

Stories from Sydney Harbour

(on a personal note)

AS TOLD BY ALAN EDENBOROUGH

SYDNEY HERITAGE FLEET

Wool, wine & convicts

MARSH & EDENBOROUGH
WOOLBROKERS
LONDON

Meet **Henry Edenborough**

b: 1812 d: 1855

1833: Henry, aged 21, arrives in Sydney as Master aboard Schooner *Emma*, on her maiden voyage (104 days out)

The Australian: “Through the kindness of the Commander we are in possession of two London papers of 28th and 30th July [1833]. We have thought our readers would be most gratified at reading what is going on at home and accordingly have devoted our whole space to English news”

Three days later, *The Australian* reports again on the *Emma*: “It is now understood the object of this fast sailing vessel coming to this Colony was to bring intelligence to a highly respectable mercantile firm of a great and unexpected rise which has taken place in the price of wool” [in London]

Jan 1834: Henry sails for London aboard *Emma* with 284 bales of wool and oil

Sep 1834: Henry sails for Sydney as Master aboard *Augusta Jessie*, a new ship named after Henry's sister

Augusta Jessie carried convicts and soldiers taking over duties in Hobart.
Arrived Hobart January 1835 (115 days out)

The wife of one soldier on board *Augusta Jessie* was **Annie Baxter** who went on to have an eventful life in Australia. She wrote of the departure from England:

“On the day of embarkation a great many women came to the ship to see their [soldier] husbands, brothers, or lovers, as the case may be. Amongst these was a young girl of fifteen who had married a soldier without leave, and, therefore, was to remain behind. She seemed very sad, and just as the order ‘to clear the decks of visitors’ was given, she threw herself into the river. An officer, named Fothergill, immediately plunged into the water and rescued her; and, not satisfied with that noble action, he paid her passage out to Tasmania, Captain Edenborough, I think, assisting.”



Augusta Jessie
(Artists impression)
375 tons Length 109 feet

Between 1834 and 1838 Henry made three more round voyages to Sydney aboard *Augusta Jessie*, each time transporting convicts and some cargo

'AUGUSTA JESSIE'S' MIXED CARGOES

August 25—AUGUSTA JESSIE (barque), 380 tons, Edenborough, master, for London, T. Gore and Co., agents; 680 sacks wheat, 200 sacks oats, 100 boxes soap, 15 puncheons rum, 9 cases brandy, 13 cases wine, 50 hams; 4 cases British goods, H. Edenborough; 50 hogsheads rum, 20 anchors, 12 chains, 32 hawse pipes, 272 oars, 16 coils 4 bundles cordage, 8 bales linens, 1 case 52 cans 6 casks 2 bales British goods, J. B. Montefiore & Co.; 10 cases British goods, Hughes & Co.; 2 cases books, Rev. N. Turner, 5 barrels British goods, Paul & Co.; 4 casks saddlery, 2 cases pianoforte, 4 bales bags, C. J. Campbell; 1 case books, Rev. D. Poulding; 1 case books, E. H. Pogson; 7 casks horse hair, 1 case hair seating, 2 bales bagging, 1 case silks, 3 cases haberdashery, 1 case millinery, 1 case umbrellas, 1 case caps, 2 cases hosiery, 7 bales cottons, 3 cases shoes, 1 case apparel, 3 cases slops, 1 bale cloth, 2 bales bagging, Marsden & Co.; 1 case apparel, Mrs. Morgan; 3 cases oilman's stores, 6 bales 1 case cottons and linens, 1 case jewellery, 1 case clocks, C. F. Warr; 100 hogsheads rum, 60 cases wine, 280 lengths spouting, 56 elbows, 124 weights, 28 camp ovens, 690 pots and furnaces, 38 cases 5 casks 11 bales British goods, A. & S. Lyons; 9 casks wine, Aspinall & Co.; 3 cases 33 bales British goods, W. Walker & Co.; 1 case glassware, His Excellency Governor Bourke; 9 casks 1 case glassware, Willis, M. In-tyre & Co.; 100 boxes soap, 2 casks provisions, 1 case brushes, 1 case saddlery, 2 cases stationery, 4 bags 1 cask seeds, T. Smith; 35 cases wine, J. G. Richardson; 9 hogsheads brandy, 50 cases gin, 2 bales slops, 2 cases shoes, 4 cases haberdashery, 2 cases hats, 1 case jewellery and watches, 1 case provisions, Spyer Brothers; 1 case apparel, C. Bridgen; 1 case apparel, Captain Best; 1 cask bugles, J. B. Bettington; 1 case hats, 1 case apparel, T. & M. Woolley; 68 cases wine, Edwards & Co.; 4 bales sail cloth, Dacre & Wilks; 1 case stationery, F. Parbury; 6 bundles wheels, 2 cask nails, 1 cask saws, 1 cask measures, 1 case platedware, H. G. Smith; 57 casks rum, 2 gigs, 24 cases 10 bales British goods, T. Gore & Co.; 488 bags wheat, 536 bags oats, 25 crates 1 case earthenware, 52 puncheons rum, 8 barrels pork, 17 packages carriages, 220 dunnage mats, 2 bales 12 cases British goods, Order.

EX AUGUSTA JESSIE.

JUST RECEIVED, from the celebrated Houses of Wardell, Lingham, Hayden, and Nicholas.

Port and Sherry in quart and pint bottles of three and six dozen cases, of superior quality
Bucellas, a very fine light Wine, in two and a half dozen cases

Madeira, Claret, Vidonia, in one dozen cases
Champagne, in one dozen cases

A few small packages choice Lisbon and Caracavellos

Port in pipes, half-pipes, and quarter casks
Sherry in butts, hogsheads, and quarter casks
Madeira in pipes, hogsheads, and quarter casks
Teneriffe in quarter casks

Frontignac and other sweet Wines, in small packages

Cape Wine in pipes, hogsheads, and quarter casks

Cognac Brandy in pipes and hogsheads, in or out of bond

Gin in pipes and hogsheads, in or out of bond
Rum in puncheons and hogsheads, from Proof, to 30 O. P., in or out of bond

Low Proof Rums for Shipping

Dunbar's Ale and Porter in three, six, and nine dozen casks

Strong Pimlico Ale in hogsheads

Pale Ale in hogsheads

Taylor's best Double Brown Stout

Bottling Wax

Champion's best Vinegar in half-hogsheads

ALSO,

Mauritius Sugar by the bag or ton

Twankey, Hyson, and Hyson Skin Tea in chests and halves

Cases Superfine Hats, broad brims

Regatta Shirts, full bosoms

Striped Shirts

White ditto

Cord Trousers

Moleskin ditto } lined and unlined

Ditto Jackets

Duck Frocks and Trousers

Fancy Waistcoats

Fancy Handkerchiefs

Moleskin in piece

India Rubber Braces

Nett Braces

Twilled Wool Packs

Patent border Hides and Bazils

Portmanteaus

Four Horse and Carriage Harness

Window Glass of all sizes

Extra Supertine Billiard Cloth

Billiard Balls.

A. & S. LYONS.

1836

ON SALE,

AT THE

STORES OF THE UNDERSIGNED,

EX "AUGUSTA JESSIE."

SIX very superior Water Closets, with spring valves and brass pumps, on the newest and most perfect construction.

ALSO,

A Wool Press, made wholly of metal of the latest invention

Iron Guttering and Rain Water Pipe complete, with heads, shoes, and nails

A Crane and Winch, with fly wheel on a new construction.

A. & S. LYONS,

Pill-street.

TO SAIL ON THE 16TH INSTANT,
FOR THE MAURITIUS.



THE NEW SHIP
AUGUSTA JESSIE.

Apply to

T. GORE & CO.

In 1840 Henry returned to Sydney, but this time with his wife, Margaret, and as a passenger aboard the Barque *Elphinstone*

In 1841 he moved to Wollongorang, near Goulburn NSW and established a property in the area, building the house 'Wollongorang' in 1846

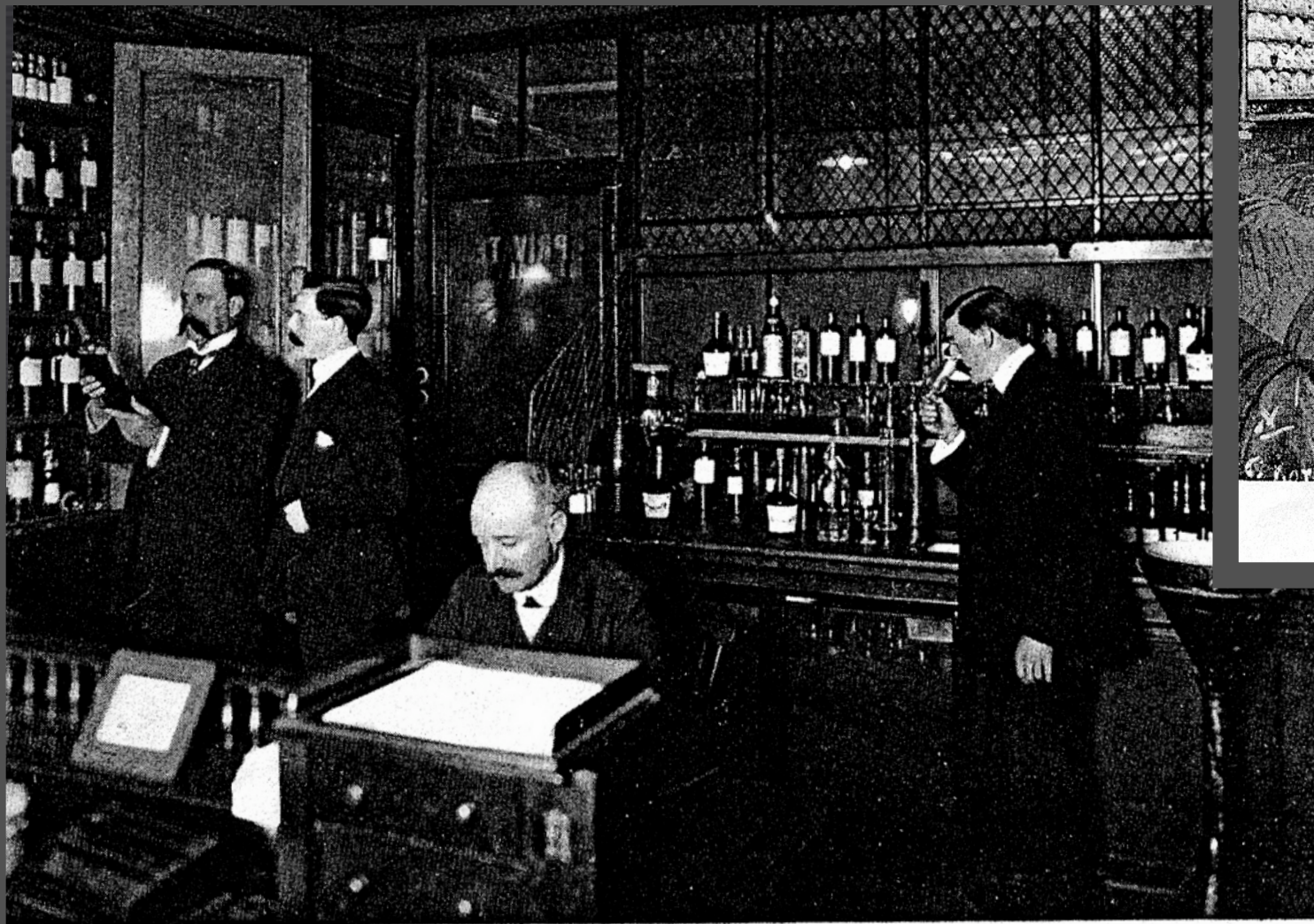
Margaret wanted to return to England and the family sailed from Sydney in 1854

Henry died just a year later



Wollongorang

AND THE WINE?



