erickson]. C. Breacey and Mr. Babington were listed as the captain and surgeon respectively, although Ian Richardson's *Log of Logs* queries the surname REDPATH for the captain as well. (see 'Journal' Mon. 29th Sept)

The only death recorded on the convict shipping and description lists was for Henry Payne (6701) and other sources say he died on the voyage out. (See 'Journal' Fri. 28th Nov) There were 300 convict numbers assigned for the voyage ranging from (6497 to 6796) and the [Bateson] account also agreed that 300 convicts embarked and 299 arrived.

Of the 108 passengers mentioned above, 104 were pensioner guards and their families, the number being made up of 49 pensioner guards, 24 wives, 16 sons and 15 daughters. The other 4 passengers have not been accounted for but were possibly cabin passengers or regular soldiers.

John Gregg, a carpenter, wrote a journal for the voyage which is preserved in the Australian National Library in Canberra.

The following list is an alphabetically sorted list of the names associated with each of the 300 convict numbers assigned to this voyage. The comments field gives alternative names attributed to the various convicts, many of which are not only spelling variations, but alternative names used in later life or in subsequent re-convictions. The age quoted seems to refer to the age of the convict when the passenger list was created.

Extract taken from the web site 'Convicts In Australia'

HMS Colossus is mentioned in the 'Journal'. Robert Spencer Robinson commissioned the ship for the British Navy on 15 June 1854, it was a 80-gun screw two-decker built at Portsmouth. 'Colossus' served on the North America and West Indies station in 1854, and then in 1855 in the Baltic during what is now called the Crimean War.

A SELECTION OF SURGEON SUPERINTENDENTS' REPORTS

A Perth DPS Project *Convicts to Australia* WWW

Although convict ships travelled from England to various parts of Australia for a period of eighty years, out of necessity, shipboard routines would have been basically the same. Apart from the ship's crew, who were employed to make sure the voyage was a successful one, others were employed to ensure the cargo of convicts reached their destination in good order.

Prisoners were housed below decks on the prison deck and were confined behind prison bars. They slept on hammocks and at times were allowed up on deck for exercise and fresh air. A Surgeon Superintendent was employed to care for their well being and a Religious Instructor attended to their education. Warders kept them in order and in many of the Western Australian voyages they were also supervised by Pensioner Guards who were employed to help guard the convicts during the voyage before settling in Australia as part of a recently introduced British emigration scheme. Often the warders and pensioner guards were accompanied by their wives and families. The Surgeon Superintendents kept detailed journals of each voyage and passed on a report to the Governor of the Colony on arrival. In many cases these journals have survived and are able to be read on films held in the Australian Joint Copying Project. In other cases diaries written by Religious Instructors and some convicts have survived and may be found in the Battye Library in Perth, the Mitchell Library in Sydney and the National Library in Canberra.

Apart from day to day journal entries, these diaries can contain such treasures as:

- a list of the rules of conduct on board the ship
- the daily and weekly routine laid out for the convicts
- lists of convicts, pensioner guards, warders, wives and children
- punishment lists for prisoners and guards and the reasons for punishment
- school reports from the Religious Instructor
- embarkation details for the prisoners, pensioner guards and warders
- lists of supplies and rations used during the voyage
- recommendations from the Surgeon Superintendent
- copies of weekly shipboard newspapers published by the prisoners

Surgeon's Logs have not survived for all voyages, but where they have, they have been listed with each ship's voyage details. Not every voyage journal or diary has the same information and as time permits it is hoped that transcripts of some of the journals can be made available on this site.

Rules and Regulations: Observed by the prisoners on the *Lincelles* on passage from England to Fremantle, 1862.

1. The prisoners must conduct themselves in a respectful and becoming manner to all the officers on board and they are strictly to obey such orders as I may issue through the Captain of Divisions and Heads of Messes.
2. The prisoners must behave themselves in a decent and becoming manner at all times but more especially when prayers are had at Divine Service, performed prayers morning and evening weather permitting.
3. Cursing and all foul language, shouting, quarrelling, fighting, selling, exchanging or giving away clothes are strictly forbidden.
4. Any person stealing or secreting any of the ships stores or any other article belonging to the stores in the ship will be severely punished.
5. The prisoners are on no occasion to hold conversation with the guard or ships company or talk through bars below.
6. Each mess shall have a captain and it will be the duty of each man in his turn to clean the utensils, the latter after each meal are to be taken on deck and thoroughly cleansed before being passed below, the members of each mess are to sit together.
7. The captains of messes are warned that they will be held responsible for the good order and cleanliness of the mess, they are to see that the men wash themselves every morning and that they attend to them and that there are no ??? at ??? and men sleeping with their clothes on.
8. Smoking or striking lights below in the prison, washing or attempting to dry clothes will not be allowed under any pretence whatever.
9. All captains of messes will receive their provisions in the order of their messes ??? of meat and deliver them to the ??? they are ??? their messes.
10. Two inspectors in rotation will be appointed who will superintend the issue of provisions. A printed copy of the established rations of provisions will be hung up and should they appear of bad quality or deficient in weight they are to submit them for examination to me before they pass the quarter deck after that it will be too late to complain.
11. The night watch will be set at 8 o'clock and they will be held responsible for the peace and good order of the prison during the night, and it will be their duty to see that no more than one person at a time is in the water closet. Prisoners are warned that if found congregating at the bottom of the ladder leading to the water closets, they will be punished should anything ??? occur they are immediately to report to the sentry at the gate.
12. The bedding is to be taken on deck every morning when the weather will permit. The captains of divisions are to see the beds neatly rolled up by 6 o'clock a.m. after which they must be handed through the prison gate to the upper deck crew to be stored by them and when they are ordered down they are to be ??? from the same party.
13. If at any time a prisoner has reason to complain of provoking language or treatment from the ships company or guard he is strictly ??? not to retaliate but to make the same known to me that the complaint may be investigated.
14. Each captain of a division will have charge of a certain number of ??? he is to attend to every man in his division and see that they muster clean and orderly. The captains are to attend to the cleaning of the prison to check impropriety they may ??? and to report to me everything that may affect the discipline established.
15. The surgeon superintendent has to impress on the minds of the prisoners that their future prosperity and happiness will depend on their good conduct on board and the report he shall have to make to the Governor of the Colony on arrival.

