



British Isles

"Marion Family" Periodical



Australia

Editorial

The Diary of Arthur Poole continues this issue, while the way emigrants were taken from the *Marion* are discussed. I have information from descendants on some of the emigrants and this will be included as articles in issues soon to come.

At last count those expressing interest in the web site numbered 26 while the number of posted copies is 6. This is encouraging and gives us incentive to continue producing and delivering information.

Those who were at Edithburgh will probably have visited the Museum and met Meridith Clifford, its Secretary/Treasurer. She has transcribed a wealth of material supplied by Victorian Robert Gale and is busy preparing the "Marion Display", a daunting task. She advises that the television program "Postcard" recently visited the museum, adding that the program may be aired sometime in March. She kindly sent me a transcribed copy of the Inquiry into the wrecking of the *Marion*; next issue I will report on this Enquiry and also reiterate Arthur Poole's diary entry report on an incident involving the captain.

The *Marion* emigrants came from many counties of England, Ireland and Scotland. An article showing where they all came from will be included shortly.

Wishing everyone a happy and healthy Christmas and New Year season.

John Keynes
Editor

The *Marion* Rescues

Newspaper reports of 1851 on the wrecking of the *Marion* gave varying and sometimes conflicting accounts of the rescue of passengers and crew, particularly how many boats were involved and where they landed. This article examines some of the reports and other accounts of the wrecking to suggest the possible ways the various groups were taken off the ship.

Arthur Poole's diary continues in this issue, but in the part which will be continued in a later issue, he states that "*By 10 1/2 p.m. the pinnace loaded with women and children left the ship for land about 8 to 10 miles distant, and by 12 p.m. the other boats, namely the Long boat and two life boats left the ship*". So it seems that 4 boats were involved in the rescues.

There is an account in the newspapers of a landing at Yohoe Bay where the boat was wrecked in the landing, throwing passengers and crew into the sea, forcing the crew to rescue some children. The reports list the passengers, and attempting to match the names given with the master list of emigrants they are likely to be David Bews, wife Ann and child David, Caroline Gay and her children Henry and George, Thomas Irvine, his wife Mary and son Thomas, Hannah Hynes and her children Bridget and Thomas, Eleanor Burke and her children Michael and Mary, Margaret Work who seemed to be travelling with the Irvines (all from Orkney Islands of Scotland) and Hannah Stephen, a single woman. A "Mrs Williams" cannot be accounted for as Maria Williams and her three children were listed as arriving at Cape Jervis (see later list). These names cannot be confirmed at present, but if any reader has information on any of them I would be grateful to receive it and consider for correction. Although some newspapers referred to this boat as a long-boat, I'm more inclined to believe that this was

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the pinnacle, as I would think a longboat would have a greater carrying capacity.

Another newspaper list of emigrants was of those that landed at Cape Jervis, and again matching those names to the master list, they were Margaret Bennie and children Isaac and William, Elizabeth Baker, Margaret Burton, Bridget Ryan, Eliza Hiscock, Margaret Davoren, Eleanor Davoren, Bridget Davoren, Sarah Hudd and children Elizabeth, William, James and George, Johanna O'Connor and child Catherine, Matthew Burke and wife Mary, Honora Jordan and infant Mary, Isabella Cullen and child David (or Daniel), Elizabeth Felstead and children Alfred and Ambrose, Margaret McKenzie and infant Margaret, Maria Williams and children Eleanor, Ann and Alfred Jesse, Elizabeth Caines and children Ellen, Kadmiel, Susan and Samuel James, Gertrude Liddicoat, Henry Hodge Riseon, Louisa Collins and child Alfred (or Sophia?), Bridget Cummins (or Comyns?), Emma (or Mary) Harvey, Emma Burgan (or Borgon), Ann Turner and child Ellen Sarah Meadham, Maria Strickland, Mary Porter (or Preston) and children Cassandra and William, Ann Johnson and children Frederick, John and infant Susan. Ann Johnson tragically died on the way to Adelaide when she was thrown from a bullock drawn dray.

The number of emigrants in that boat was 54, which seems nearer the complement for a longboat than the 18 or so in the boat that was

wrecked. The two groups were combined and all taken by bullock dray to Adelaide.