VIEW OF GENERAL TASTING ROOM.



VIEW OF WINE BOTTLING VAULT

**CAVENDISH,
EDENBOROUGH & CO.
LONDON**

“Australian wines in considerable variety find a place in the stock, and are remarkable as examples of careful selection and consequent fine quality”

[FROM THE 1888 CATALOGUE]

LET'S TALK ABOUT . . .

A sinking and a kidnapping



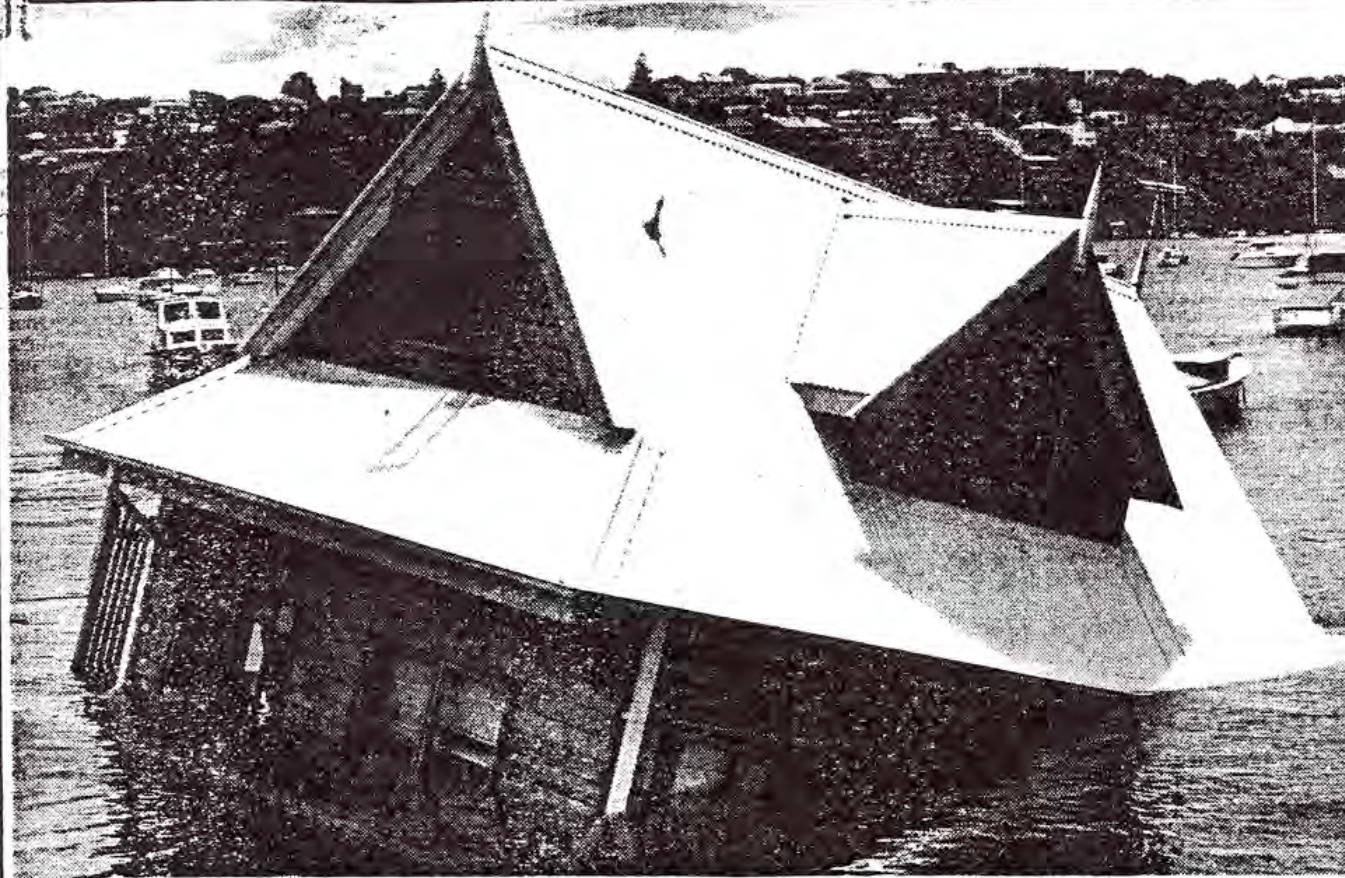
**GREAT UNCLE JIM'S
'SPEC'
AT ROSEVILLE**

(CIRCA 1930s)

**'THE SPEC'
MUCH
MODIFIED
IN 1989**

Sold by
John Singleton
for \$500,000
one month earlier

Maritime board in houseboat investigation



Michael Maxwell's sunken houseboat at Pearl Bay . . . believed to be worth \$600,000

By ROBERT CARMODY

THE Maritime Services Board last night said it would conduct an urgent investigation into the sinking of a houseboat which saw 30 party goers scramble to safety.

MSB spokesman Laurie McNally said surveyors would inspect the two-storey houseboat "as soon as possible" after revellers swam for their lives when the houseboat began taking in water at its berth in Pearl Bay, near Mosman, on Thursday night.

"It's something we're concerned about and we'll definitely look into the circumstances surrounding the sinking," he said.

"We'll be checking to see if the houseboat was structurally unsound or if there were too many people on it."

Mr McNally said salvage workers would use water pumps and a large crane to re-float the vessel possibly on Monday.

Boat owner Michael Maxwell, of Gordon, bought the houseboat from advertising guru John Singleton about a month ago.

It's believed the vessel is worth almost \$600,000.

Last night Sen Const Kevin Finlay of the Water Police said the cause of the sudden sinking was unknown.

"We know there were about 30 people on board and it doesn't appear the houseboat was overcrowded," he said.

"But we're hoping the MSB investigation will provide us with a few clues," he added.

Three police launches, Prince Campbell Cove

and Farm Cove rushed to the scene after the alarm was raised just before 11pm.

Sen Const Finlay said by the time police arrived party goers had fled from the sinking houseboat.

"They'd all gathered on the shore and were busily counting heads to make sure everyone was safe."

Divers

Police divers were later called after the exact number of people aboard the vessel could not be established.

Divers using underwater lights and torches searched the sunken houseboat but found no bodies.

Yesterday, revellers returned to the scene and said water came rushing in from a bal-

cony at the front of the houseboat.

"Within about a minute or so water was everywhere," said one party goer, who asked not to be named.

"At first many people started to panic but we all got off safely before it sank."

Another person who was on board said the party was for a friend of Mr Maxwell's who was leaving this week for London.

Mr Alan Thistlethwayte, who owns a houseboat nearby, yesterday said party goers ran to his vessel for help.

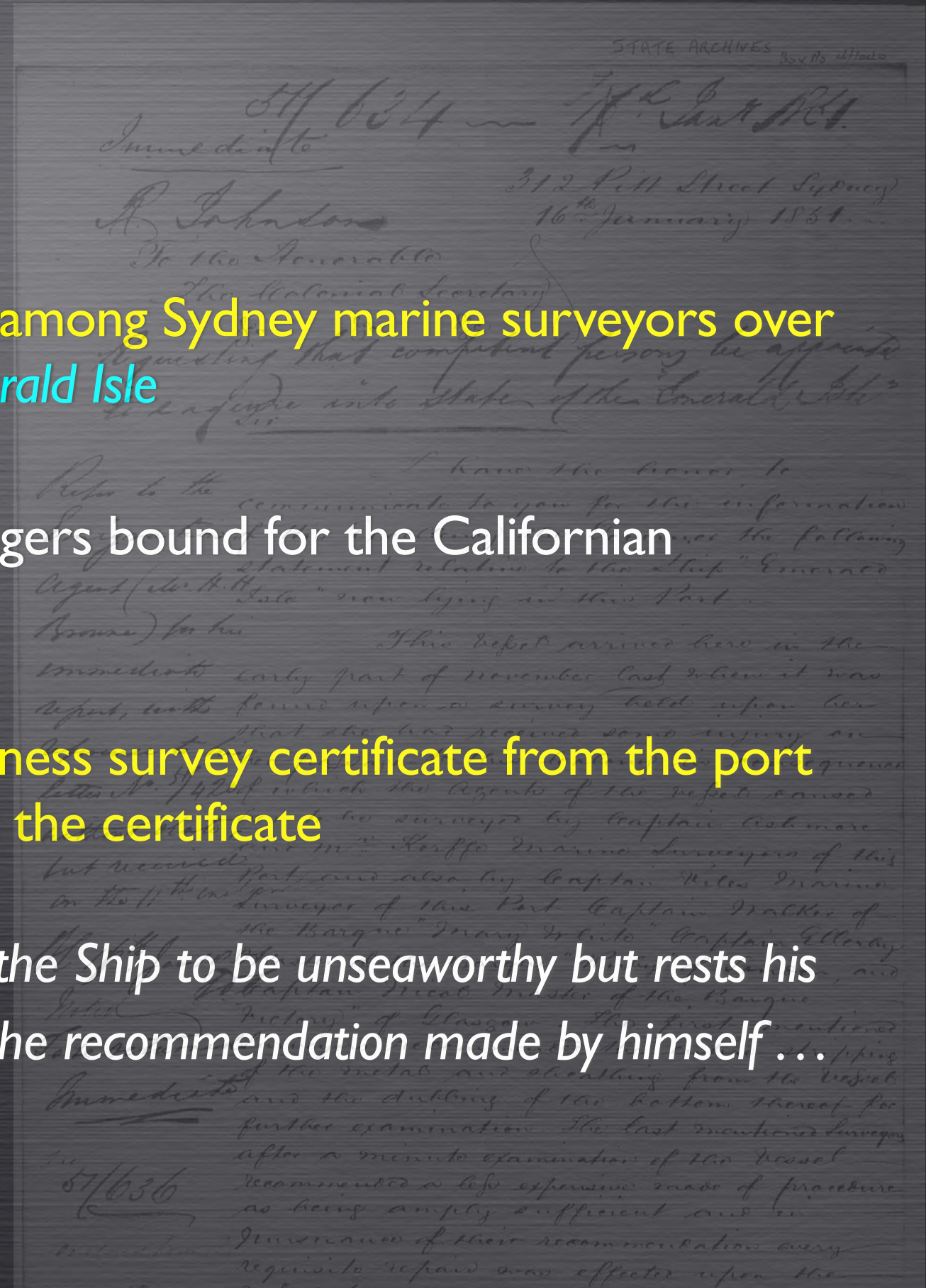
"Most of them were badly shaken up and one or two were in shock," he said.