Convicts on board the *York* 1862

Name	Christian Name(s)	Reg No.	Term	Age-S	Trial Place	Day	Mth	Year	Criminal Offence	Comments
Abbott	William	6501	6y	27	Liverpool	1861			Larceny	
Ainger	George	6499	6y	31	Chelmsford	1858			House breaking	
Allen	William	6497	10y	23	Central Criminal Court	25	02	1861	Wounding with intent	
Anderson	James	6498	15y	29	Glasgow	28	12	1859	Murder	
Anderson	James	6502	10y	52	Carlisle	1861			Larceny	
Aston	Charles	6500	4y	27	Gloucester	1861			Larceny	
Baldwin	Joseph	6523	Life	25	SINGAPORE	1860			Mutinous behaviour (Army)	
Barlow	Charles Franklin	6509	8y	21	Liverpool	1857			Uttering a forged note	
Barrett	Joseph	6524	14y	24	Wellington INDIA				Rape (Army)	
Bennett	George	6506	7y	30	Hertford	1861			Burglary	
Blunt	John	6508	7y	23	Liverpool	1861			Larceny	
Boallen	James	6525	14y	22	SINGAPORE	1860			Mutinous behaviour (Army)	
Bolton	Henry	6526	14y	22	SINGAPORE	1860			Mutinous behaviour (Army)	
Booth	William	6510	7y	23	Manchester	1861			Larceny	
Boulton	Richard	6504	Life	38	Chester	1859			Murder	aka [BOLTON; Robert]
Bozward	William	6515	10y	45	Worcester	1861			Felony	
Bradley	Patrick	6527	14y	29	Fort St George	1860			Insubordination and striking a superior officer (Army?)	
Brehant	Peter	6521	10y	33	St Helier JERSEY	1859			Burglary	aka [BREHAUT; BRECHANT; BREHART]
Brown	Alfred	6503	10y	31	Central Criminal Court	1861			Receiving stolen goods	
Brown	Hugh	6517	6y	37	Edinburgh	1861			Theft	
Brown	John	6505	15y	21	Bodmin	1861			Wounding with intent	
Brown	Thomas	6507	10y	21	Lancaster	1858			Wounding	
Bryan	Patrick	6511	7y	50	Middlesex	1861			Larceny	
Bryant	George James	6528	Life	26	Wellington INDIA	1861			Striking his superior officer	
Bryce	George	6518	10y	26	Glasgow	1861			Burglary	aka [BRYER]
Buchanan	John	6513	14y	26	Warwick	1861			Coining	
Burns	John	6519	8y	24	Glasgow	1861			House breaking	
Burns	John	6520	8y	21	Glasgow	1861			Theft	aka [James]
Burns	William	6512	8y	42	Newington	1861			House breaking	
Burnside	Hugh	6516	21y	26	Edinburgh	1856			House breaking	
Burridge	Henry	6522	21y	46	St Helier JERSEY	1861			Burglary & theft	
Byrne	William	6514	4y	27	Marlborough	1861			House breaking	
Campbell	Charles	6542	10y	21	Liverpool	1861			Larceny from the person	
Care	Thomas	6545	4y	53	Northampton	1861			Obtaining goods under false pretences	aka [CARR]
Catterall	John	6536	7y	24	Liverpool	1859			Larceny	aka [CATTARALL; COTTERALL]
Caveney	Michael	6533	10y	33	Maidstone	1861			Arson	aka [Michal]
Chalkley	William Seabrook	6541	15y	50	Liverpool	1861			Uttering a forged promissory note	
Challenger	George	6552	10y	32	York	1861			Burglary	
Charnley	Peter	6550	8y	33	Wakefield	1861			Stealing from a dwelling house	
Chisnall	Richard	6539	7y	32	Liverpool	1861			Robbery with violence	aka [Robert]
Clark	William	6553	Life	29	Glasgow	1861			Culpable homicide	
Clarke	Michael	6532	18y	23	Maidstone	1861			Firing a stack of wheat	aka [Michal]
Clifford	Robert	6543	8y	37	Westminster	1859			Stealing	
Cocking	Charles	6549	14y	34	Sheffield	1861			Warehouse breaking & stealing	
Collins	John	6540	7y	21	Manchester	1861			Stealing	
Collins	Joseph	6554	7y	34	BARBADOS	1860			Striking his superior officer (Army)	
Cook	James	6547	10y	32		1861			House breaking	
Corbridge	Richard	6538	15y	41	Liverpool	1861			Burglary	
Coyle	Thomas	6535	7y	45	Bolton	1858			Larceny	
Crabb	Samuel	6530	6y	43	Plymouth	1861			Stealing	
Cragg	William Henry	6555	14y	26	Portsmouth	1861			Violent & disgusting language	aka [CRAGGS]
Crawford	William	6544	10y	25		1859			Larceny	
Cressy	William	6529	15y	28	Central Criminal Court	1859			Burglary	
Creswick	Robert	6551	20y	21	York	1861			Manslaughter	aka [VAUX, Henry Brougham]
Crompton	John	6537	10y	32	Preston	1860			Receiving stolen goods	
Crump	Jesse	6531	10y	28	Hereford	1861			Stealing	
Cryer	James	6534	6y	34	Liverpool	1858			Burglary	
Cunningham	Peter	6548	8y	32	Sheffield	1859			Larceny	
Dale	Charles	6566	20y	36	Stafford	1857			Burglary	
Davidson	William	6572	8y	24	Perth SCOTLAND	1861			Theft	
Davies	John	6561	6y	45	Montgomery	1859			Burglary	
Davis	James	6562	10y	39	Norfolk	1861			Firing a hay stack	
Davis	Thomas	6568	7y	26	Stafford	1861			Larceny	
Defoe	Anthony	6570	10y	28	Bradford	1861			Larceny	
Delobe	John	6556	15y	30	Central Criminal Court	1861			Rape	
Dempsey	Patrick	6557	7y	25	Nether Knutsford	1861			Larceny from the person	
Derrick	Joseph	6565	10y	32	Wells	1861			Wounding with intent & resistance	
Dickie	William Hutchinson	6571	10y	40	Bradford	1861			Larceny from the person	
Dimmack	George Perry	6567	10y	22	Stafford	1861			Larceny	aka [DIMMOCK]
Divine	Frederick	6569	10y	23	Worcester	1861			Burglary	aka [Fredrick]
Dixon	Thomas	6558	Life	52	Durham	1860			Manslaughter	
Dixon	Thomas	6563	6y	30	Newcastle-on-Tyne	1858			Larceny	
Dobbs	Henry	6564	7y	22	Nottingham	1859			Felony	
Donegan	Thomas	6559	Life	25	Liverpool	1861			Manslaughter	
Downs	James	6560	7y	26	Liverpool	1861			Larceny	

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Duffy	Owen	6573	10y	30	Aldershot	1860	Striking his superior officer (Navy?) aka [DUFFEY]
Duff	Patrick	6574	14y	30	Wellington INDIA	1861	Striking his superior officer (Army) aka [DUFFEY]
Eburne	Thomas	6575	Life	32	Chester	1861	Wounding
Eckersley	William	6577	7y	33	Manchester	1858	Larceny aka [ECKLESBY; KNOTT]
Edmonds	William	6581	6y	25	Warwick	1858	Robbery with violence aka [EDWARDS]
Edwards	John	6576	15y	43	Liverpool	1851	Burglary
Egerton	Lewis	6578	7y	24	Manchester	1861	House breaking aka [Robert]
Elliott	Charles	6579	7y	29	Middlesex	1860	Obtaining money under false
Evans	John	6580	Life	19	Shrewsbury	1861	Burglary & highway robbery
Fallon	Francis	6593	7y	21	Wakefield	1861	Stealing a watch aka [FALLOW; Frank]
Farebrother	Thomas	6588	10y	40	Leicester	1861	Stealing from a dwelling house aka [FAIRBROTHER]
Farren	James	6585	8y	27	Liverpool	1860	Felony & assault aka [FARRAN]
Feeney	Michael	6594	4y	26	Edinburgh	1861	Assault with intent to rob
Fitzgerald	John James	6582	10y	34	Central Criminal Court	1857	Uttering counterfeit coins aka [James]
Flannagan	Peter	6590	10y	24	Newcastle-on-Tyne	1861	Breaking & entering and stealing
Fletcher	Samuel	6584	8y	34	Derby	1861	Burglary
Foster	James	6591	Life	34	York	1851	Rape
Foster	William	6587	10y	22	Manchester	1861	Breaking & entering and stealing
France	William	6583	10y	30	Central Criminal Court	1861	Selling counterfeit coins
Francisco	Joachim	6586	Life	30	Liverpool	1861	Manslaughter aka [Joachin]
Franklin	George	6589	10y	27	Middlesex	1859	Breaking & entering and stealing
Furness	John	6592	15y	21	York	1855	Firing a haystack
Garden	John	6606	10y	25	Halifax CANADA	1860	Desertion (Army?)
Garner	Richard	6596	15y	27	Cardiff	1861	Firing a hay rick
Garrity	Patrick	6598	7y	21	Liverpool	1861	Shop breaking & stealing
Gilderoy	John	6599	15y	26	Middlesex	1861	Stealing from a dwelling
Gildon	William	6595	Life	35	Exeter	1852	Firing a hay stack
Gillespie	John	6604	8y	24	Glasgow	1861	Theft
Gittins	John	6601	15y	34	.	1861	Stabbing & wounding aka [GITTONS; GOTTINS]
Glen	Robert	6605	15y	32	Stirling	1856	House breaking & theft
Godfrey	Henry	6600	7y	31	Middlesex	1861	Stealing from a dwelling house
Gough	Richard	6602	6y	31	Stafford	1859	Larceny
Gray	Alexander	6603	6y	30	Edinburgh	1858	House breaking
Grier	John	6607	10y	31	Portsmouth	1861	Striking a superior officer (Navy?)
Hall	Edward	6627	7y	24		1860	Striking a superior officer (Army?)
Hall	Henry	6615	10y	34	Manchester	1861	Theft
Hambley	William	6608	20y	28	Bodmin	1861	Rape aka [HAMBLY]
Hart	John	6610	10y	26	Devon	1861	Manslaughter
Harvey	Charles	6611	6y	22	Chelmsford	1861	House breaking & stealing
Haydock	Roger	6614	14y	31	Liverpool	1861	Burglary
Hennessey	John	6623	6y	51	Newington	1858	Receiving stolen money
Hill	George	6609	10y	18	Exeter	1861	House breaking & robbery
Hill	Joseph	6622	10y	33	Stafford	1861	Larceny
Hogg	Joseph	6625	6y	42	York	1858	Stealing from a dwelling
Holden	John Entwistle	6616	10y	23	Lancaster	1861	Uttering a false coin
Hooke	William	6618	15y	35	Nottingham	1857	House breaking
Hooper	Charles	6621	10y	40	Taunton	1861	Theft
Horn	Lancelot	6617	10y	26	Newcastle-on-Tyne	1861	Burglary
Horton	Henry	6624	8y	37	Newington	1861	House breaking
Hughes	John	6619	20y	27	Shrewsbury	1861	Burglary
Humphrey	John	6612	10y	30	Maidstone	1861	Arson
Humphreys	Matthew William	6620	15y	26	Taunton	1861	Rape aka [William]
Hutchinson	Alexander	6626	Life	45	Perth SCOTLAND	1861	Murder of his wife
Huxley	William	6613	4y	35	Manchester	1860	Stealing salt to the value of 2 shillings
Jackson	George	6631	12y	30	Carlisle	1861	Robbery from the
Jackson	John	6635	12y	41	Liverpool	1861	Burglary
Jackson	Thomas	6636	8y	33	Liverpool	1861	Horse stealing
James	James	6632	Life	29	Gloucester	1851	Rape
Jameson	Joseph	6637	7y	32	Leeds	1858	Larceny aka [JAMIESON]
Janes	William	6630	8y	23		1861	House breaking aka [JAMES]
Jones	John	6634	6y	39	Liverpool	1860	Shop breaking & felony
Jones	Joseph	6629	12y	33	Central Criminal Court	1861	Making counterfeit coin
Jones	Robert	6633	10y	33	Gloucester	1861	Burglary
Jones	Thomas	6628	15y	41	Central Criminal Court	1861	Possession of coin moulds
Kane	John	6639	15y	26	Liverpool	1861	Manslaughter
Kerr	Thomas	6643	8y	24	Glasgow	1861	Theft
Keys	Frederick	6640	6y	31	Middlesex	1860	Larceny from the person
Kinkin	Edward	6638	8y	19	Central Criminal Court	1861	Robbery with violence aka [MONTAGUE]
Kirk	Robert	6644	14y	26	SINGAPORE	1860	Mutinous conduct (Army)
Kitsall	William	6641	4y	33	Worcester	1861	Larceny from the person aka [KITSELL]
Knapp	John	6642	15y	26	Hull	1861	Larceny aka [James]
Lamb	George	6656	8y	22	Perth SCOTLAND	1861	House breaking
Lawrence	Frank	6647	10y	30	Gloucester	1861	Wounding with intent
Leary	Michael	6648	8y	30	Gloucester	1861	Wounding with intent
Lee	John	6649	10y	40	Kirkdale	1861	House breaking & larceny