These two boats account for some 72 emigrants, which leaves the balance of the 350 on board the *Marion* to be taken off by other means.

Arthur Poole describes how a "small vessel" took some 90 emigrants from the *Marion*, eventually taking most of them to Port Adelaide. Also the ship *Maid-of-the-Mill* was credited with taking some 150 (more likely less than 100) from the ship to Port Adelaide.

This leaves the 2 lifeboats mentioned by Arthur Poole to ferry the rest to Yorke Peninsula. Accounts varied from 90 to 200, with 90 being more likely.

So to summarise how the 350 emigrants possibly left the ship, 18 went by Pinnacle to Yohoe Bay, 54 by longboat to Cape Jervis, about 190 by a "small vessel" and the *Maid-of-the-Mill*, and the remainder (about 90) by the 2 lifeboats to Yorke Peninsula.

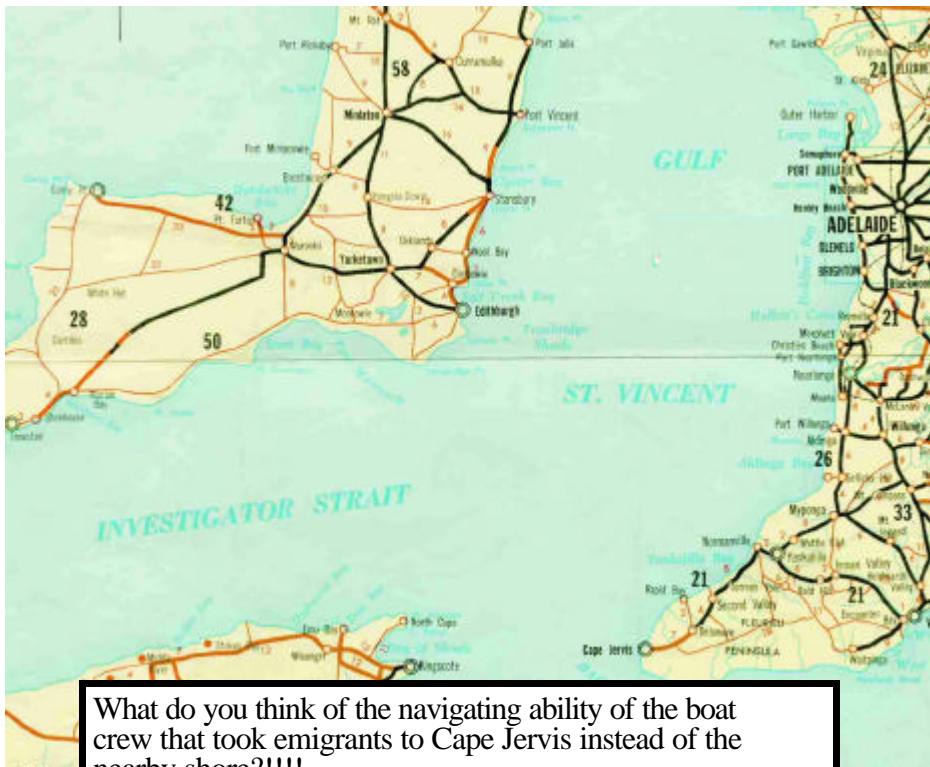
Some interesting anomalies surfaced in comparing names in newspapers with other information. For example, one of the newspaper articles quoted "Mrs Gale and 2 children" as being in the group wrecked at Yohoe Bay, but the only Gales on board were John and William Henry, while there was a Caroline Gay with 2 children amongst the emigrants. I've assumed the correct name was "Gay".

The above suppositions are subject to alteration whenever additional information becomes available. It is hoped that descendants with such information advise the editor so that corrections and additions can be made.

Diary of a *Marion* Emigrant Part 2

The diary of Arthur Poole continues. In this part he describes an event which shows Captain Kissock in a very bad light. The Captain's reputation is to get another blow, after the wrecking of the *Marion*, in the

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What do you think of the navigating ability of the boat crew that took emigrants to Cape Jervis instead of the nearby shore?!!!!

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subsequent enquiry. I hope to present the findings of that enquiry in a later issue [Ed.].