Mr Thistlethwayte said revellers began arriving on Thursday afternoon.

Clues sought in harbor sinking

KIDNAPPING!

- In January 1851 a dispute broke out among Sydney marine surveyors over the condition of an American ship *Emerald Isle*
- Ready to put to sea with 140 passengers bound for the Californian goldfields. Everyone was in a hurry
- All that was needed was a seaworthiness survey certificate from the port surveyor, the only person able to grant the certificate
- The port surveyor “does not declare the Ship to be unseaworthy but rests his objection ... upon the circumstance that the recommendation made by himself ... was not carried out”



KIDNAPPING!

- The Colonial Secretary called for an urgent report
- The Solicitor General *“was of the opinion that the Report was not sufficiently satisfactory to enable me to grant the [seaworthiness] Certificate required. I at once informed Mr Holt the Master of the vessel”*
- Meanwhile – the *Emerald Isle* sat fuming at the delay
- Enter Arthur Edenborough – ‘Tidewaiter’ (Customs officer)
He was put aboard the ship to prevent her sailing!



Henry's brother Arthur

KIDNAPPING!

“The Collector of Customs to the Colonial Secretary
18th Jan. 1851

Sir,

I have the honour to acquaint you that at the request of the Emigration Agent, I assisted a Tidewaiter as he boarded on the ship “Emerald Isle”, on the 15th instant; and that in the course of last night, that vessel proceeded to sea without her papers taking away with her, Mr Edenborough, the Officer.

*I have the honour to be, Sir
etc etc”*



Arthur Edenborough

KIDNAPPING!

“The Collector of Customs to the Colonial Secretary
22nd Jan. 1851

Sir,

The wife of Mr Edenborough ... has been to me this morning to say that she is left with a family of three young children in a state of destitution ... and she trusts the Government will find her means of subsistence.

I am myself of the opinion ... that Mr Edenborough must be considered as on duty and his pay or some portion of it, ought to be given to his Wife ...

I have the honour to be, Sir
etc etc”

Immediate
22nd Jan. 1851
The Collector of Customs to the Colonial Secretary, relative to the pay of Mr. Edenborough & his wife. —
No. 12
Customs Sydney
22nd January 1851
Sir,
The wife of Mr. Edenborough, a Tidewater in this Establishment, who was forcibly carried away whilst in the execution of his duty, by the Master of the Emerald Isle, has been to me this morning to say, that she is left with a family of three young children in a state of destitution, in consequence of the above occurrence, and that she trusts the Government will find her the means of subsistence.
I am myself of opinion, that under the circumstances of the case, to a person of the position of Mr. Edenborough, he must be considered as on duty, and that his pay or some portion of it, ought to be given to his wife, for the support of herself & her children.
The Honorable J. J. ... I have the honor to be Sir,
The Colonial Secretary
Very obed^t Servant

JESSIE WAS DESPERATE

“There is no objection under the particular circumstances ... to a fraction of Mr Edenborough's pay being allowed to his wife. The Collector should say which fraction”

Colonial Secretary

Immediate

57845 - 22nd Jan 1851
The Collector of Customs to the Colonial
Secretary, relative to the pay of Mr.
Edenborough. Tidewater. -

N^o 12

Customs Sydney
22nd January 1851

Sir,

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above occurrence, - and
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ment will find her the
means of subsistence.

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the opinion, that under the
peculiar circumstances of the
position, he must be con-
sidered as on duty, and
that his pay or some
portion of it, ought to
be given to his wife, for
the support of herself &
children.

The Honorable J. J. Macleay
The Colonial Secretary

I have the honor
to be Sir,
Your very obed^t. Servant

BUT WHAT OF ARTHUR?

KIDNAPPED 18 JAN 1851

“The Collector of Customs to the Colonial Secretary

9th June 1851

Sir,

I have the honour to report the return of Mr Edenborough ...

Mr Edenborough left the ship at Honolulu; procured a passage from thence to Auckland and has kindly been brought to this place by ... H.M.S. ‘Havannah’.

I beg to be informed whether I am to pay Mr Edenborough the other moiety of his salary for the time he has been detained from his home ...

*I have the honour to be, Sir
etc etc”*

THE AFTERMATH

- Arthur's health was shattered. He was locked below decks for much of the voyage and without a change of clothes or bedding
- Forced to retire through ill health at 37 years of age
Arthur petitioned for a retirement gratuity
- After months of battling, he was granted a year's salary – £130.00
- As for the *Emerald Isle*, the authorities huffed and puffed about the incident but as the captain and crew deserted for the goldfields when the ship reached San Francisco, not much could be done



Arthur

An episode hard to forget
but better forgotten

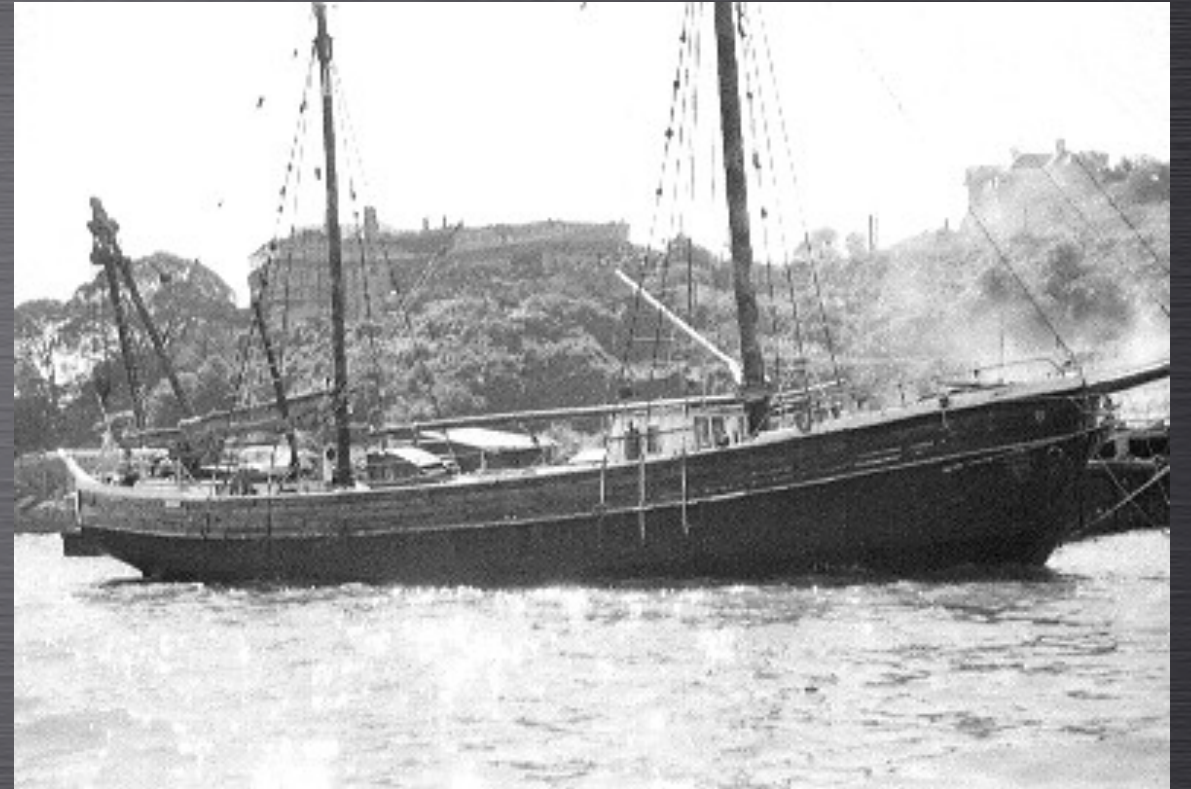
Avanti

Topsail schooner (1920s)

- Baltic origins
- Sailed to Sydney by Norwegians (1969)