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Lees	Samuel	6646	Life	38	Chester	1852	Rape
Leeson	Henry	6654	8y	26	Worcester	1861	Larceny
Leonard	John	6645	15y	26	Central Criminal Court	1861	Burglary
Lewingston	Henry	6650	8y	25	Middlesex	1861	House breaking aka [LEWINGSTONE; LEWINGTON]
Lockley	Joseph	6652	10y	34	Stafford	1861	Larceny from the person
Lockwood	William George	6655	10y	28	Sheffield	1861	Larceny
Love	Charles	6653	10y	43	Warwick	1861	Burglary
Loveridge	John	6651	10y	34	Monmouth	1861	Possession of coin moulds
Maloney	William	6660	Life	41	Central Criminal Court	1861	Murder
Mann	Joseph	6657	7y	29	Chesteron	1858	Stealing a clasp knife
Martin	John	6683	6y	30	Meerut	1860	Assault & larceny (Army?)
Massey	Joseph	6661	6y	32	Nether knutsford	1858	Stealing poultry
Mawdesley	William	6665	12y	41	Liverpool	1861	Burglary
Maynard	Edward	6668	10y	33	Middlesex	1861	Warehouse breaking & receiving stolen property
McAvoy	Peter	6673	8y	20	Ayr	1861	Theft
McDonald	Charles	6667	7y	26	Manchester	1861	Stealing from the person
McDonald	George	6658	10y	27	Central Criminal Court	1861	Burglary & striking
McDonald	James	6678	10y	25	Glasgow	1861	Assault & robbery
McDonald	John	6669	10y	26	Stafford	1861	Larceny
McGuinness	Brian	6663	7y	32	Manchester	1859	Receiving stolen goods
McIntyre	Thomas	6679	8y	27	Glasgow	1861	Theft
McLusky	John	6674	Life	40	Glasgow	1848	Murder
McMullin	Robert	6666	7y	26	Manchester	1861	House breaking & larceny aka [McMULLEN]
McPherson	John	6680	10y	29	Glasgow	1861	Theft
Miles	James	6670	6y	25	Newington	1860	Stealing money from the person
Milner	Ephraim	6671	Life	31	Yorkshire	1851	Burglary & violence
Moll	Joseph Herman	6659	10y	24	Central Criminal Court	1861	Forgery & uttering
Moore	William	6682	8y	21	Jedburgh	1861	Assault & robbery
Moran	Edward	6684	10y	23	MALTA	1861	Striking his superior officer (Army?)
Morley	James	6664	10y	30	Liverpool	1861	Larceny from the person
Morrison	George	6675	8y	23	Glasgow	1861	Theft
Morrison	James	6676	10y	24	Glasgow	1861	House breaking & theft
Morrison	John	6681	8y	22	Inverary	1861	House breaking & theft
Mortimer	William	6662	6y	41	Hertford	1861	House breaking
Mullins	Henry	6672	10y	36	York	1861	Robbery with violence
Murphy	John	6677	10y	26	Glasgow	1861	House breaking & theft
Neesham	Robert	6685	7y	28	Lincoln	1861	Horse stealing
Nutt	Charles	6686	7y	33	Taunton	1861	Larceny
Oakley	Israel	6689	8y	23	Stafford	1861	Larceny
Oakley	William	6687	6y	29	Chester	1858	Burglary
Oldham	William	6690	12y	29	York	1861	Cattle stealing
Organ	James	6688	10y	34	Middlesex	1861	House breaking & receiving stolen goods
Parker	Thomas	6693	6y	22	Bristol	1858	Larceny
Parkinson	Joseph	6707	14y	27	Secunderabad	1860	Cutting and wounding his corporal (Army)
Parsonage	John	6698	8y	28	Stafford	1860	Horse stealing
Paton	Neil	6704	12y	30	York	1861	Stabbing with intent
Payne	Henry	6701	10y	..	Birmingham	1861	Receiving stolen goods Died during the voyage to Australia.
Pearson	George	6697	10y	42	Oxford	1861	Burglary
Pearson	Henry	6696	4y	41	Lincoln	1861	Stealing lead
Pearson	James	6702	10y	33	Worcester	1861	Assault & robbery
Pearson	William	6706	Life	32	Meerut	1860	Murder
Peate	William	6699	10y	39	Stafford	1861	Larceny
Pennycuick	Alexander	6705	8y	26	Jedburgh	1861	Assault & robbery aka [PENNYCUKE; PENNYBROOK]
Perryman	Joseph	6691	6y	48	Bodmin	1861	Sheep stealing
Pitchford	Thomas	6694	10y	34	Hereford	1861	Larceny
Poole	Thomas	6700	6y	22	Stafford	1861	Breaking & entering a shop & larceny
Powell	Joseph	6692	10y	21	Devon	1861	House breaking & robbery
Price	Isaac	6708	14y	22	SINGAPORE	1860	Mutinous conduct (Army)
Pullinger	Daniel	6703	8y	27	Wakefield	1861	Warehouse breaking & larceny
Punnett	George	6695	10y	33	Maidstone	1861	Larceny
Randall	John	6720	10y	37	Leeds	1861	Larceny
Rankin	John	6725	14y	24	Secunderabad	1861	Violence to a superior officer (Army)
Rankin	Thomas	6723	10y	26	Stirling	1861	Theft
Ratcliffe	George	6718	10y	32	Stafford	1861	Larceny
Redding	Joseph Herbert	6716	6y	26	Stafford	1858	Burglary aka [T. Herbert; Herbert James]
Reid	George	6710	15y	32	Central Criminal Court	1861	Possession of a mould for coining
Reid	Joseph	6721	10y	32	Dumfries	1861	Theft
Riley	John James	6711	7y	20	Carlisle	1861	Stealing money
Riley	Timothy	6724	14y	26	SINGAPORE	1860	Mutinous conduct (Army?)
Roberts	Edward	6713	Life	46	Lincoln	1860	Arson
Robinson	William	6719	7y	37	Leeds	1859	Larceny
Roe	James Elphinstone	6709	10y	44	Central Criminal Court	1861	Forging a money order aka [ELPHINSTONE, John]
Rogan	Hugh	6722	10y	24	Glasgow	1861	Assault & robbery
Rose	James	6714	6y	25	Middlesex	1861	House breaking
Rose	William	6715	15y	26	Oxford	1861	Firing 2 haystacks