2-4 Jun: *Contrary wind. There was another increase to the now numerous family.*

[Ed] Was this the birth of present-day John KEYNES's grandfather Samuel James KEYNES (CAINES) (birth certificate shows birth at sea on Marion on 2 June)?

5 Jun: *Fair wind*

6 Jun: *Blowing hard from the westerd 10 a.m. wind changed and we was compelled to lay too under a heavy gale from the S. the ship heading to the Easterd striped of all her canvas except the Main Topsail close reefed. She drifted 3 1/2 knots per hour to Leeward. Lat 35° South. The Captain got*

drunk to keep his spirits up, also to keep fear away, for in my opinion he was and infernal coward in this state he went down to the single womens apartment to see (as he said) if any men was there accusing them for harbouring his men in their berth. The poor girls were all crying with fear before he came to them and when they found out the Captain was Drunk and out of his senses made them ten times worse. He then went into the married peoples place who were nearly all of them on their knees praying and told them that if they did not turn out the sailors from their berths they must abide by the consequences, for he could not work the ship by himself and she would go down before long, he then came into the young men apartment, we were in our berth singing songs in our turn to pass the

time as comfortable as we could for we were all battened down and that is no comfortable thing. We took no notice of Mr. Captain until he began to roar out for his sailors, he said he get his crew to put us in irons if we did not turn them out so you can easily guefs how he was, so much for a drunken Captain. We had a first rate crew as it happened or ten to one if ever we should have reached here.

7 Jun: *The gale continues but is not as strong as yesterday. Another child died last night.*

8-9 Jun: *Blowing fresh.*

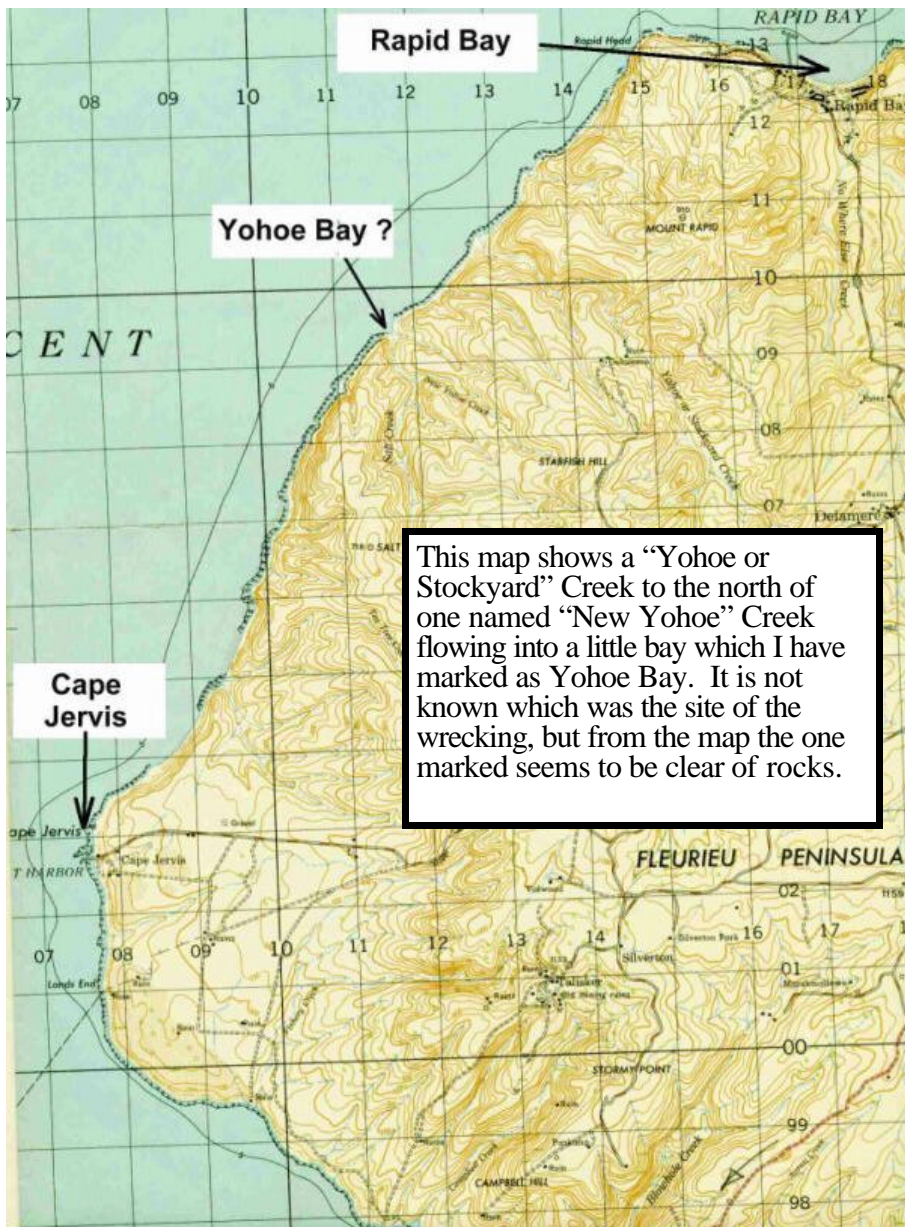
10 Jun: *Wind went round to the westerd The ship going her course 8 knots per hour.*