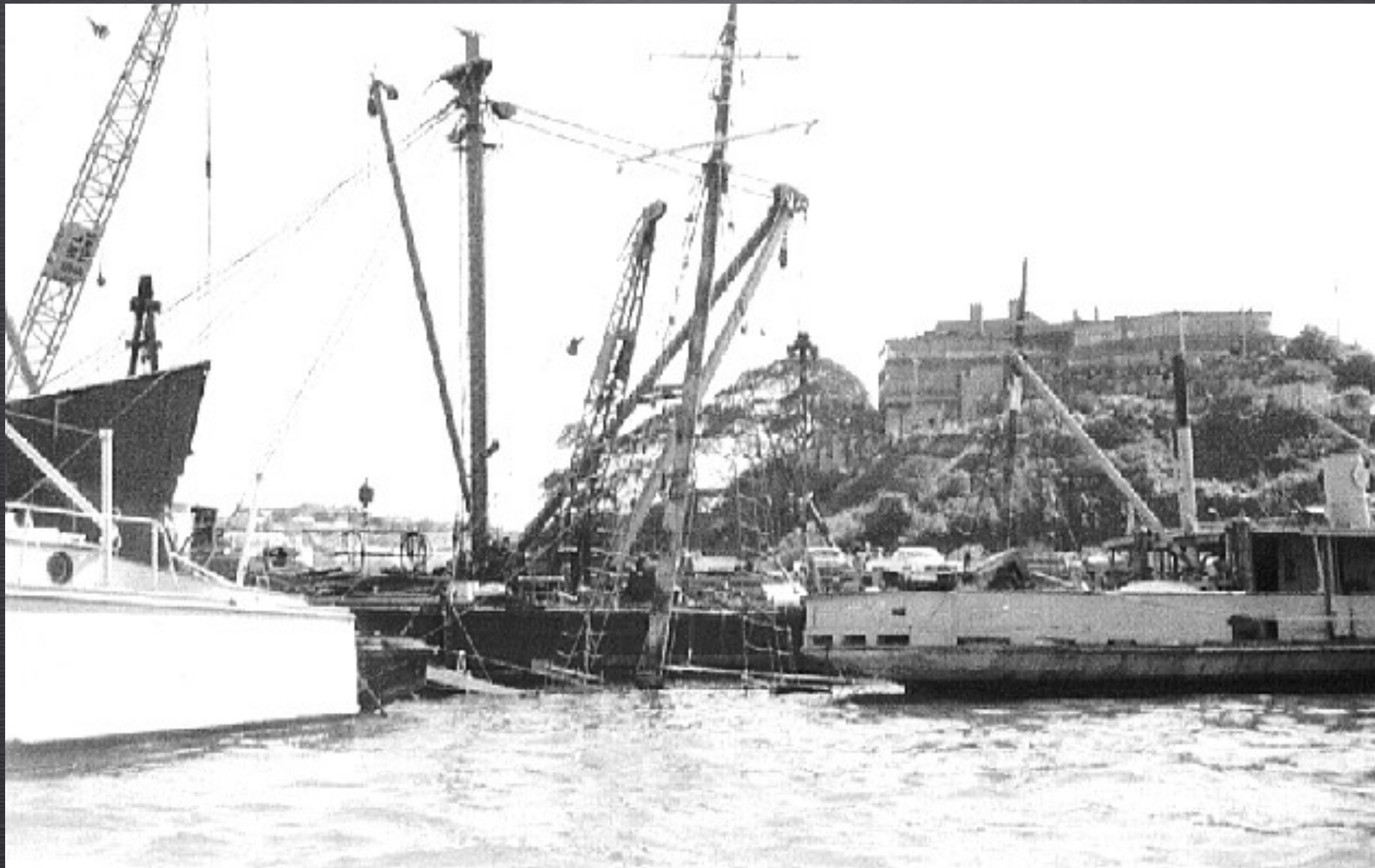
Avanti



On arrival in Sydney the owners

- Tried to crack Vietnamese war R&R on harbour
- Ship sank (more than once) in Berrys Bay

Avanti on the bottom in Berrys Bay



Raised by Navy divers and 'acquired' by SHF

NEXT CHAPTER . . .

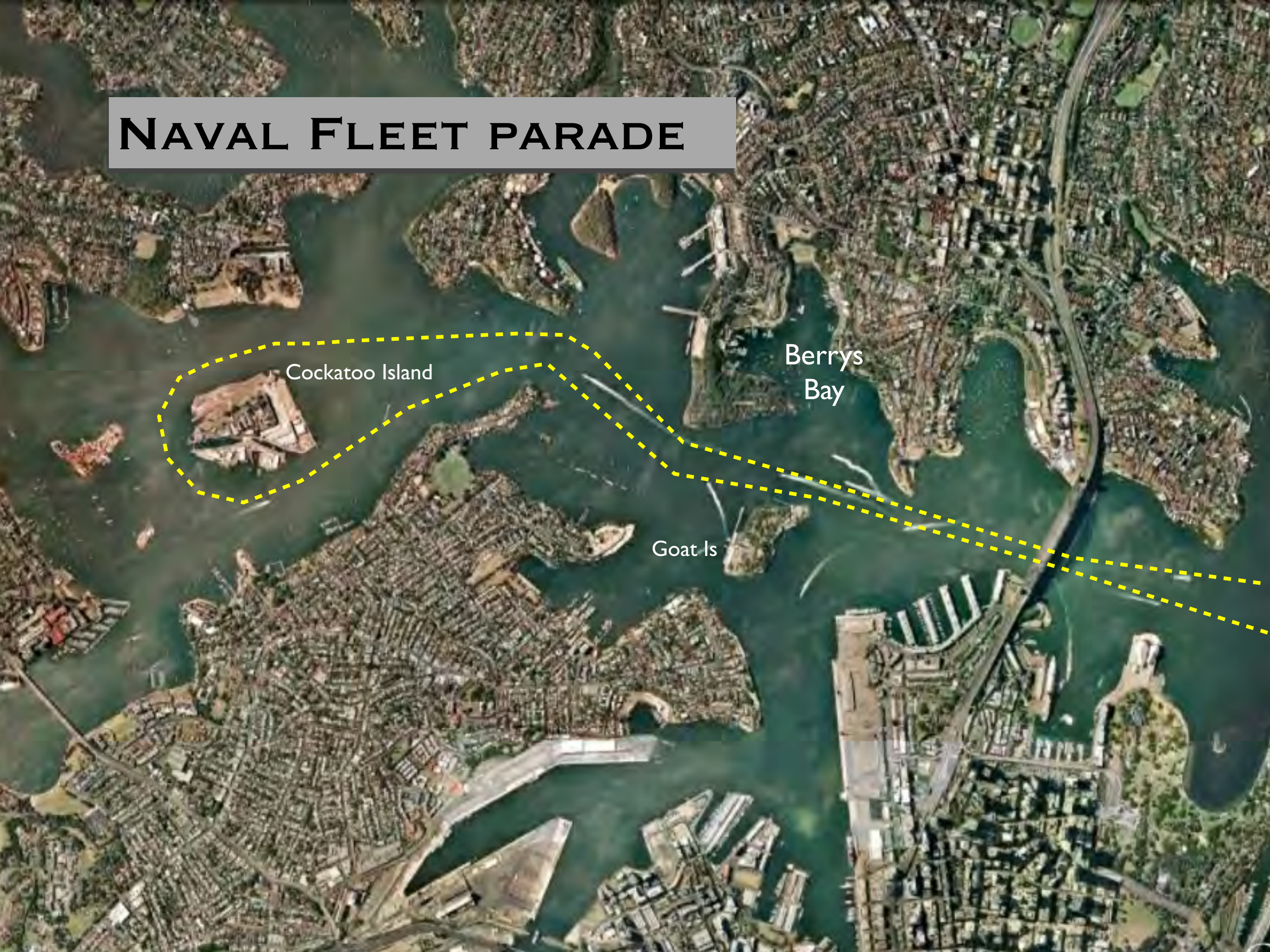
**SEATO EXERCISES
FLEET VISITS SYDNEY HARBOUR**

NAVAL FLEET PARADE

Cockatoo Island

Berrys Bay

Goat Is





In a disastrous
error of timing ...

Avanti
was taken in tow,
destination
Blackwattle Bay,
by *Waratah*

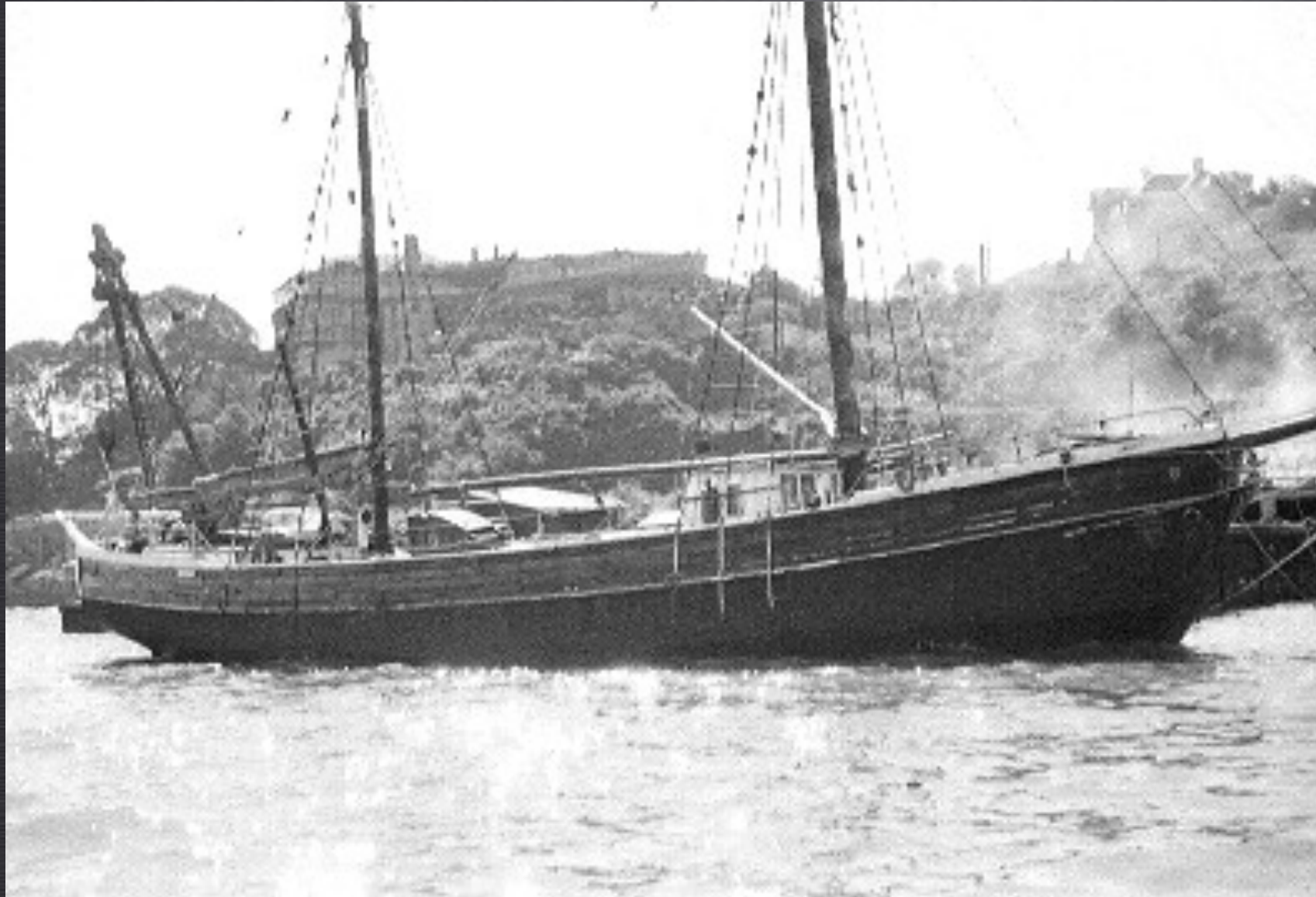


Cockatoo Island

Berrys
Bay

Goat Is

To Blackwattle
Bay



The MSB was not
amused

Neither was the
Navy

Then *AVANTI* sank again in Blackwattle Bay

The 'Fothering'