Convicts on Board the York 1862

Rowe	Henry	6712	10y	41	Devon	1861	House breaking & robbery	
Simpson	Alfred	6728	15y	37	Central Criminal Court	1861	Burglary	
Sinden	Tylden	6731	7y	45	Canterbury	1858	Stealing a lamb	
Small	James	6741	10y	19	Taunton	1861	Stealing from the person	
Rushion	Abraham	6717	10y	39	Stafford	1861	Wounding with intent	aka [RUSHTON]
Sanders	John	6732	10y	20	Maidstone	1861	House breaking	aka [SAUNDERS]
Saunders	George	6743	10y	28	Lewes	1861	Rape of a child	
Saville	George	6735	7y	23	Middlesex	1859	Larceny from the person	
Smart	Samuel	6740	10y	24	Taunton	1861	Burglary	
Smith	George	6737	5y	28	Middlesex	1861	Stealing from the person	
Smith	James	6730	15y	23	Hertford	1861	Rape	
Smith	John	6736	10y	24	Middlesex	1861	Larceny	
Smith	William	6726	10y	24	Liverpool	1861	Larceny from the person	
Smith	William	6733	10y	30	Central Criminal Court	1861	Making counterfeit coin	
Spain	Michael	6744	14y	26	MALTA	1860	Absent without leave & violence to a superior officer (Army)	
Spaller	John	6729	10y	21	Central Criminal Court	1861	Manslaughter	aka [SPELLER]
Spencer	George	6734	14y	26	Liverpool	1861	Cattle stealing	
Squire	William	6742	10y	38	Taunton	1861	Larceny	
Strickland	George	6739	10y	32	Salop	1859	Larceny	
Strugnell	Frederick	6727	Life	19	Central Criminal Court	1861	Wounding with intent	
Swash	John	6738	10y	24	Norwich	1861	Larceny	
Talbot	Patrick	6746	12y	28	Derby	1861	Cutting & wounding	
Thomas	James	6745	10y	32	Central Criminal Court	1861	House breaking & larceny	
Thomas	Samuel	6754	7y	29	Stafford	1861	Larceny	
Thompson	Edward	6755	10y	34	Newington	1861	House breaking & larceny	
Thompson	John	6751	10y	25	Liverpool	1861	Stealing from the person	aka [THOMSON]
Thompson	William	6749	7y	26	Manchester	1861	Stealing from the person	
Thomson	Robert	6758	10y	34	Perth SCOTLAND	1861	House breaking	aka [THOMPSON]
Thornley	David	6757	8y	25	Edinburgh	1861	Theft	
Titterington	Thomas	6750	10y	23	Lancaster	1861	Burglary	
Trew	Valentine	6753	10y	24	Monmouth	1861	Possession of a coin mould	
Turner	John	6752	7y	28	Middlesex	1861	Possession of house breaking equipment	
Turner	Thomas	6747	8y	20	Chelmsford	1861	Firing stacks of straw	
Turnock	William	6748	6y	48	Salford	1860	Larceny	
Turvey	Richard	6756	8y	45	Worcester	1861	Theft	
Venn	John	6759	10y	35	Liverpool	1861	Uttering forged notes	
Walker	John	6780	6y	28	Worcester	1861	Larceny	
Walker	John	6784	6y	40	Oxford	1859	Arson	
Walker	Thomas C.	6761	6y	50	Central Criminal Court	1860	Receiving stolen goods	
Walker	Thomas	6778	10y	30	Newcastle-on-Tyne	1861	Larceny from the person	
Wardle	Thomas	6781	7y	26	Shrewsbury	1861	Larceny from the person	
Watson	James	6777	10y	24	Montgomery	1861	Arson	
Watson	William Alexander	6783	14y	42	Winchester	1856	Burglary	
Weaver	Joseph	6764	14y	30	Devon	1857	Wounding with intent	
Webb	James	6770	4y	43	Gloucester	1862	Larceny	
Webb	John	6772	15y	28	Maidstone	1861	Arson	
Whitaker	Joseph	6786	Life	33	Yorkshire	1851	Burglary & wounding	
Whitby	William	6771	6y	28	Maidstone	1859	Larceny	
White	Spink	6788	7y	41	Leeds	1861	Larceny	
White	Thomas	6767	Life	30	Gloucester	1852	Wounding with intent	
Whitehead	Thomas	6792	10y	28	Leeds	1861	Larceny	
Whittingham	John	6789	10y	31	York	1861	Uttering a forged bank note	
Willey	William	6769	20y	45	Gloucester	1861	Arson	
Williams	Edward	6782	8y	35	Salop	1861	Stealing sheep	
Williams	John	6763	5y	30	Central Criminal Court	1861	Church breaking	
Williams	Thomas	6760	10y	48	Central Criminal Court	1859	Burglary & wounding	
Williams	Thomas	6774	8y	28	Liverpool	1858	Burglary	
Wilmont	Barnard	6773	15y	20	Maidstone	1861	Arson	aka [WILMNOT]
Wilson	James	6790	10y	27	Bradford	1861	Larceny	
Wilson	John	6779	10y	27	Hexham	1861	Larceny from the person	
Wilson	John	6787	7y	24	Leeds	1860	House breaking & larceny	
Wilson	John	6793	14y	21	SINGAPORE	1860	Mutinous conduct (Army)	
Wilson	Robert	6766	7y	26	Chelmsford	1861	House breaking	
Wilson	William	6768	6y	38	Gloucester	1860	Burglary	
Windle	James	6791	Life	42	York	1861	Attempted poisoning	
Windle	Philip	6765	6y	36	Chelmsford	1859	Stealing a coat & gloves	aka [Phillip]
Winnwood	George	6785	15y	25	Worcester	1861	Larceny	
Wise	Joseph	6776	20y	30	Middlesex	1860	Larceny	
Wood	William	6775	20y	30	Liverpool	1860	Robbery with violence	aka [WOODS]
Wright	Charles	6762	15y	30	Central Criminal Court	1861	Possession of a coin mould	
Yeomans	Thomas	6795	6y	29	Birmingham	1859	Larceny	aka [YOUARD]
Young	John	6796	10y	42	Glasgow	1861	House breaking	
Young	Richard	6794	6y	49	Winchester	1861	House breaking	

Pensioner Guards and Families

Surname	Christian Name(s)	Age	Rank; Regiment & Remarks
Ahern	Michael	41	corporal; 8th regiment; family history says he arrived per 'Belgravia' in 1866 (?); transferred to Cork district prior to embarkation and may not have sailed (?) - refer: 'Australian Joint Copying Project' WO 22/226 reel 3198
Beech	Joseph		private
Bentley	John	40	private; 7th Regiment
Bree	Thomas		private; East India Company
Brindley	Henry	43	private; 27th Regiment
Brindley	wife;		presumed
Buckley	Laurence	43	private; 74th Regiment; died (WA) 1867
Burke	Patrick		corporal; 52nd Regiment; died (WA) 1868 aged 53
Byrne	William		private; East India Company
Callaghan	Patrick	41	private; East India Company
Colgan	John		private; 67th Regiment
Cope	Thomas		private
Crossley	William		private
Curtain	John	36	private; aka [CURTIN]; died (WA) 1864
Daly	Michael		private; corporal in 10th Regiment (?); wife Ann - refer: 'Bicentennial Dictionary of WA'
Daniel	Richard		private
Daniels	Hugh		private; 98th Regiment; 93rd Regiment (?)
Devlin	Felix		private; 86th Regiment
Donahue	Roderick	29	sergeant; 68th regiment
Doyle	William		private; Royal Marines; aka [DOIL]; corporal (?)
Farrell	Patrick	34	private; 99th Regiment; 88th Regiment (?)
Farrow	Thomas	43	private; died (WA) 1863
Gandell	Henry Benjamin	40	private; 36th Regiment; aka [GANDLE]; promoted to corporal
Hearn	Patrick	45	sergeant; 77th Regiment
Hearn	Margaret		wife
Hearn	Mary		child
Hearn	Annie		child
Herlihy	Thomas		private; 82nd Regiment
Higgins	Hugh		private; Royal Artillery; to SA in 1866 per 'Emily Smith' with wife and three children
Hobbs	Abraham		corporal; 76th Regiment; had left his family for VIC by 1873 (?)
Hobbs	Rosa Ann		wife and child
Hodgson	James		private; 94th Regiment
Horgan	Cornelius		private; to SA in 1866 per 'Emily Smith'
Johnston	James		private; 84th Regiment
Leary	Daniel		private; 57th Regiment
Lee	George		sergeant major
Lillis	John	47	private; 69th Regiment; aka [LELLIS]; born Limerick IRL
Lillis	Mary	30	wife
Lillis	Stephen	38	private; 69th Regiment; aka [LELLIS]; born Limerick IRL
Lyons	James		private; 68th Regiment
McCauley	James		private; to SA in 1866 per 'Emily Smith' with wife (?)
McKee	John	57	private; Royal Artillery
McNee	Malcolm		sergeant; East India Company Horse Artillery
Melia	Michael	37	private; 99th Regiment; aka [MEALIA]
Monaghan	Michael		private
Muir	William (Thomas)	36	private; East India Company; five KINGSTON step-children
Muir	Catherine		wife
Muir/Kingston			five KINGSTON step-children
Murren	L.		private
Pilcher	William		sergeant; private in 1864 (?)
Rice	Samuel		corporal; dismissed at Tilbury for misconduct and may not have sailed (?) - refer: 'Australian Joint Copying Project' WO 22/226 reel 3198
Robarts	James		private; 16th Regiment; aka [ROBERTS]
Sibbald	William		private; 72nd Regiment
Sullivan	Joseph	53	private; East India Company
Sullivan	Timothy	55	private; 48th Regiment
Tierney	Matthew		private; 57th Regiment
Toole	Felix		private; 86th Regiment
Topping	William		private; to SA in 1866 per 'Emily Smith'
Walker	Philip		private; 89th Regiment
Walker	Mary Ann		wife
Watson	Thomas	43	private; 61st Regiment

Other Passengers

Babington	Surgeon Superintendent; to England in 1863 per 'York'
Bedary (?)	Mrs; sister of pensioner Daniel LEARY; paid £2 for rations on board - refer: 'Australian Joint Copying Project' WO 22/226 reel 3198
Crossley (?)	nephew of pensioner William CROSSLEY; paid £1-10 for 120 days rations on board - refer: 'Australian Joint Copying Project' WO 22/226 reel 3198
Lillis (?)	daughter of pensioner John LILLIS; paid £2 for rations on board - refer: 'Australian Joint Copying Project' WO 22/226 reel 3198
Moore Reverend	

Lists taken from — WWW. A Guide to Researching Your Convict Ancestors

A JOURNAL FROM THE PRISONER SHIP 'YORK'

By John Gregg — Shipwright 16/9/1862 — 31/12/1862

Tuesday September 16th — Signed article.

19th September — The crew ordered on board on which the order was obeyed accordingly. After cleaning the decks, the crew went on shore again till the next morning.

Saturday 19th — The ship unmoored and left Deptford. (London) Carpenter employed cleaning the rigging, windless, the accommodation ladder, getting fenders in and stowing the stores away.

September 21st Sunday — Being under way, tending the windless and assisting generally.

Monday 22nd — Employed making a few alterations in the cabins of the Surgeons and religious instructor, such as fitting book shelves, swing lamps, clothing chest and cases.

Thursday the 23rd — Carrying out the instructions of the surgeon in regard to a few precautions necessary to the safe custody of the convicts, of whom 80 was received and shipped from Chatham (on the Thames), the ship at the time being bought up at the Nore. Weighed anchor the same day and proceeded on our course for the mouth where we anchored.

Wednesday 24th — Got under weigh and made the windless all clear and then done a few more jobs for the surgeon and Chaplain.

Tuesday 25th — The early part of the day employed in the troop's hospital securing the water filter, fitting a few shelves and cleats, etc. In the afternoon assisting to work ships, etc.

Friday 26th — Arrived in Spithead, brought up, and after seeing the windless secure and cables ranged. Made a locker to stow the more valuables nails and in order to keep them out of the reach of the convicts and soldiers.

