

Fellowship of First Fleeters

Hunter Valley Chapter

"To live on in the hearts and minds of Descendants is never to die."

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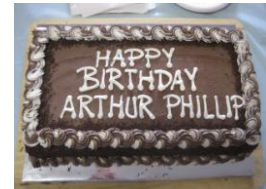
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The Coal River Bulletin

Newsletter No: 22 – November 2011



Can it really be 12 months since we last remembered the birthday of Captain Arthur Phillip (11th October 1738)? I'm sure for many of us the past year has flown by, but it would have been a different story for our First Fleet ancestors when a year must have felt like a lifetime! We were pleased a Memorial Service was also recently held at St. Nicholas Church, Bathampton U.K. to honour the memory of Admiral Arthur Phillip.

The Service was attended by members of the British/Australia Society and the Chairman of the Cook Society, Ms. Pauline Lyle-Scott, gave the address.

At our meeting today we heard the history of First Fleeter **Joseph Trimby**, presented to us by our Guest Speaker, **Sister Andrea Myers** - and what an interesting saga it was! Our thanks go to Sister Andrea who has always been interested in family history and with the help of family members has carefully researched what she calls "*The Seven Steps of Joseph Trimby's Travels*".

JOSEPH ELLIOTT alias TRIMBY FF 11 June 1764 – 25 June 1836

Joseph Trimby's Story begins in Horningsham Wiltshire England in 1755 with a Richard Trimby and Christian Elliott who were married by special licence. Their children James, Richard, Joseph and Benjamin (twins) and later another Benjamin were baptized at Horningsham. Joseph's twin brother Benjamin must have died as a baby.

At Bristol on 24 Nov 1784, 20 yr old Joseph Elliott (gardener) was sentenced to 7 yrs transportation for stealing a pocket book - which was empty!! Why he took his mother's maiden name at this time is still a mystery (perhaps, as other felons had done, to save his family embarrassment).

First Step of his Travels: Joseph was initially sent to the "Dunkirk" hulk on the Thames and a few years later transferred to the "Friendship" to set sail for Botany Bay in May 1787. Over eight months later Joseph Elliott landed at Port Jackson.

The Second Step of his Travels: Nearly 2½yrs later (May 1790) Joseph Elliott is accused of stealing 1¼ lbs potatoes, worth two pence halfpenny, from Mr Richard Johnson. He pleaded guilty but said in his defence that he had worked hard all day and was very hungry.....punishment..... 300 lashes on bare back with cat of nine tails, no flour ration for 6 months and to be chained for the same 6 months to two public delinquents at work on the roads. A few days later Captain Phillip reinstated his flour ration.

3rd Step in Trimby's Travels. Sometime at the end of 1790 Joseph sets sail again. He is sent to Norfolk Island. In 1791 we find Joseph Elliott subsisting with Elizabeth Seiney and in 1793 Joseph Elliott and Elizabeth are settled on 12 acres. Elizabeth had arrived at Port Jackson in June 1790 and was on Norfolk Island before Joseph arrived.

In June 1794 records speak of **Joseph Trimby**...no longer is he called Elliott. Intrigue? Why was he now called Trimby? Was it because he and Elizabeth now had a son, James, to carry on the rightful name? By December 1796 Joseph and Elizabeth are leasing 60 acres and have 2 sons, James and Joseph.

1805 records have Joseph Trimby listed as 2nd class settler with two sons **without** wife. A more recently restored headstone reads:

Elizabeth Trumby and her 1 or 4yr old son William.
This we believe to be Elizabeth Trimby who died at age 30. Joseph remains on Norfolk Island with his two sons for 22 yrs, till Jan 1813.

The Fourth Step of Trimby's Travels. He is evacuated from Norfolk Is to Norfolk Plains in Van Diemens Land in Jan 1813. His two sons and daughter-in-law (James had married Mary Egan the previous year) travelled as adults on the same ship. The Trimbys were some of the first settlers at Norfolk Plains in Van Diemens Land. They had 3 farms on the west bank of the South Esk River.

There is little doubt that in the 1800's Van Diemens Land was correctly termed *a bandit society*. Even those in authority were often guilty of crimes. Once again Joseph is a loser. It appears that son James was given a contract to supply fresh mutton to His Majesty's Stores at Launceston. He successfully supplied 1100 lbs mutton in one 6 month period but thereafter fell short so he did what others did - resorted to stealing sheep - but he was caught and his father and brother were accomplices. It is now recorded in Tasmanian Records, in graphic detail, that the Trimbys were caught stealing sheep. Once more Joseph Trimby had lost his freedom. He and his two sons were accused on 16 Jan 1818 and were brought to the place now called Sydney, for trial in June that year.