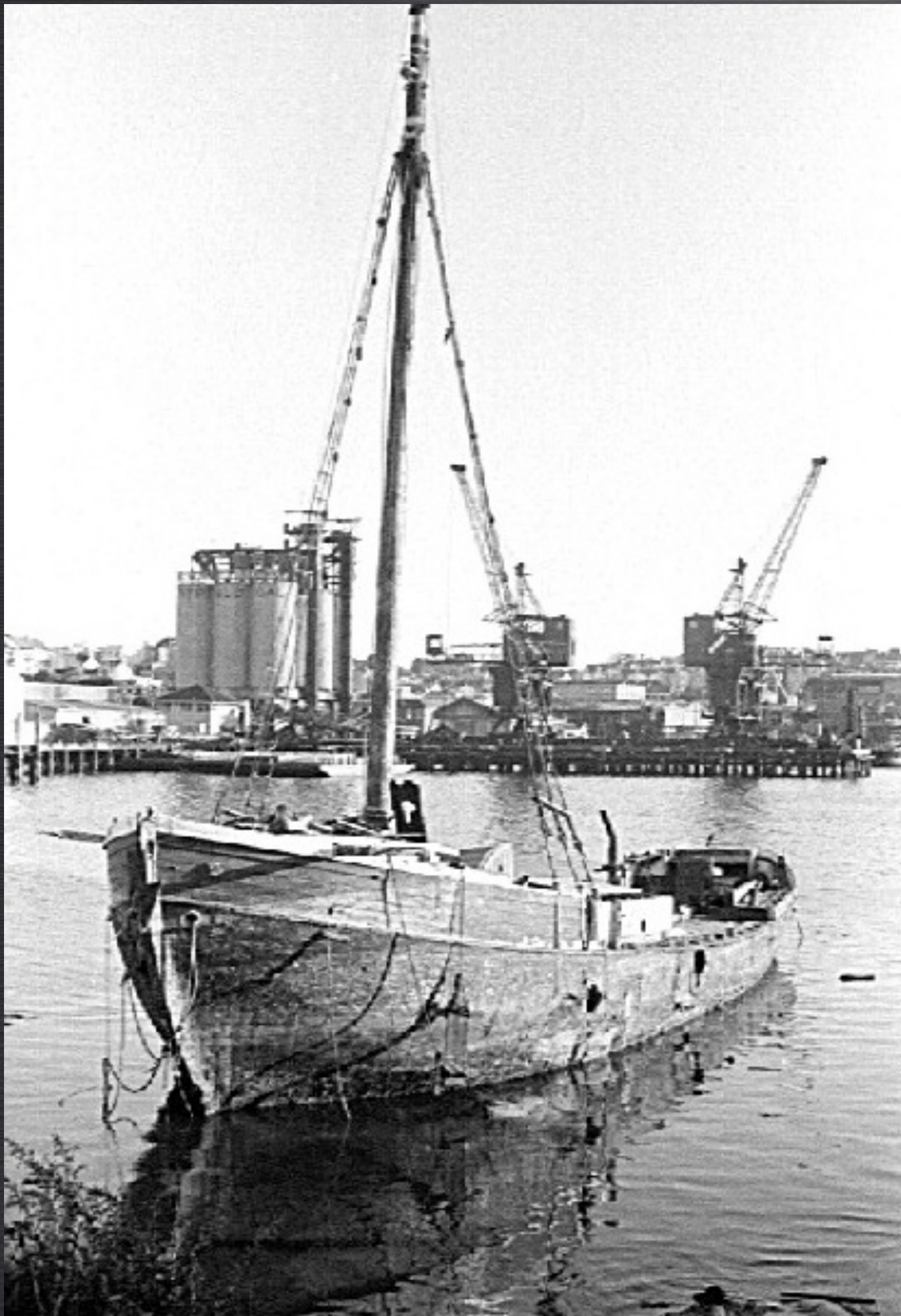




On the mud bank



- *AVANTI* could not be made seaworthy
in Blackwattle Bay
- She could not be taken through
Glebe Island Bridge



STALEMATE!