Saturday 27th — Stowing away pump gear, nailing in canvass to protect the fowls in the coops, securing the tween deck stern ports and missing pipe fillings.

Sunday the 28th — Attended Divine Service in the forenoon. In the afternoon took the fire engine (which had refused to start) to pieces, remedied the defects and screwed it together again, being assisted by the boatswain.

Monday 29th — In the forenoon employed lashing up Captain Redpath's effects, preparatory to his leaving the ship. In the afternoon clearing a few scuppas in the tween (between) deck scuttles.

Saturday 30th — Got under weigh and the wind being ahead was principally employed at my station working the main jack.

Saturday October 1st — Employed working ship and in the intervals endeavoring to plug up the hawse holes in order to keep the galleys of the convicts and guards from being rendered unseviceable.

Thursday October 2 — At 3am, the main top sail was carried away, there being at the time a strong breeze and rather heavy sea. Got it refitted at 4am and set the top sail.

Got into Portland brought up and made everything snug for the occasion.

Friday the 3rd October — Took in 133 more convicts at noon and then commenced to fit iron cleats on the jibboom to prevent the jib stay coming in, finished it by dark.

Sunday 4th — Making and fixing wooden bars on the outside of main deck ports to prevent the convicts opening them. Making places to keep the hatchway lanterns in, making a steep tube and butchers block for the use of guard and convicts. Secured the prisoners punishment box, cleated the shafting top gall't (gallant) bulwark and stowing ladder to clean the deck for Sunday.

Sunday 5th — From 7am till 9 ditto fitting the jolly boat with whole pins to prevent the necessity using the gigs iron locks, which were fast destroying the boats gunwale.

Monday 6th — Barring in and securing the top ports in top gallant forecastle. Fitting lids to convicts and troops water casks and making tubs for ditto. Cleating the iron chest on the poop, the medicine chest in the caddy, fitting the clapper in the poop bell. In the evening took the draught of water, which was 18ft 1in foreward and 17ft 5in aft.

Tuesday 7th — Fitted up a bath for the steward. Made the galley so as to be able effectually to secure it against depredations of all intruders. Repaired the cutters gunwale etc.

Wednesday the 8th — A Government official had fitted a grating in the scuttle to prevent the convicts reaching up to the lantern. However it proved ineffectual so that another one was necessary which they attempted to fit. After seven or eight Naval Officers swung by it, passed their opinions and making suggestions after which a contracting artisan came and took the dimensions. Went away again and sent the bars which upon trial were found to be too long, upon which I had to go on board HMS Colossus from there to the fire with the proper dimensions, which proved to be right. Returned on board at 10am and got under weigh about 11am. Employed tacking ship and cleaning up for the rest of the day. Also received general orders concerning the routine to be pursued during the passage with regard to the pumps, fire engine etc.

Thursday the 9th — Inspected the spare aloft and the tween deck, then made a trap door in the main deck, barricading and stopping a leak in the cuddy mast.

Hackled the cables, put the hawser plugs in and made a box for the warden to keep the knives and forks of the convicts in. Rigged the fire engine, sounded the bell.

Friday 10 — At 3am, on lowering the fore topsail yard for reefing the *parrel carried away in the sail pratte, got it temporarily refitted by 7am, then fitted a bed board for the Captain and fitted a lid to the crew's water cask. Tacked ships and at 6pm sounded the bell, rigged the fire engine.

Saturday the 11th — Made a platform from the convicts water closet to forecastle on the starboard side. All the rest of the day fitted up the Captain's cabin. In the dog watch inspected the makeshift *parrel. Pumped ship, rigged the fire engine, saw the scuttles in tween decks secure, tacked ship and one of the convicts caulked the howser plugs.

Sunday the 12th — Turned out with the hands to reef topsail there being a strong breeze and heavy sea at the time the main sail having blown away at midnight. Pumped ship at 7 bells. The rest of the day making alterations in the crews quarters.

Monday the 13th — Fitted a lock to cabin sideboard, repaired crews water cask, inspected lower deck scuttles which occupied the forenoon. In the afternoon stopped a few leaks forward, made some beds for water casks. On going aloft to look at the makeshift barrel of the fore topsail yard, found the listings stack and a deal of chaffing, in consequence, whilst aloft, repairing it.

An uproar took place through one of the convicts being intoxicated so far as to require confining in the punishment box. Upon taking hold of him, a general disturbance occurred, upon which the guard and crew stood to arms and prepared to fire, which was however dispensed with and the usual order happily restored.

Tuesday, October 14th — Employed in fitting ladders in the steerage, screwing up the bolts in vessel of foretopsail guard and assisting to shorten sail in the forenoon. The hand of jib stay carried away which, however, the boatswain and crew secured. Pumped ship in the dog watch and rigged the fire engine.

Wednesday, the 15th — In the morning watch the fore top mast stays carried away. The crew employed, watch to watch, all day fitting new ones. Myself fitting a main rope extension to main hatch way, made a false bottom to carpenter and boatswain lockers and stowed the gear away. Pumped ship in the dog watch and rigged the fire engine, also shook a water cask in the forenoon.

Thursday 16th — Made a pair of scales for weighing the convicts and troops etc. Repairing buckets.

Friday 17th — Made a platform from the convicts water closet to forecastle on the port's side. Took out three deck lights, re-leaded them, and put them back again. Altered three howser buckets for drawing water. Made some bungs to convicts water casks. Pumped ship and rigged the fire engine in the dogwatch.

Saturday the 18th — Before breakfast inspected and oiled down aloft, found the pin out of the barrel on main top Gall't yard, fitted another. Made a dog name for main royal mast head. Made a stool for the accommodation of the guard
*Sliding band of rope or metal attaching a boom to a mast.

and also two small ditto for myself and boatswain. Put a T hinge on one of the convicts tables, fitted a screw eye for heaving up the cots in convict's hospital. Repaired the jalousie (*shutter*) in troop's hospital. Fitted a main rope stanchion in quarter hatchway in place of one which was carried away the day before. Got one of the convicts to repair some lamps and the branch of fire engine. Pumped ship and rigged the fire engine in the dog watch.

Sunday the 19th — Before breakfast bored some holes in the fire engine box and sounded the bell. After breakfast the weather became fine. Opened the tween deck scuttles. At 10.30 attended Divine Service on the poop. In the dog watch sounded the bell and rigged the fire engine.

Monday 20th — The Island of Madeira in sight at day light. In the forenoon made two outrigger for swing lamps in the Sergeant Major and Warder's cabin. Made a knife box for convicts. Overhauled tween deck scuttles, made a flap in the starboard side of barricade. Repaired a small freshwater pump being assisted, during the day, by a convict named Watson. In the dog watch, pumped the ship and rigged the fire engine.

Tuesday the 21 October — After breakfast went over the mast heads and inspected the parrel's trusses. In the afternoon repaired the small pump and trimmed some boards ready for use. In the afternoon, put some chafing battens on the stem of cutter, pumped ship and rigged the fire engine in the dog watch, being assisted as usual by the convict Watson.

Wednesday 22 — Fitted some shelves and partitions in steward's pantry. Made handles and lids to four parade buckets. Refitted the head pump and scoured the tween deck scuttles fore and aft. In the dog watch, rigged the engine and pumped ship, being assisted by the convict Watson, who is by this time was officially instated as the carpenter's mate until further orders, so that his name will need no further mention.

Thursday 23 — On going over the mizzen masts before breakfast, found the mizzen top gall't yard condemnable. Reported it accordingly and got orders to commence a new one as soon as possible. Then got a large fender out of the hold to make a chock to secure the fore topsail yard to the tub and continued to work at it till clear up time. Then rigged the fire engine and pumped ship in the dog watch.

Friday the 24th — Pumped ship at seven bells, the rest of the day employed about the chock for parrel of fore topsail yard. In the dog watch, sounded the bell and rigged the fire engine.

Saturday 25 October — In the forenoon, made and repaired some seats for the soldiers and then commenced an arm rack around the mizzen mast. Pumped ship in the morning rigged the fire engine in the dog watch.

Sunday 26th — Pumped ship at 7.30am and the weather being fine, attended Divine Worship on the poop in the fore deck.

Monday the 27th — Went over the spars and pumped ship before breakfast and then, as the wind was right aft and steady, put four cleats on jibboon to secure the stay.

Two convicts, being unruly and quarrelsome, had to put them in leg irons. At 12.30 assembled at General Quarters. My helpmate Watson being all day employed boarding over the chain lockers in the tween decks. Done a few odd jobs in the afternoon such as fitting bolts and forelocks. In the dog watch, sounded the bell and rigged the fire engine,

Tuesday the 28th — Before breakfast opened the tween decks scuttles, then fitted a steer oar in the life boat. The rest of the day employed building a sheep pen in the top gallant forecastle. Pumped ship in the morning, closed the scuttles, rigged the fire engine and sounded the bell in the dog watch.

Wednesday the 29th — Pumped ship before breakfast Shortened down the scuttles of the long boat in the forenoon. The latter part of the day being very squally and hence could not do much with the tools. Turned too to stow away some gear and iron work. Rigged the air pumps for the convicts, which however broke down after about 20 minutes of use, so was obliged to take it all to pieces to get to the defect. In the dog watch sounded the bell and rigged the fire engine.