The Fifth Step of Trimby's Travels: they sailed to Sydney from VDL aboard the "Lady Nelson" for trial. They were convicted and sentenced to 14 yrs at Newcastle, the major prison of the colony. There the convicts were employed as cedar getters, miners, lime burners, shingle splitters and carpenters - all very hard labour.

The Sixth Step of Trimby's Travels:

So on 30 June 1818 they sailed up the coast on board the *Lady Nelson* from Sydney to Newcastle, that place first being called Coal River, then King's Town and now Newcastle. Here the Trimbys worked as shingle splitters and carpenters.

Joseph spent the first 6 months of his Newcastle convict life under Capt Wallis. Wallis had improved things a little in this settlement, starting a building programme, exploring the valley and finding fertile land started a farming programme. He allowed well behaved prisoners to live in barracks and farm the land. The farm area was now called Wallis Plains after him. His humane rule earned personal commendation from Governor Macquarie. Captain Wallis left in December 1818, the year Governor Macquarie requested the name "Australia" be used. This name was officially adopted in 1820.

The Trimbys then *survived* 5 years under the notorious Major Morisset, the longest serving and harshest commandant of Newcastle. After Morisset left the Trimbys *experienced some life* under Capt Allman. He had been born in Ireland (later died in Yass NSW) and was a kindly considerate man, who respected people. He was a failure as a farmer and also with his family finances but was given land at Muswellbrook and a little at Wallis Plains which he called "Rathluba".

In summary, Joseph and his 2 sons had 6 months in Newcastle under Capt Wallis, 5 years under Morisset and some time under Capt Allman; early Novocastrians indeed.

The Seventh Step of Trimby's Travels was from Newcastle to Wallis Plains - the road wasn't built until 1824 and the regular boat service didn't start until 1824 so it is presumed he walked most of the way. By 1825 Joseph is recorded as farming with his two sons on 10 acres and employed by Captain Allman. He was now in his early 60's.

In 1823 the Trimbys requested permission to return to their own property in VDL but the request was ignored. On 12 April 1825 a certificate of Good Conduct re the Trimbys, supported by the Chaplain, was transmitted by the Commandant to the Colonial Secretary. Joseph is described as an honest, industrious, sober character not guilty of any crime or misdemeanour since coming to Newcastle. A few weeks later a **Ticket of Leave** is granted. The Register of Ticket of Leave describes him as ... a native of Wiltshire, carpenter by trade, 5ft 4½inches tall, sallow complexion, brown to grey hair, dark eyes.

Joseph, now at Wallis Plains, had only a few years of happier life. In 1826 his first grandchild James is born to Joseph Jnr and Hannah Trueman. The following year that baby died and was buried in "family land". Next year, 1828, his eldest son James died aged 35 yrs. He was the first to be buried in the new "Glebe" Rathluba cemetery - possibly at the expense of Cpt Allman.

1831 - a Pardon was granted to the Trimbys through Captain Allman's influence. Because of the Pardon, Joseph Jnr. and Hannah were now permitted to legally marry which they did soon after, in the Schoolhouse at Maitland. The register reads .. **both free**.. Joseph and Hannah already had two children and after their 1831 legal marriage they had another son, John, the following year. In 1835 Joseph saw his grandson, baby James, re-interred in the Glebe cemetery near his uncle James.

Having completed 72 years of *life existence* and travelled many journeys, mostly by ship, Joseph Trimby died, aged 72, on 25 June 1836 at Maitland. The St. Peter's Burial register reads:

Trimby, Joseph Free Arrived in one of the first ships.

We now close the saga of "Trimby's Travels" regretting the 7 years unjust conviction that became 47 years punishment (plus 5 years pardon) - all because of an empty pouch/wallet. I believe Joseph served his full time in every way.



Joseph Trimby's descendants with President Barbara: Maureen McNaughton, Chapter member Barry Chaff, Sister Andrea Myers, President Barbara and Val Crane

GARDEN ISLAND OUTING - Thursday 15th September 2011



Arriving at Garden Island we enjoyed a quick morning tea before being split into two groups for a guided tour of the facility.

When the new Colony of New South Wales was being established Garden Island was known as the 'Sirius Garden Island', the object being to supply fresh food for the ship's company on *HMS Sirius*. From necessity it soon became the source of fresh food for the entire settlement. Originally the island was 4.5 hectares and had a small hill at either end with the garden in between. Three graffiti carvings in sandstone by garden workers are believed to be the oldest from the colony – one, the initials *FM 1788*, is believed to be of Fredrick Meredith who served as Steward to Captain Marshall on the *Sirius* – unfortunately these were not seen on our tour!