The MSB ordered the ship
to be broken up

THE SHF PAID
THE BILL

A quick flick through a
Harbour Album

GOAT ISLAND

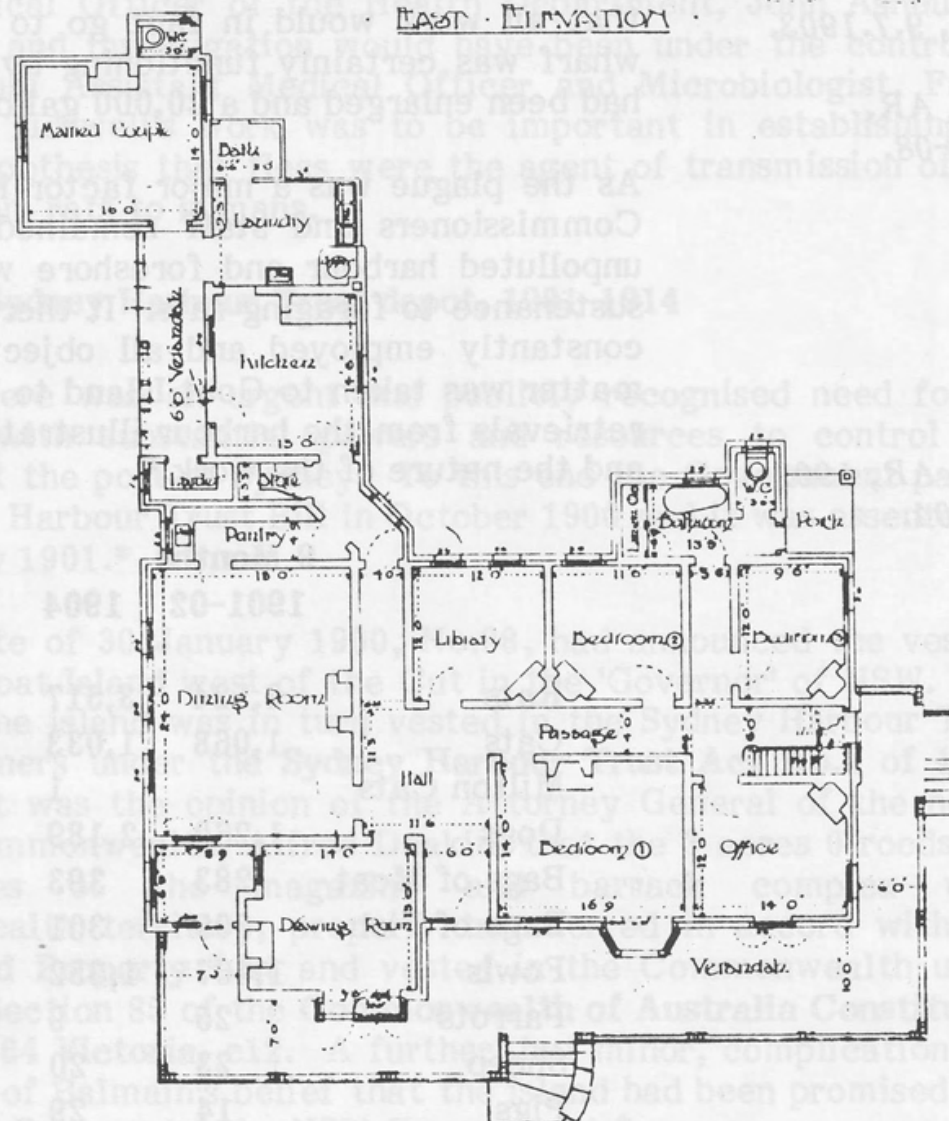
Fig. 23. MARBOUR - MASTER'S RESIDENCE

• SYDNEY HARBOUR TRUST • 1902 •

A 1/14



EAST ELEVATION

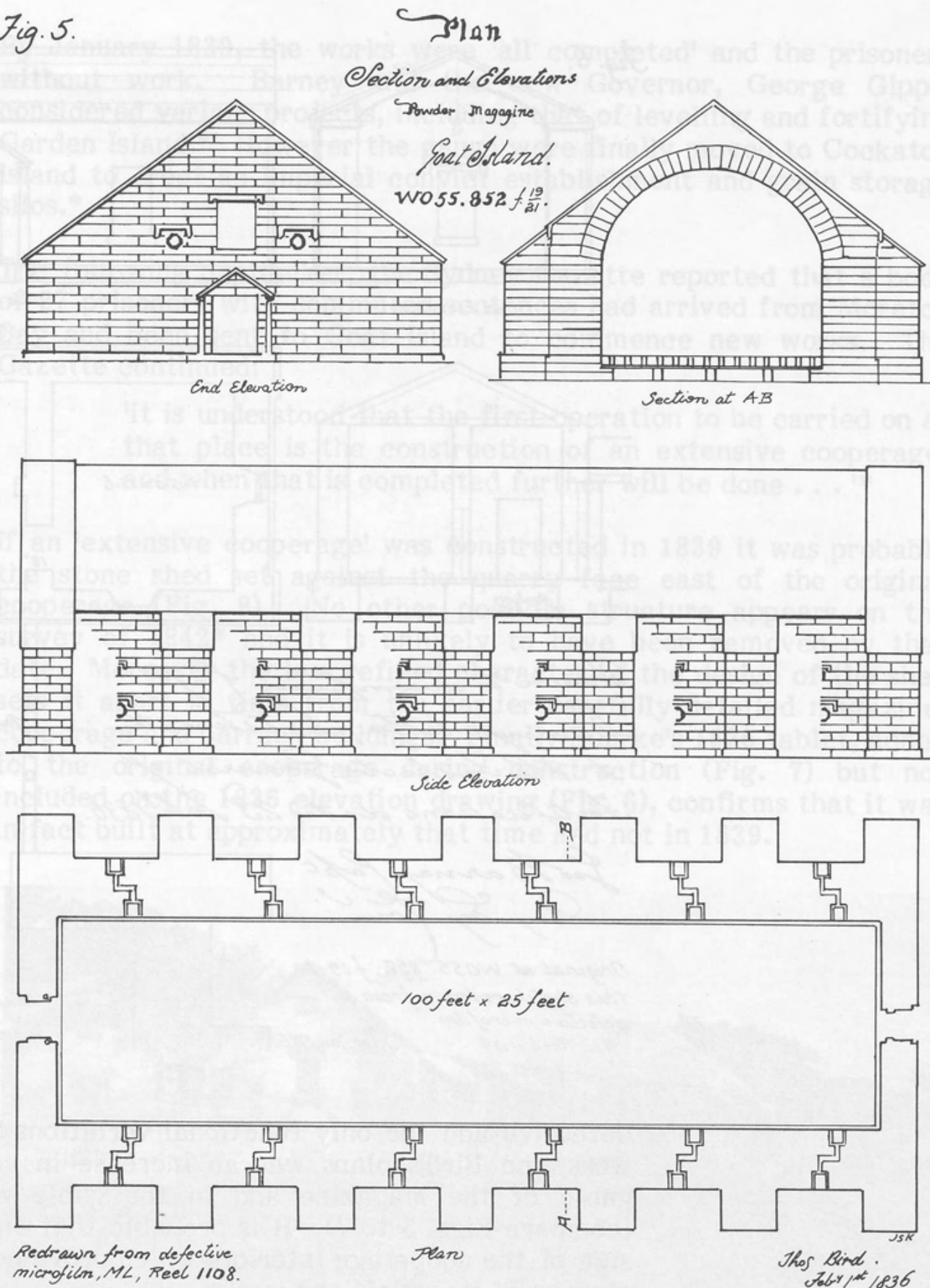


GROUND FLOOR PLAN



Goat Island
Harbour Master's
residence 1902

Fig. 5.



Goat Island
Powder Magazine
to house 3,000 barrels
of gunpowder

The Queen's Magazine

1836 plan

Goat Island

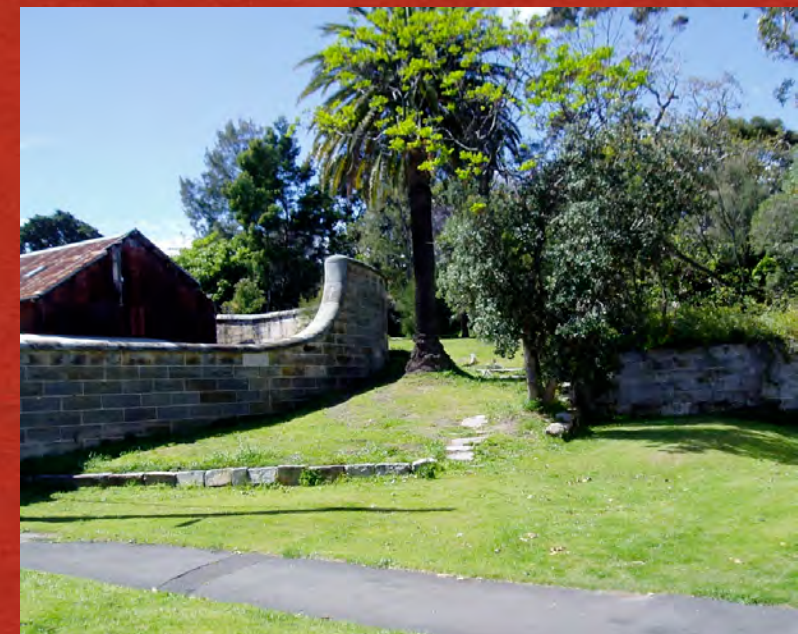


Cooperage opposite Magazine



Queen's Powder Magazine

Magazine Precinct
convict-built wall



Goat Island – Construction of the Queen's Magazine

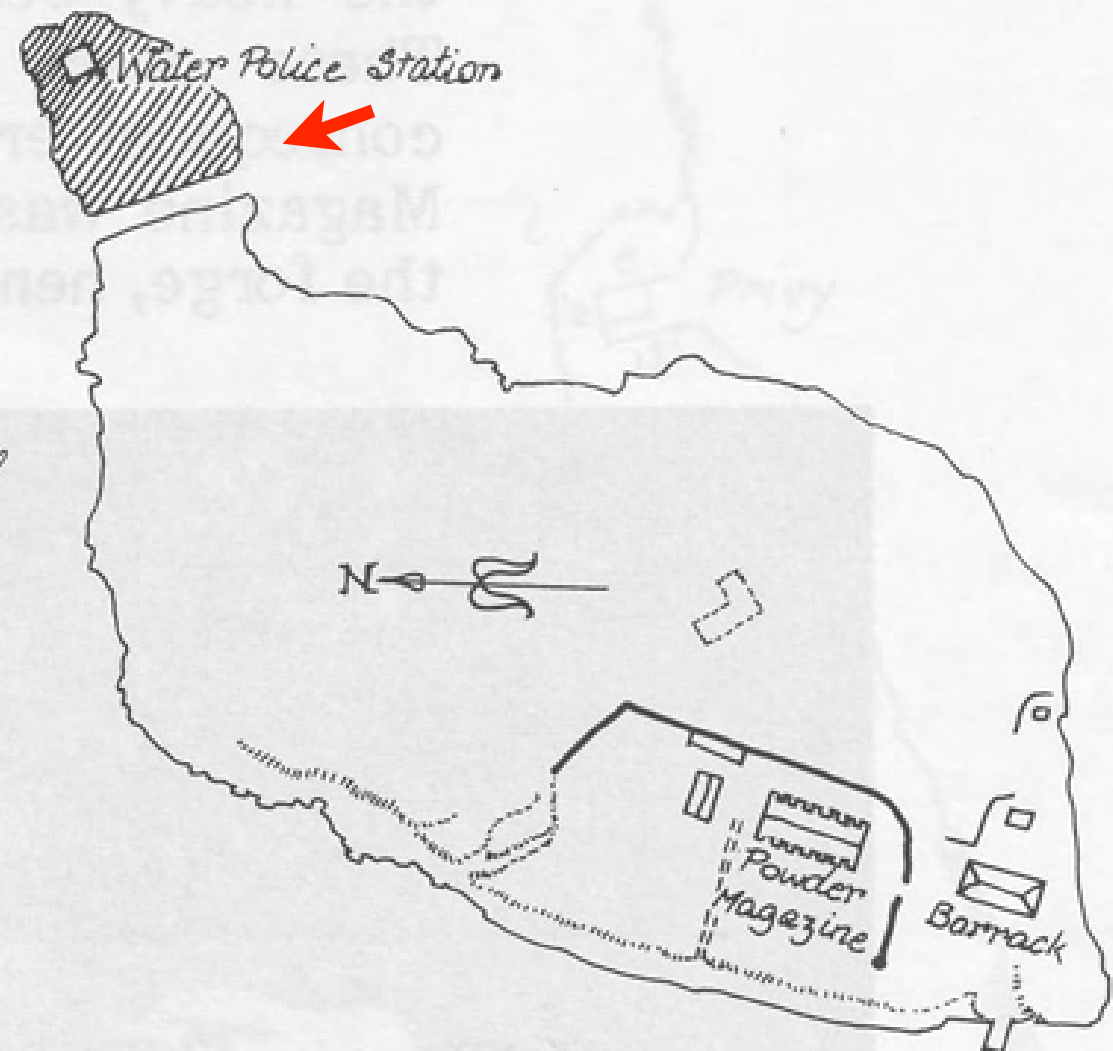
- Convicts moved from hulk *Phoenix* to portable ('boxes')
- 20 men to a box – 5 on each of 4 bed-boards or shelves
- 200 convicts engaged in building the powder magazine



Goat Island divided by 'Barney's Cut' to separate new Police Station from the convicts

Fig. 10. Goat Island showing area (unhatched) vested in the Ordnance by Deed of Grant, 30.1.1844, to accompany Commanding Royal Engineer's Report of 8.11.1844.

Redrawn from the original in the PRO at WO 55. 853, sheet 555 B.



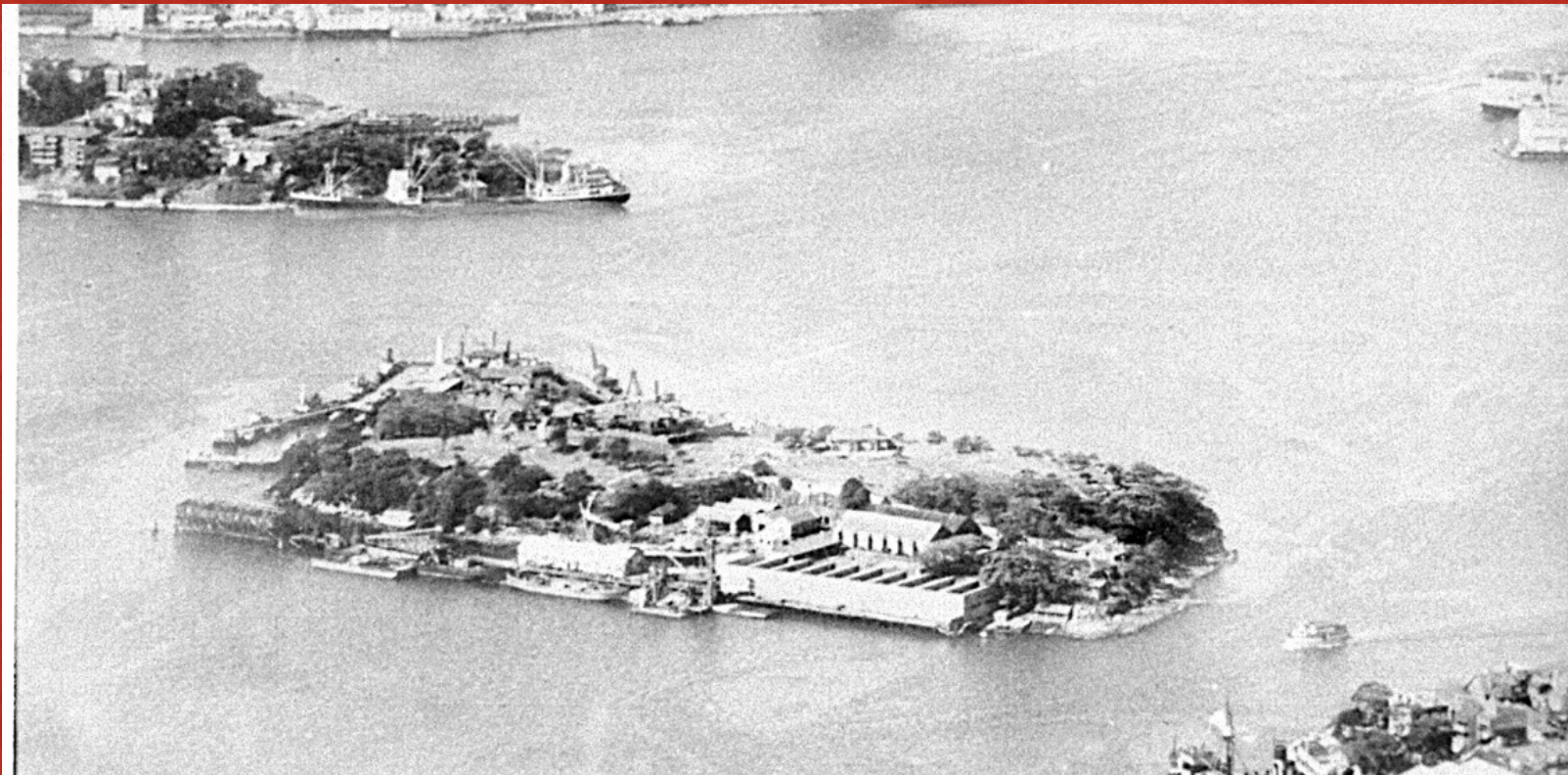


Water Police Station
1839

... and the view



Under the MSB from 1936 Goat Island was a thriving place ...