Thursday the 30th — Pumped ship before breakfast and the rest of the day employed about the air pumps which required a new inside altogether. Took the irons off the two convicts (before mentioned) at seven bells in the forenoon. In the dog watch sounded the bell and rigged the fire engine. After eight o'clock, it being considered safe to do so, opened all the tween decks scuttles fore and aft. **At 9.30am alarm and cries of murder heard amongst the convicts, which, however, on investigation turned out to be a practical joke carried rather to far.**

Friday 31st — With the exception of a few small jobs, employed all day at the air pumps. Got it finished about 6.45 and had the satisfaction of seeing it work admirably well. **I must not admit mentioning the capture of a shark (about seven foot long) by some of our people, which amongst so many people created quite a sensation.** In the dog watch sounded the bell and rigged the fire engine. The ship not requiring pumping this day.

Saturday November 1st — Oiled down the parrels, trusses aloft and the wheel gear and winches on deck and pumped ship. At 7 bells, being now showery all day, could not get on with any strong jobs, however, got the spar fitted along the davits to receive the belly lashings of the cutter. Repaired the after poop's skylight and repaired a small fresh water pump. The convict Watson being employed strengthening the prison door in the main hatchway. In the dog watch sounded the bell and rigged the fire engine.

Sunday 2nd November — Before breakfast opened the after hatch for the third mate. At 10.30am attended Divine Service on the Poop. The weather throughout the day being fine, with the exception a light shower and little or no wind.

Monday 3rd — Pumped ship before breakfast after that commenced again with the cabin arm rack which had been postponed for jobs of more moment. During dinner overhauled the tween deck scuttles (opening in the ship's deck with lid) and saw them all clear for closing should a squall come on during the night in the dog watch sounded the bell and rigged the fire engine.

Tuesday 4th — Pumped ship before breakfast after that made another attempt at the cabin arm rack the day being very rainy (however) very little progress was made. By 4am when it was time to clear up for the *cuddy dinner, during which I repaired the lid of the cuddy water cask. After which the weather being squally and the wind coming more ahead, tacked ship at 6pm and I screwed the tween deck scuttles in fore and aft. In the dog watch sounded the bell and rigged the fire engine.

Wednesday the 5th — Started at 6 am with the arm rack. At 7.30am pumped ship and then continued as before. In the cabin until 4am, then cleared out for dinner and finished the dog mane and staff for the poops, also made three small chairs for me. Secured the signal and mast head lamps in the dog watch. Sounded the bell and rigged the fire engine. The weather being very fine all day.

Thursday the 6th — Commenced again with the arm rack and continued to be employed until 7.30am then pumped ship. Returned too it after breakfast as normal and continued with the exception of attending the scuttles when the ship was put about as a squall came on. At 12.30 noon the main top gall't tie carried away, had to put two patent connecting links in it when the sail was again set. In the afternoon done a few little jobs, such as repairing padlock, refitting the bars across the harness casks, repaired the lids of the cuddy water casks, made some bungs for corks, which added the attending and working the main tack this day twice and rigged the fire engine.

Friday 7th — At 3.30am had to jump out pretty smart and see to the tween deck scuttles in a squall. At 6pm turned to at the arm rack again and continued till 7.30 pm, then pumped ship. After breakfast the water closet in the surgeon superintendent's cabin, being out of order, had to take it all adrift to find and remedy the defects, which was not accomplished until 4.30pm.

My mate Watson having taken my place with the arm rack then made two props for the windows in the surgeon's cabin and a bung for a cask which brought up to 5.30pm. Stowed the cuddy tank pump away, unrigged and refitted the starboard main pump by 6pm.

*Small deck space where Officers and passengers eat.

In the dog watch sounded the bell, rigged the fire engine.

Saturday 8th — Oiled down and pumped ship before breakfast, after which commenced another installment of the cabin arm rack. At 12 noon tacked ship. In the afternoon, unriggered the head pump again, altered a joint and shackle for the main tack before tacking ship at 6pm. In the dog watch sounded the bell and rigged the fire engine. At 8pm assembled at Masters Quarters and dismissed by 8.15am. The weather being fine all day.

Sunday 9th — Pumped ship before breakfast. At 5 bell (10.30am) attended Divine Service on the poop. In the dog watch, sounded the bell and rigged the fire engine.

Monday the 10th — Before breakfast went over the mast head and pumped ship. At 9am started (with help from some of the volunteers prisoners) to get a spar out from amongst the booms to make a mizzen top gall't yard and continued employed all day. My mate, the convict Watson, variously but usefully, employed with the cabin arm rack, repairing a small fresh water pump and making three dumb scrapers for cleaning the prison decks. In the dog watch sounded the bell and rigged the fire engine. The weather during this and the last few days being fine and clear with a breeze strongly resembling the south east trades. I must here mention the fact of our having crossed the line yesterday not the 9th.

Tuesday 11th — Before breakfast put a few troops on washing tubs for the soldiers and their wives, after that pumped ship at 7.30. After breakfast turned too at the mizzen top Gall't yard and got it as far finished as it was possible to do, with the old one should be sent down, which was not deemed advisable whilst such a fine and favourable breeze continued. My mate being employed with the arm rack in the cabin until the cuddy dinner time 4pm, when he cleaned and filled up the interval of time with refitting a spirit pump making a few bungs. In the dog watch sounded the bell and rigged the fire engine. The weather being fine all day.

Wednesday the 12th — Before breakfast cleared a few scupper's holes, repaired a soldier's washing tub and pumped ship. After breakfast, pulled the Captain's water closet to pieces and failed to clear the obstruction, it being too far removed from the reach of a rod or wire, accordingly had to plug the pile up and dispense with its use for the present. My master's mate Watson being variously employed repairing some prison bunks and a few small jobs in the Captain's and Chaplain's cabins. In the dog watch sounded the bell rigged the fire engine. The weather throughout the day being very fine with a fresh breeze from east by south and steering by the wind.

Thursday the 13th — Pumped the ship before breakfast. After that started again with the arm racks but made little progress with it, on a account of having to attend to several other little jobs, such as making an iron drawer bucket for the convicts, fitting some battens, to show the charts on in the Captain's cabin and making a large slice

for the convict's cook to stir the coppers with and repairing the soldiers and children's water closet. In the dog watch pumped ship and rigged the fire engine. The weather through the day being very fine with a moderate breeze from the east south east.

Friday 14th — Before secured all the tween decks scuttles fore and aft, the weather being very squally through out the day. After breakfast got on again with tie cabin arm rack until 4pm, then cleared out for the cabin dinner and filled up the time repairing the fresh water and spirit pumps. In the dog watch sounded the bell and rigged the fire engine. The evening coming on very squally.

Saturday 15th — Before breakfast oiled the trusses and wheel gear and pumped ship at 7.30am. After breakfast continued with the arm rack until noon when the main top gall't carried away. Had to put a link in it when sail was again made. Continued variously employed all afternoon and with the dog watch sounded the bell and rigged the fire engine. The weather throughout the day being very unsettled and in the evening settling in with every indication of a strong breeze.

Sunday 16th — Hands turned put to reef the top sail At 3.45am. At 7.30am pumped the ship. The weather moderating about noon. Sail was again made. No Divine Service today the weather not permitting. In the dog watch sounded the bell and rigged the fire engine.

Monday 17th — Started at 6am with the arm rack and pumped ship at 7.30am. After breakfast continued as before and finally finished the rack, which is to contain twenty four muskets and composed of thirty eight pieces. My mate doing some extra jobs in the Captain's cabin. In the dog watch sounded the bell and rigged the fire engine. A moderate breeze through the day east south east.

Tuesday 18th — After breakfast took the size of fillings for the heel of main top mast. Pumped ship at 7.30 am. After breakfast wedged the top mast and commenced to dismantle the fire engine, which was very defective. Got in working order by 5pm then repaired a small fresh water pump. Sounded the bell, rigged the fire engine in the dog watch. The wind and swell having gradually subsided through the afternoon and evening. At 8.45 opened the tween deck scuttles fore and aft.

Wednesday 19th — Went over the mast heads at 6pm. At 7.30 pumped ship. After breakfast, cut a copper hole from the forecandle head and fitted a leaden pipe in it. In the afternoon wedged the head of main top mast and commenced to make some fair-leadors or main top mast crossrees. In the dog watch sounded the bell and rigged the fire engine. The weather throughout the day being very fine with a light breeze from the north north east.

Thursday 20th — At 6pm rigged the fire engine for washing decks. Pumped ship at 7.30am. After breakfast preceded with the fairleaders to main top mast head, finished it. Then fixed an old half round file on the aft side of crosstrees in the wake of the top gall't tie. In the evening sounded the bell and rigged the fire engine. The weather being still very fine through the day with a light steady breeze from the north west. Last evening, at dark, a light seen on the port bow and lost sight of it again about midnight.

Friday the 21st —

At 3am the breeze increasing, turned out and secured the tween deck scuttles fore and aft, the day breaking very wet. At 6am fitted afresh and iron shoe to the foremast shroud of the top mast rigging. Pumped ship at 7.30am. The rain increasing brought a shift of wind, which gradually hauled to the southward. The rain continuing turned too and re-nailed and overhauled the sleeping bunks of the convicts. Continued so employed until 4pm. At 6pm tacked ship. In the dog watch sounded the bell and rigged the fire engine.

Saturday 22nd — At 6pm oiled down parrels and wheels gear, rigged the fire engine for washing decks. Pumped ship at 7.30 After breakfast shifted and secured the chronometer case in Captain's cabin, then started to repair cabin table fiddles. (minor awkward tasks) Some of the guards bunks having lately been found to be leaky, had to caulk them from underneath which I copied for the remainder of the day. The convict Watson being employed cleaning the tools, in consequence of the weather not admitting of any other work. In the dog watch sounded the bell and rigged the fire engine. The day, throughout the day, being very rainy and the weather unsettled, the wind having gradually shifted to south west. The evening closing in very cloudy and wet.