11 Jun: *Blowing fresh. Saw the Isle of Lat 35°43' S. Long 10°20' West*

12-15 Jun: *Fair wind but light.*

16 Jun: *Fair wind This my birthday, and as something to remember it we crofsed the Meridian of Greenwich in 41° South, also I got into a*

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scrape with some young woman on the poop.

17-21 Jun: *A continuance of light Fair breezes the weather fine.*

22 Jun: *Another child died last night*

23 Jun: *Foul wind.*

24-25 Jun: *Fair wind.*

26 Jun: *We found out today that we were not getting our proper weight of per beef as allowed by the scale of rations Made a calculation and found that from the commencement of the voyage to the present date, we were 624 lb short. We complained of it to the Doctor and Captain and demanded our proper weight in future and also whole of what was due to us from the commencement of the voyage. They (the Doctor or Surgeon Superintt and Captain) said we should have our "proper Weight" in future but could say nothing about the back rations. We told them they would have to say something about it for we were determined to have it or expose them when we reached Adelaide. So at last they found all their talk and threats of no use, they yielded to our demands. Had another increase to our now numerous family today.*

27-29 Jun: *Contrary winds blowing very fresh. They managed to add another young one to the stock last night.*

30 Jun: *Blowing a gale. Last night it tore the foreyard from the mast and it nearly went overboard and split the topsail to ribbons. I believe a part of the sail reached this colony about a month or 5 weeks before us for I witnessed it leave the ship at a fine old rate. It will hinder us 3 or 4 days to repair damages. We are put on short allowance of water today Lat 45° South.*

1 Jul: *Blowing a strong gale from the*

Westerd. The ship running before the wind 10 knots per hour under close reefed Main topsail

2-3 Jul: *All damages in the rigging is repaired and the ship is going on her course*

4 Jul: *Fair wind found some more water today "that had been mislaid before"*

5-7 Jul: *Fair wind Lat 40°4' South Longitude 67 East*

8 Jul: *Fair wind. There was another birth last night. I think they ; this colonist, will not require many more Emigrants for it is my firm opinion if the Emigrants of the Marion were assisted by a cargo as fruitful as themselves they will soon populate South Australia*

9 Jul: *Fair wind Long 75°12'*

10 Jul: *Our full allowance of water was given to us today. Saw a great number of Bottle nosed Whales Long 78°40 East*

11-14 Jul: *We have a wind. That is the ship is able to keep her course*

15 Jul: *Put on short allowance of water again today owing to some carelefs stowing as 6 casks got loose and was staved, in the Hole*

16-17 Jul: *Fair wind*

18-19 Jul: *Fair wind but*

(next portion lost)

27 Jul: *Expect to see land tonight*

28 Jul: *Saw Kangaroo Island at 3 a.m., calm all day.*

In the next and final part of Arthur's diary the description of the grounding and the subsequent rescue concludes.

Articles for future issues of "Marion Family" Periodical will be welcomed.

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