1950

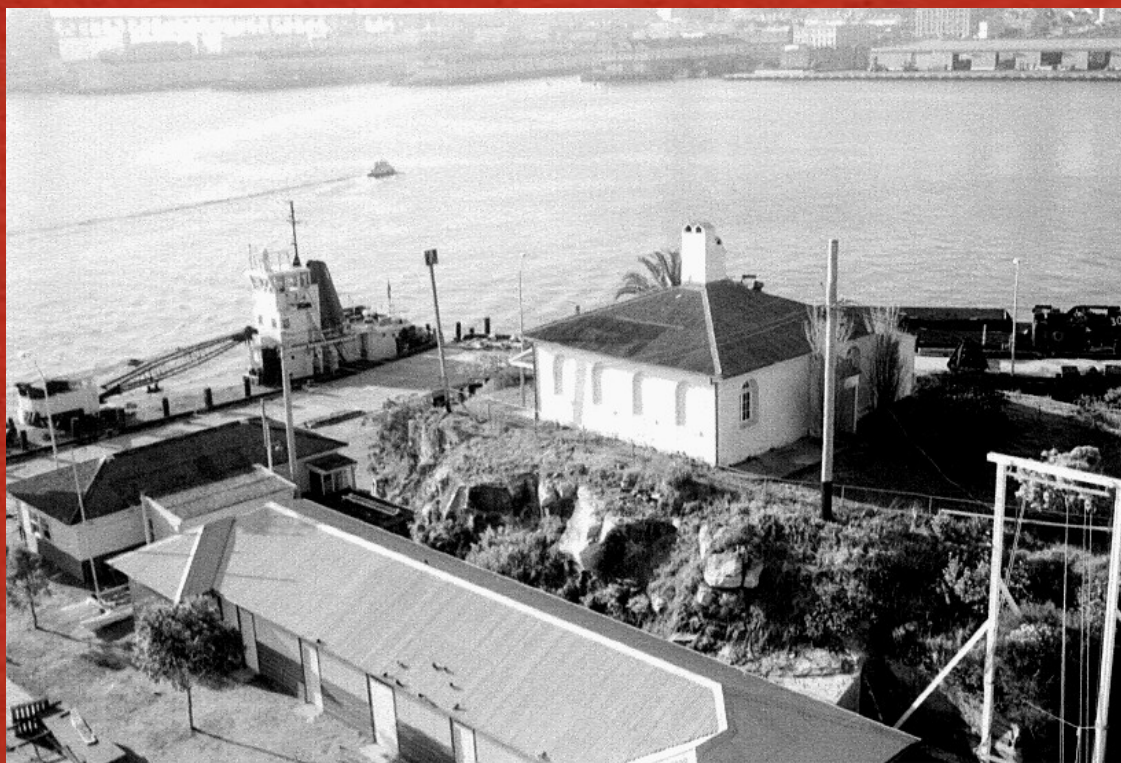


'Gooyee'