Sunday 23rd — At about 4 bells (2am) the second officer and helmsman detected something suspicious about the port quarter (Life) boat which seemed to be lower down than usual. The master being called to hoist her up again. Two convicts were discovered making a bold but foolhardy attempt to escape from the ship. They had succeeded in clearing Clifford's apparatus and some other light impediments when a kink in the afterfall, induced one of them to stand up to clear it, and thereby revealed the mystery of the boats position. The watch quickly answered the summons and the boatswain jumping into the boat secured one of them and the other got quietly out of her and seated himself ready for the leg irons, which by this time were ready for both of them. They submitted quietly to the operation of ironing after which the uproar subsided into merely talking and passing opinions on the subject. The affair altogether must be admitted to reflect little credit on the military position of the convict guard for although the officer of the watch called loud

and often for the guard none were forthcoming until the prisoners were actually in custody. The order to turn out by then was by then answered very quickly which led to a few reports and light punishments which business was transacted in the forenoon. At 6pm the fire engine again breaks down while washing decks and for the present seemed useless. At 7.30 pumped ship. After breakfast again battened the hatches of the long boat, which some of the prisoners had wrenched open. The forenoon being very wet and the wind gradually increasing, sail was accordingly shortened at intervals in the afternoon. The watch reefed the fore and mizzen topsails. **At 5pm the long boat was again found broken open and a convict getting inside for smoking.** He made his escape before he could be secured after which the hatch has again fastened up, although it is to be feared. In rain at 8pm reefed the main top sail. Sounded the bell in the dog watch. The night closing in very dark, wet and stormy.

Monday the 24th — During the night, the wind having increased, the hands were called to reef the main topsail. At 6am went below to clear some scuttle in the guard's quarters. At 7.30 pumped ship. After breakfast continued as before until noon, when not feeling well, went to the Surgeon, got a dose of medicine, and was placed on the sick report. The wind is increasing through the day and very unsteady withal. My mate Watson being employed taking out and refitting some deck lights. Making little progress (however) on account of the weather.

Tuesday the 25th — Still sick and keeping to the berth. Watson employed tacking up some convict's hospital cots. The weather gradually moderating. The top sails and top gall't sails were again set. Pumped the ship at 7.30am. The hands employed all the afternoon shifting and bending sails. The evening closing in with a moderate breeze from east south east with heavy showers at intervals.

Wednesday 26th — Pumped ships a 7.30. Feeling much better, resumed duty at 9am and commenced to take out and clear the scupper pipes in tween deck scuttles. One of them being greatly out of order, had to split the sill of the scuttle out and fitted a new one which added to stopping a few leaks from underneath it occupied the day. Watson employed repairing the fiddles for cabin table. **The Surgeon Superintendent inspecting the existence of some secret opening by which the convicts might get out of the prison deck.** At his request made a third search fore and aft the deck finding (however) nothing whatever to justify his superstitions. The weather through the day setting into a fine dry and moderate breeze from south east by east. **Must not miss mentioning the fact of a birth taking place this morning. The wife of one of the guard having been brought to bed of a son about 6.30am.**

In the dog watch sounded the bell, the fire engine being out of order as usual.

Thursday the 27th — At 6pm went over the mast heads and spars aloft, found everything pretty snug. Pumped ship at 7.30 am. After breakfast started to repair the cabin skylight, which was very leaky and in every way out of order. Continued to work at it until noon, went down the after hold to overhaul and find out some leaks which the third officer imagined existed. Upon examination found it to be caused by the little drainage from the tween deck scuttles and unavoidable, whilst the scuttles were liable to be replaced on every favourable opportunity. Resumed the skylight. After dinner I got it half finished by 5.30pm. Watson being assigned but usefully employed through the day. Sounded the bell in the dog watch. Yesterday's breeze having gradually died away to almost a calm with a clammy, cloudy sky.

Friday 28th — At 6am the wind not having increased during the night opened all the scuttles in the tween decks. After breakfast Watson turned to the cabin skylight whilst I myself fixed afresh and re-cleated the starboard poop ladder. After which started the fit up of a fresh water cask for the soldier's cook. **This day the first death takes place the subject being one of the convicts who expired at night**, had to rig a temporary grating for bringing the corpse from the hospital to the poop, where he was sewn up and made ready for internment. In the dog watch sounded the bell. The evening closing in with every indication of a hot night.

Saturday 29th — At 6am oiled down aloft and the wheel gear and winches on deck. Pumped ship. At 7.30 am after breakfast started to refit the head pump, got it finished by noon. In the afternoon secured the tween deck scuttles in consequence of the wind howling, more ahead increasing withal. Watson being employed sharpening and cleaning the tools (the convict who expired yesterday was committed to the deep this morning at 5 o'clock. The ceremony being attended by the Surgeon, Chaplain, Captain, Sergeant Major and the rest on deck of both guards and sailors) In the dog watch sounded the bell. The night closing cold but fine with a moderate breeze from the westward.

Sunday the 30th — Pumped ship at 7.30am. After breakfast opened some of the tween deck scuttles. **Some of the convicts having boasted to the Surgeon that they possessed the knowledge how three hundred of them could get out of prison and be on deck in a few minutes.** It has been deemed necessary to make a minute inspection of the prison deck for which purpose the convicts were sent up on deck and the whole of the guard stood to arms disposed in various parts of the ship and the sentries doubled whilst the surgeon Captain and Warders accompanied by the boatswain myself thoroughly overhauled every part of the prison without, however, discovering anything to justify

the boast of the Surgeon's informant. It was considered satisfactory by the surgeon and Captain. The leg irons were taken off the two convicts of who attempted to escape I have previously spoken in earlier in another page. In the dog watch sounded the bell. The day turning out very fine with a moderate breeze from west n th west. At 7pm Divine Service was held in the cabin.

Monday December 1st — At 6am went over the foreward and main masts and found everything pretty snug. Next refitted a top mast Studda sail Halyard block and pumped ship at 7.30. After breakfast turned too to finish the cabin skylight which was accomplished by 5pm. Watson being employed repairing the fiddles for cabin table and also making a grating for the bottom of the convict's coppers. In the dog watch sounded the bell, the weather remaining much the same as yesterday.

Tuesday the 2nd — The day opened very wet with a moderate breeze from east north east. Pumped ship at 7.30 am. After breakfast done a few jobs in the cuddy, such as secure the settees afresh and putting a few cleats here and there. Then started to prepare the material for a locker in the ship's galley and continued so employed through the day which was wet and misty throughout. In the dog watch sounded the bell. The breeze being gradually increased and shifted to North West.

Wednesday 3rd — A very wet commencement to the day (*as usual of late*) At 7.30 pumped ship After breakfast resumed the job on the cook's locker and continued to be employed through the day. At about 3pm the port main top head mast studden sail boom carries away, a spare one however being in readiness. It was soon replaced and the sail again set. In the dog watch sounded the bell. The evening closing in with a fine strong breeze from north west.

Thursday the 4th — The day opened finer than usual of late At 6pm went over the spars aloft found every thing pretty snug. After breakfast finished the cook's locker and some other small jobs in the galley, to which added. opening and fastening up some cases for the surgeon occupied the day.

I must here mention that my helpmate Watson being employed in the after hold in some way or other got slightly intoxicated. He was accordingly confined in the punishment box till his recovery and an order against his being admitted aloft the barricade in future on any pretence whatever. Consequently from this date I lose the benefit of his valuable assistance.

The wind through the day fresh but unsteady varying from north, north east to north, north west from which later point it has come at the close of the evening. In the dog watch sounded the bell.

Friday the 5th — The day opened very fine with a fine breeze from the northward. At 6am started to make a strap hatch in the after hold in order to secure the wine stowed in the lower hold, which occupied the whole of the day to 4pm. Then dismantled one of the arm racks in the troops quarters, through which the men of late being ordered to keep their firelocks in their bunks, where of no further use. Pumped ship at 7.30pm. In the dog watch sounded the bell. The weather through the day being very fine and dry the breeze of the morning still continuing.

Saturday the 6th — At 6 oiled down the trusses and wheel gear. Pumped ship at 7.30am. After breakfast took some casks up and boxed in the fore scuttle to stop the convicts from getting in and secreting themselves in the top gall't forecastle. In the afternoon repaired some blocks and cleared up for Sunday. In the dog watch sounded the bell. The night coming on with every indication of strong breezes. At 11.30 midnight, hands turned out to shorten sail when the mizzen topsail was close reefed. The fore double and the main single reefed and all small sails furled.

Sunday 7th — The day commenced with breeze still continuing. At 7.30am pumped ship. In the forenoon, the breeze having slightly moderated, the top sail and top gall't sails were set and the wind hauling more to the westward the ship laboured considerably. Towards evening the breeze again increased to a gale. At 7.45pm called the hands to shorten sail when the fore topsail was double reefed, the mizzen close, and the main topsail single reefed and the mainsail furled. The cabin dead lights secured, the bell sounded and all made snug for the night.