By 1946 land had been reclaimed and the island joined to the mainland at Potts Point. The area was thus expanded to 27 acres. Currently the two main Garden Island users are the Australian Navy and Thales Australia. It is the main base for the Navy Fleet on Australia's East Coast. Hundreds of War Ships have berthed at Garden Island over the past 100 years including many that have docked for repairs and maintenance. Thales manages and operates a graving dock (dry dock), a floating dock and a range of ship engineering and maintenance facilities. Garden Island was opened to the public for the first time in decades in 2002.

POINTS OF INTEREST INCLUDED:

(Being a working facility no photographs were permitted so those below are courtesy of the Web)

Boatshed and Clock Tower Building – 1892

HMAS Kuttabul Memorial – dedicated to the 21 sailors who lost their lives when their ship was sunk in the harbour by a midget Japanese Submarine on 31st May 1942.

Captain Cook Dry Dock which is said to be a greater engineering feat than the building of the Harbour Bridge.



Captain Cook Graving Dry Dock under construction.



Hammerhead Crane – a feature of the Sydney landscape and now Heritage listed. When built, it was the largest in the Southern Hemisphere and lifted 250 tons. It remains virtually as it was built and is an example of the largest size of fixed ship building and repair cranes of which only 60 were built world wide. It has been out of use since the mid 1990's.

Naval Chapel – In 1902 a former sail loft was converted into a chapel, making it the oldest building on Garden Island. The original timbered loft floor remains. The Chapel has most spectacular stained glass windows commemorating various ships and Naval campaigns.



Following our guided tour we had time for lunch at the Island Café before rejoining the ferry to return to Circular Quay and then onto Central for our train home. Another great Chapter outing!

Breaking international news on the morning of our October Chapter meeting was something only historians could dream of. Among items found in a dusty cupboard from a deceased estate in Ontario, Canada was a book of great interest for Australians – “*An Historical Account of the Colony of NSW and its Dependent Settlements*” written and published by Captain James Wallis. It has a black leather spine with gilt decoration.

This book is Captain Wallis’s personal copy as is shown by two hand written inscriptions on the title page. While the book itself is a copy, the accompanying watercolours are original and are remarkably still in pristine condition. They also include some 30 previously unseen originals. There are 12 engravings by W. Preston (convict) and 35 watercolours by various artists including Wallis himself and convict artist Joseph Lycett (Lysaght).



A representative of The NSW State Library, with Government backing, travelled to Canada to participate in the auction which was held at 2 am our time on Monday 17th October. Apparently the bidding was strong but the State Library was successful with a bid of \$AUD 1.8 million. WOW!

A little background on Captain James Wallis (1785-1858):

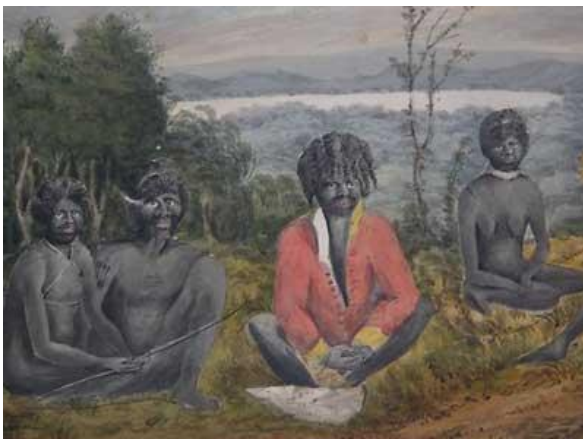
Captain James Wallis has been described as: soldier, commandant/supervisor of settlers, engraver and amateur painter of considerable ability. He arrived in Sydney on 7th February, 1814 to take up a tour of duty with the 46th Regiment. On June 1st, 1816 he was appointed to relieve Lieutenant Thompson at Newcastle and embarked aboard the *Lady Nelson* with a detachment of the 46th Regiment.



Under his command conditions improved in Newcastle – he began a comprehensive building program and laid out the streets of the town. The quality of the buildings was poor but the oldest public school in Australia was built in 1816 at Newcastle East. On 24th November 1816 the wreck of the small vessel *Nautilus* at the southern entrance to the harbour prompted Captain Wallis’s conception of a breakwater from the mainland to Coal (Nobby’s) Island.

When Governor Macquarie visited Newcastle in 1818 he was impressed by Wallis’s building activity and on 5th May laid the foundation stone and first stone of this causeway. On 31st July Macquarie named the area now comprising Maitland as Wallis Plains and it is thought Wallis lakes are also named after him.

Wallis was relieved of his duty in Newcastle by Captain James Morisset. On 3rd March 1821 he sailed to rejoin his regiment in India where he served till his retirement in 1826. Wallis is also credited with putting together the “Collectors Chest” aka “Macquarie’s Chest”.



A watercolour painting of local aborigines found in the book, one wearing a discarded soldier's jacket.