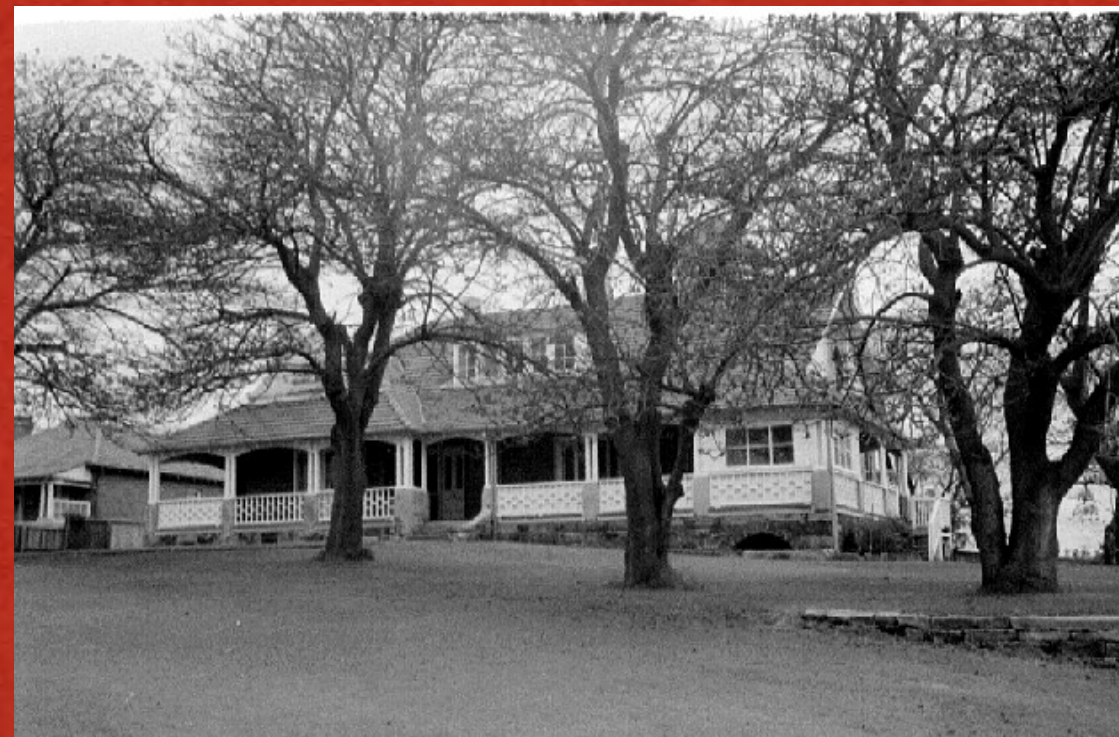
1960



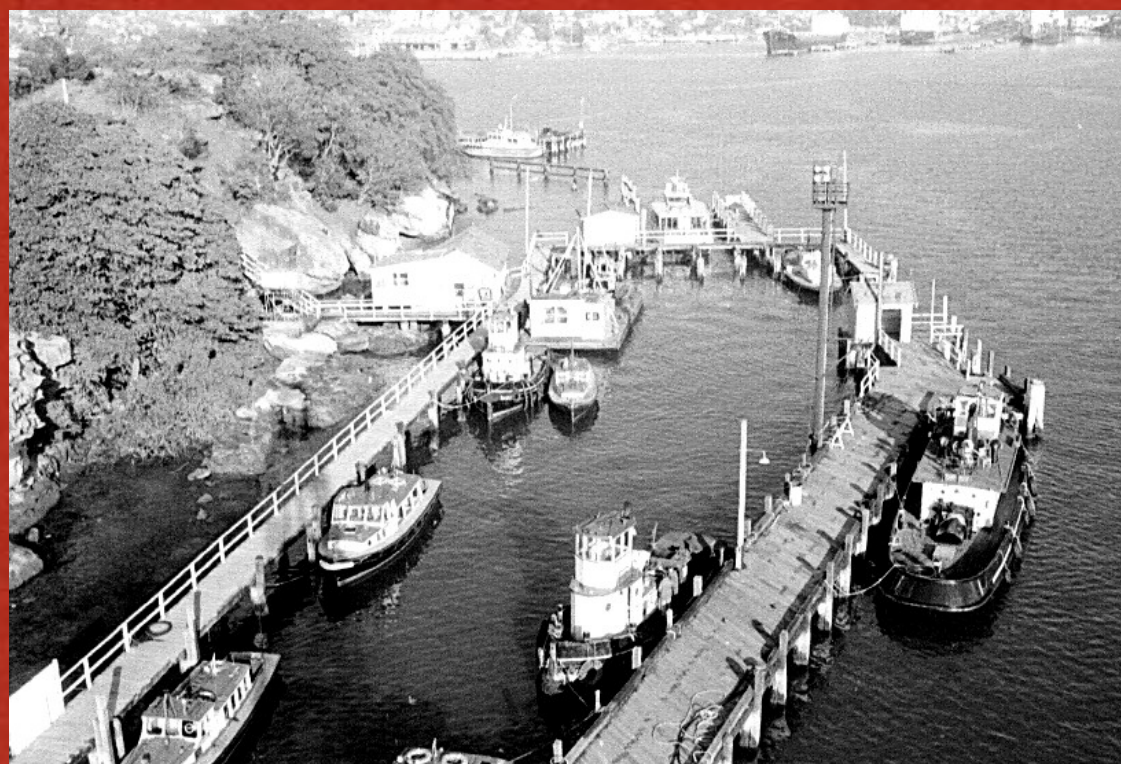
1980



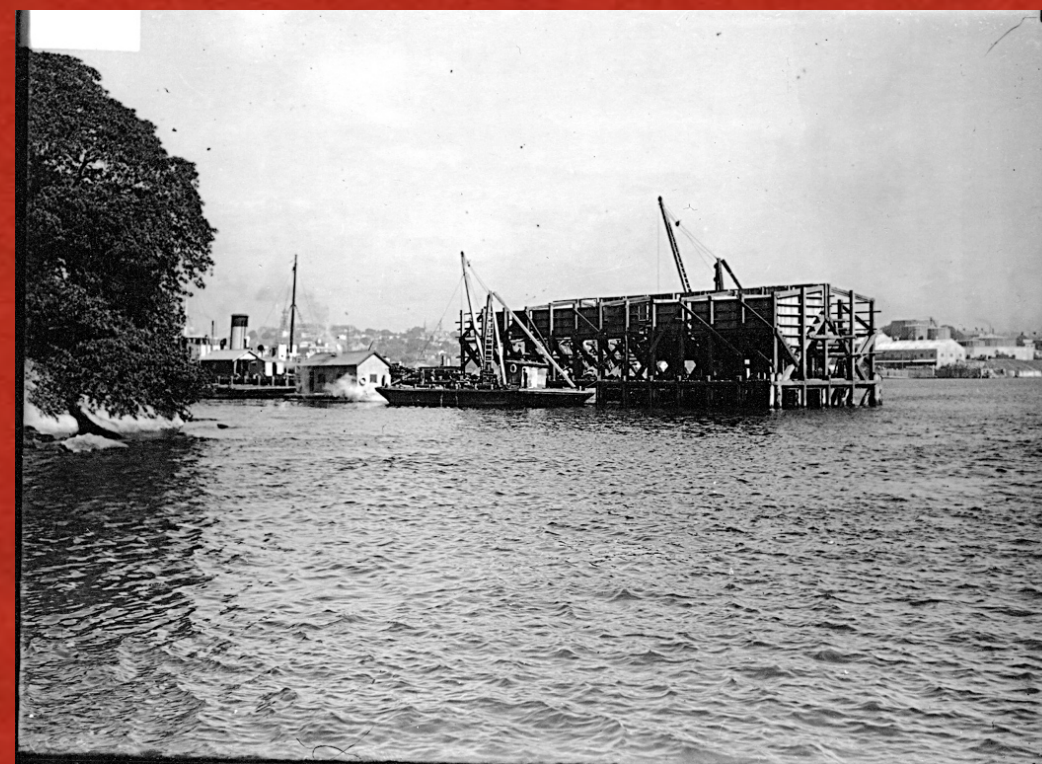
Old Water Police Station 1983



Harbour Master's house 1981



Northern Boat pound 1983



Coal staith & Captain Cook III

AND TO END FIVE WONDERFUL
HARBOUR PICTURES . . .

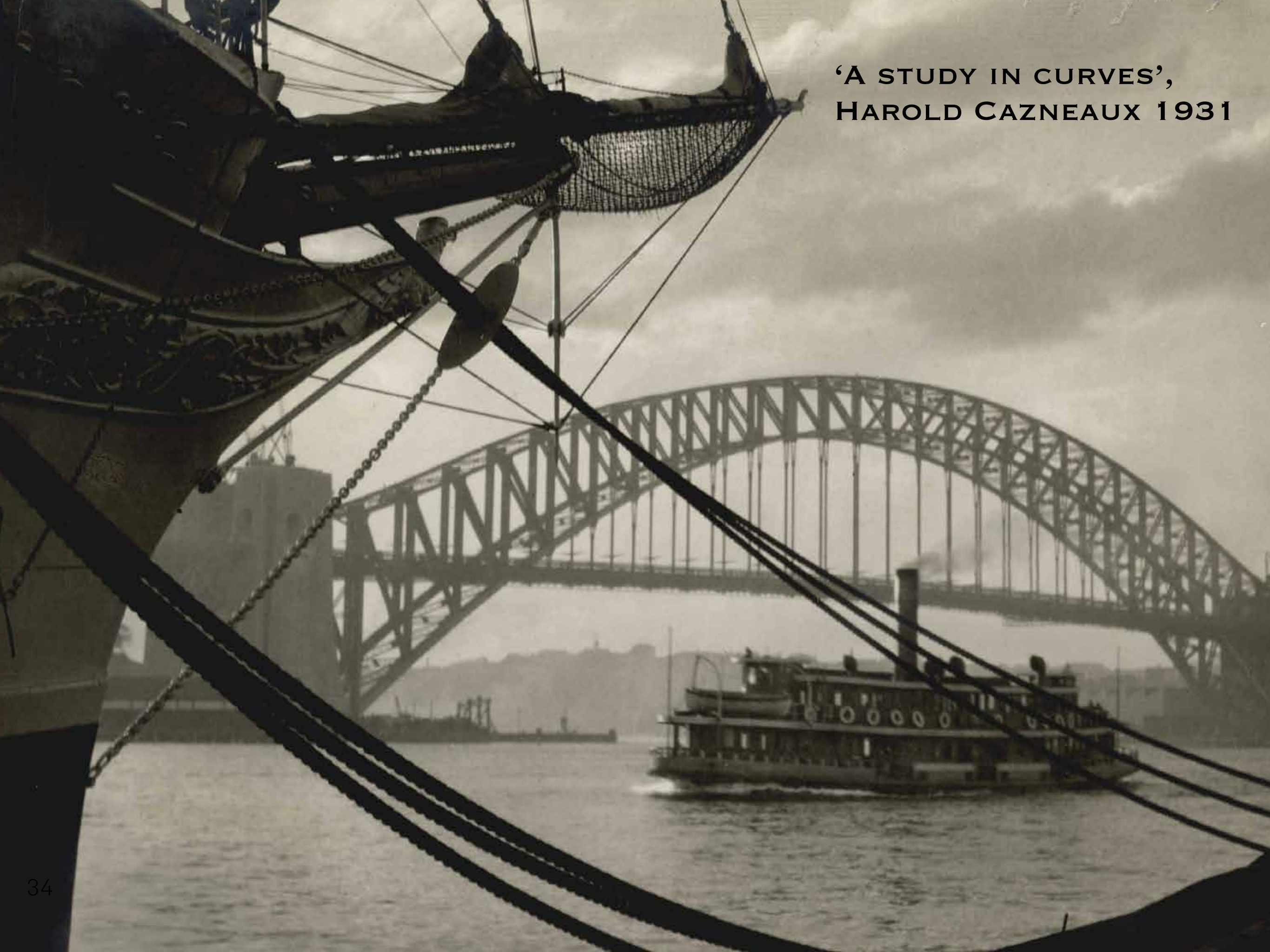
1932



FRENCH WARSHIP ATLANTE IN FITZROY DOCK 1873



**'A STUDY IN CURVES',
HAROLD CAZNEAUX 1931**



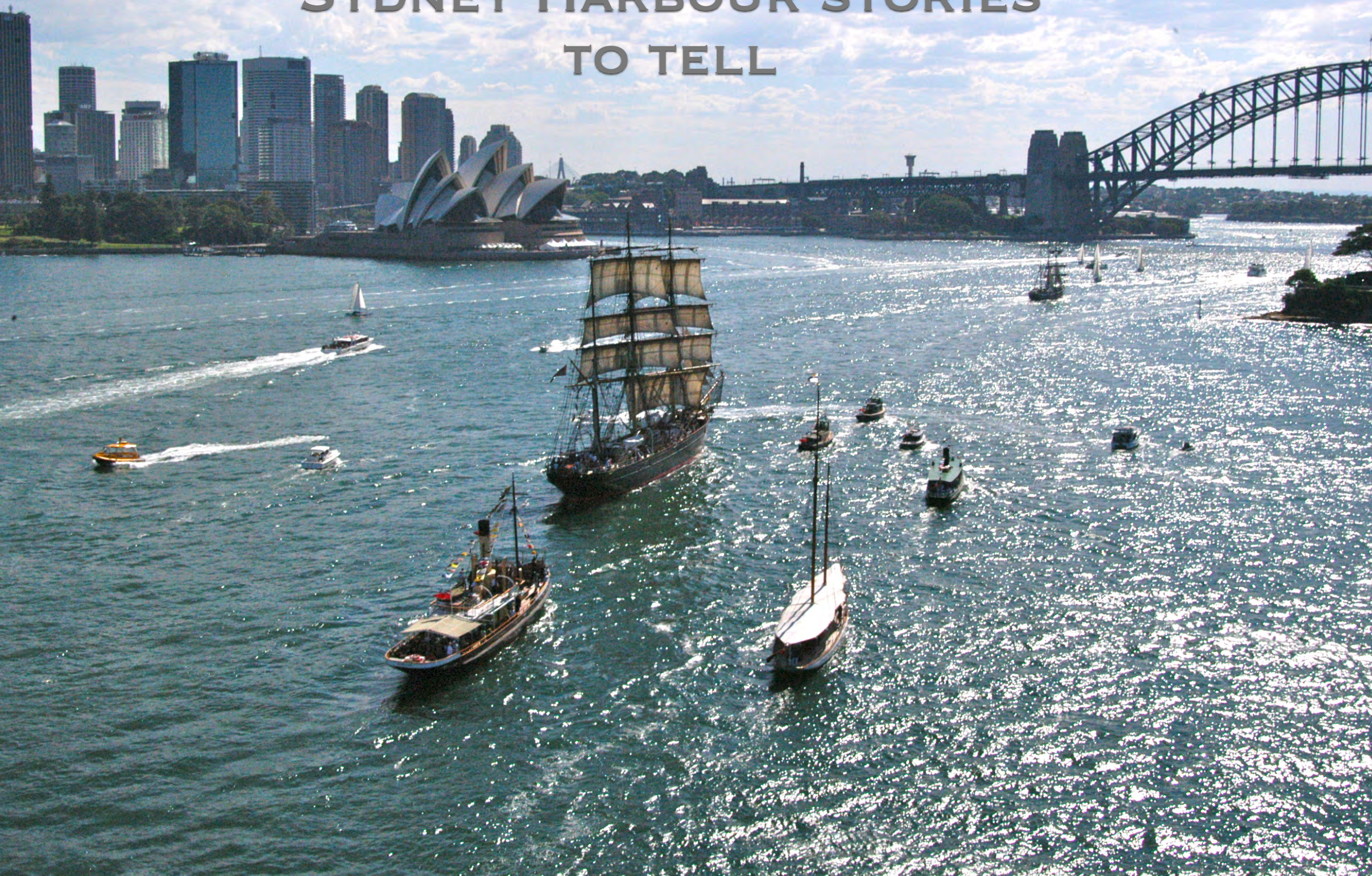


WAITING FOR THE 'OFF'
1905 CLARK ISLAND

BOYS BY THE WATER
HAROLD CAZNEAUX



**THERE ARE MANY MORE
SYDNEY HARBOUR STORIES
TO TELL**



**SYDNEY HERITAGE FLEET
WOULD LOVE TO SHARE
THEM WITH YOU**



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THANK YOU