Monday 8th — At 6am the breeze of yesterday still continued, went over the mast heads before breakfast. Pumped ship at 7.30am. After breakfast went aloft and screwed up the topsail and lower yard truss bolts and at 12 noon the hands turned too and re-reefed the topsails, reefed the mainsail and stowed it over again. The rest of the afternoon employed shaking casks and repairing and broaching cases. In the dog watch secured the fore scuttles hatch and made all the scuttles and ventilators secure. Sounded the bell at 7.30pm. The breeze moderating towards the evening and coming from about west north west.

Tuesday 9th — Turned too at 6am to block up the hoist ports of which the ships was deficient, then overhauled the Doctor's water closet. Got it to work alright then shook some casks repaired the cool oven door and refitted a small fresh water pump. The breeze still moderating. All reefs were shook out top gall't sails and royals set. The fore topmast studded sails set. In the dog watch, sounded the bell. The day throughout being fine throughout and the evening closing in the same.

Wednesday the 10th — The breeze of last night having greatly increased as the night advances. At 12.15 midnight hands turned out to shorten sail the wind having shifted to nor north east, and whilst aloft, reefing the fore topsail, it again shifts suddenly to north west, which presented the

necessity of reefing the main topsail. Pumped ship at 7.30am. After breakfast started to shake up casks to clear the after hold which added to broaching some casks of beef occupied the remainder of the day. The weather continuing so wet and unsettled as to present much work being carried on. The breeze moderating through the day. All sail was again made. In the dog watch, sounded the bell. The evening closing in very damp and showery weather with a moderate breeze from west north west.

Thursday 11th — At 6am started to caulk the cuddy deck. At 7.30am pumped ship. After breakfast resumed the caulking and continued so employed the rest of the day. Sounded the bell in the dog watch. The breeze and weather continuing the same as the last few days.

Friday 12th — At 6am started again caulking the cuddy deck. At 7.30 pumped the ship then resumed the caulking and continued so employed for the remainder of the day. In the dog watch sounded the bell. The weather this day being rather milder and the breeze lighter but from the same quarter.

Saturday the 13th — At 6am oiled down trusses, parrels, wheel gear and winches on deck. After that pumped ship at 7.30am. After breakfast, repaired some locks and set the convict Watson to work stowing one water cask inside the other to make room.

Last night in a quarrel amongst the convicts one of them threw some cayenne pepper in the eyes of a fellow prisoner which of course caused the excruciating pain. This afternoon the guard turned and stood to arms whilst the surgeon held an investigation which however was fruitless owing to contradictory evidences and the absence of light at the time of the occurrence. The prisoner was discharged accordingly, the most perfect order reigned among the prisoners during the investigation. In the evening sounded the bell. The night closing in with a light breeze from the northward.

Sunday 14th — Pumped ship at 7.30 am the ship's company attended Divine Service in the cabin. At 10.30am after that the wind veering more to the westward, the studding sails were set. In the dog watch sounded the bell. The evening closing fine.

Monday 15th — The day broke very wet with the wind shifted to north again. Pumped ship at 7.30am. After breakfast set the convict Watson to work repairing some of the prison bunks myself employed all the day stopping leaks and repairing the small fresh water pumps. In the dog watch sounded the bell. **One of the lads caught a large cape hen which, after being inspected and allowed to bite several of us, was humanely released to roam at large again.** The weather broke and wind shifted at noon to nor west and continued so the remainder of the day the evening closed as fine and the breezes was light.

Tuesday 16th — Turned too at 6am to shake up casks. Pumped ship at 7.30. After breakfast made another attempt at the casks but was forced to give up the idea in consequence of the wind, which had all the morning shown signs of increasing, burst suddenly into a gale, the heaviest hither too encountered this passage. The topsail was reefed as quickly as possible and then the courses furled also the mizzen topsail. The gale still increasing the fore topsail was cleved up and stowed in doing which the lee leech carried away and split the sail in such a manner as to render it impossible to set it again without unbending for repairs. About 1pm the gale was at its height. And the rain and hail (which from the commencement of the gale had been very heavy) now came down with increased fury, which added to shipping a sea every few minutes, rendered it necessary to close in all dead light and tarpaulin all the grating hatches. About 5pm the wind and rain ceased as suddenly as it began leaving a very heavy sea and the ship labouring very much. The spoilt fore topsail was then unbent and the hands employed all night getting out and bending a new one which was accomplished by 5am Wednesday.

Wednesday 20th — At 6pm the gale having moderated lower stud sails were set north sides forward. Pumped ship at 7.30. After breakfast started to shake casks and repair fresh water pumps and continued to be employed all the day, which was very wet and cold in a very heavy sea running at the time, causing the ship to roll and labour very much. In the dog watch sounded the bell. The evening closing rather finer with a moderate breeze from the west nor west.

Thursday 21st — In the morning (having been attacked with sickness during the night) was placed on the sick report and continued so until Monday.

Monday 22nd — At 6am went over the mast heads and found (with few exceptions) things pretty snug. Pumped ship at 7.30am. After breakfast started to shake up casks and continued so employed the remainder of the day, the weather through the day having been fine throughout with a moderate breeze from the north east. In the dog watch sounded the bell. The evening closing in fine.

Tuesday 23rd — Started at 6am to repair the gangway ladder and continued so employed through the day. Pumped ship at 7.30pm. The breeze of yesterday continuing through the day but slightly increasing towards the evening. In the dog watch sounded the bell.

Wednesday 24th — At 4am turned out with the hands to shorten sail when the fore and main topsail were double and the Mizzen close reefed. Pumped ship at 7.30am. After breakfast shook some casks and after 4pm assisted the third mate issuing stores to convicts, guards and crew. Sounded the bell in the dog watch the wind (which was from the northward) decreasing

towards evening upon which sail was again made.

Thursday December 25th Christmas Day — The day commenced very damp and cold in a heavy sea running the result of yesterdays breeze which was still from the same quarter. Pumped ship at 7.30am. After which nothing more in the shape of work was done this day, except trimming sail and other really indispensable work.

The greatest joviality prevailed among the convicts who celebrated the anniversary of the Christian era by the execution (in a masterly style) and abundance of vocal music in the shape of glees, trios, duets, probably the result of their double allowance of wine during the day. The wind hauled to the norwest. The evening closed in fine. Sounded the bell in the dog watch.

Friday 26th — The day opened with the same wind and weather as of the evening before. Pumped the ship at 7.30am. The rest of the day employed with the gangway ladder. Sounded the bell in the dog watch. The evening closed in fine.

Saturday the 27th — The wind during the night gradually shifted to South by East and very moderate withal. At 7.30am pumped ship and **then made another attempt at the gangway ladder which was a very harrowing affair on account of the confined space and so many women and children constantly in the way;** got the ladder itself finished and primed by 5pm. The wind during the afternoon shifting to west south west moderate with all the weather rather damp and showery. Sounded the bell in the dog watch. At 8pm the bugle sounded the assembly upon which the guard and crew fell in, passed muster and broke off.

Sunday the 28th — The morning opened damp and showery. Pumped ship at 7.30am. At 10.25am accompanied the Surgeon and Captain in their inspection of the prison deck, which was admirably clean and orderly and secure withal. At 11am attended Divine Service in the cabin. About noon the clouds cleared away and a very fine afternoon succeeded, taking advantage of which all the scuttles were opened fore and aft. Sounded the bell in the dog watch. The evening closing in fine with a moderate breeze from the south west.

Monday 29th — A very fine morning with a moderate breeze from the same quarter as yesterday. At 6am started to alter the gunwale of the jolly boat for rowlocks. Pumped ship at 7.30am. After breakfast the hands started to get up chain cable. In the afternoon shackled on the cables and finished the gunwale of the jolly boat. The day fine throughout, the breeze from the same quarter and slightly increasing towards evening. In the dog watch sounded the bell. The evening closing in fine.

Thursday the 30th — The morning opened with a fine breeze from the westward and showery at intervals. Pumped ship at 7.30 am. After breakfast overhauled the shackles of chain cable put in several new pins also fitted a spare normal pair in the port side of windless. In the afternoon started to allow to fit a set of oars for the jolly boat and got 3 out of 4 finished by 6pm.

After which the religious instructor gave the children and women of the guard an amusing lecture illustrated with diagrams on the customs and religion of the Aborigines of Australia. The greatest excitement prevailed amongst the convicts on account of the prospect of making the land of the proximity of which most of them seemed to be aware. At about 7.45pm information was elicited that some of the convicts intended to turn to advantage the insecurity of the chain lockers which had been unbarred in order to get the cables up. The surgeon of course ordered them to be secured which was done himself the chief officer and prison warders being present during the operations. After which sounded the bell. This night for greater security all sentries were doubled and the greatest precautions and vigilance brought into play in order to guard against all possible contingencies.

Wednesday the 31st — The last day of the year 1862. The day opened with a moderate breeze and dry weather Pumped ship at 7.30am. After breakfast everybody employed preparing for harbour. At about 10am land was descried ahead. About noon, got cable close enough in with it to see the shape of the land and also to signalise to a lighthouse situated on a prominent head land. Then stood away to the northward along the coast.

In a short time the Government pilot boat made its appearance, put the pilot on board who soon brought the ship to anchor in the open roadstead about 1½ miles from and abreast of the mouth of the Swan River and the town of Freemantle which concludes the passage out of the convict ship York.

The time from Portland Bay being 84 days one of the fastest passages of a convict ship to this part of the world on record.

Journal of the most interesting events of the employment of time of your humble servant ,

J.G. — Carpenter

Finis

Account		
Wage date from Sept 19th		
		£. S . P
Tobacco	4lbs +	10. 0
Cash received at Fremantle on the 18th January '63.....		£1. 0 . 0