NB: Unfortunately our planned outing to Hyde Park Barracks on 21st November is postponed due to many folk being away or not in good health. We look forward to this being re-visited in the New Year.



However, there are further plans for our Chapter to look forward to – so please make a note in your Diary:

****Christmas Meeting and Luncheon**

Monday 12th December

Your invitation following page

**Guest Speaker
February Meeting 2012:
Chapter member: John RISBY**

We look forward to hearing the story of John's First Fleet ancestor **Edward Risby** who sailed on the *Alexander*

All our First Fleet ancestors have such interesting stories to be revealed don't they?

Birthday Greetings



The end of the year is a busy time for member's birthday celebrations – especially for some families!

- 2nd October: Brittany Pacey
- 8th October: Judith Pepper
- 9th October: Rhondda Glass
- 9th October: Neil Pacey
- 5th November: Noelene Snowden
- 9th November: John Brooker
- 27th November: Robert Fraser
- 1st December: Barbara Turner
- 1st December: Helen Pacey
- 2nd December: Samuel Pacey
- 5th December: Helen Moore
- 20th December: Shirley Anderson
- 22nd December: Cynthia Huggup
- 24th December: John Turner
- 26th December: Don Huggup

**AUSTRALIA DAY 2012
Thursday 26th January**



Plans are already underway for our display and information stall on the Newcastle Foreshore celebrations on Australia Day.

In previous years we have had great response and interest from the passing public and we are looking forward to 'flying the First Fleet banner' once again.

Committee members will have an early start erecting and assembling our display and we expect to be situated in our usual spot near the duck pond. All members and friends are most welcome to join us during the day.

A BBQ will be up and running all through the lunch hours so please bring your food and come and join in for a F.F. get-together!

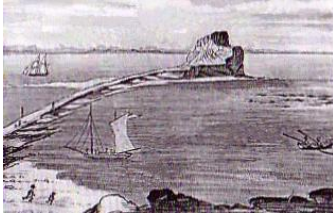
As we will be having our Christmas Lunch once again at the Historic Monet's café in the grounds of James Fletcher Hospital, below is a brief timeline of the grounds known as Newcastle Government Domain.

- 1804 Permanent settlement. Cottages erected on Government farm and gardens established.
- 1814 Coal shaft sunk - "Wallis shaft"
- 1819 Construction of Parsonage
- 1823 Transport of convicts to Newcastle ceased.
- 1838 Construction of foundations for barracks.
- 1841 Construction Military buildings commenced.
- 1842 Construction of Military Hospital.
- 1851 Military departed – buildings leased to AA Company for accommodation.
- 1853 AA Company moves out, occupied by Constables, Govt Clerk of Works.
- 1867 Military Barracks becomes a Girls Industrial School and Reformatory.
- 1871 Girls riot and school and reformatory closed.
- 1878 Dept. Lunacy established.
- 1879 Name change – Hospital for Insane.
- 1902 Resumption of Anglican Parsonage site.
- 1909 Hospital established Morisset.
- 1910 Hospital established Stockton.
- 1916 Name changed Newcastle Mental Hospital.
- 1962 Name change Newcastle Psychiatric Centre.
- 1966 Construction Shortland Clinic building.
- 1989 Name change James Fletcher Hospital.
- 1998 Former Military Hospital converted to Monte's Café.
- 2011 Gazetted on State Heritage register.



View of Military Barracks and gardens

Your Editor, Judy Aubin



Fellowship of First Fleeters Hunter Valley Chapter

"To live on in the hearts and minds of Descendants is never to die."

Your invitation to our Christmas Meeting and Lunch

Monday December 12th



Where: Monet's Café

Watt St. Newcastle

On-site parking only \$4

Monet's is in the grounds of James Fletcher Hospital, Watt Street Newcastle, in the **Historic Military Hospital Building**. (Thanks to the National Trust we now know this lovely building was not, as commonly believed, the Commandant's Cottage).

Time: 10 for 10:30 meeting

Tea & biscuits on arrival

**** Two course Christmas lunch ****

MAIN MEAL

Roast Turkey, ham, vegetables, Cranberry sauce

Or

Grilled Nile Perch, lemon sauce with
Summer salad

DESSERT

Christmas pudding and custard

Or

Pavlova, fruit and cream

Cost: \$20 pp – BYO \$3 per bottle

Please pay at Monet's on the day - correct cash if possible

Bookings essential!

Please ring Noelene on 49593702 (Mobile 040 3668563) by Monday 28th November to confirm or cancel your booking and to place your menu order.

Many thanks to those who contributed so generously to our raffles which will be drawn at the Café on the day – if you would still like to donate an item please bring it wrapped for a tombola which will follow the main raffles - successful ticket winners can choose items off the table!

