

Lizzie Webber

Official Number 32198

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1 Introduction

The *Lizzie Webber* was built in Sunderland as an emigrant ship and was the first to sail from Sunderland to Australia. As such, she has been of some interest to family historians and her departure from Sunderland attracted much festivity and national press coverage.

She never returned to England after that first trip and little of her subsequent life has been systematically researched. The internet has several snippets of information, all incomplete and many inaccurate. This monograph is an attempt to provide a more complete view, although there remain areas of uncertainty.

2 As-built Data

Launch date – unknown date in 1852

Maiden voyage – 31 Jul 1852

Construction – wood with yellow metal and felt clad.

Type – Listed in Lloyds Register as a snow, but in all other documents is referred to as a brig.

Tons Old Measure– 280 **Tons New Measure**– 213

Her short career as a British registered ship pre-dates dimensions being shown in Lloyd's Register so these are, at present, unknown.

3 Builder

The first question to be addressed is who actually built the *Lizzie Webber*.

No reports have been found in any newspapers available on-line for the launch of the *Lizzie Webber*, but there are no Sunderland newspapers yet available for 1852. There are many newspaper reports of *Lizzie Webber* leaving Sunderland on her maiden voyage, including the Illustrated London News which included an engraving of the event, and these all say that she was built by Mr Pile of Sunderland. This has been picked up and repeated many times over during the next 150 years. As to which Pile this might have been, opinion is divided.

There were three Pile yards operating at the time, all on the North Sands at Monkwearmouth. William & John Pile, father and son (of whom - by then - John was the active partner) had one yard. Next door was William Pile jr. (brother of John) and lastly the yard of Pile & Smart, of which the youngest son of William Pile sr, James Pile, was principal. So three yards, with three brothers running them.

Most recent databases and websites attribute the ship to William Pile jr. However, an article in the [Sunderland Echo in 1999](#) showed the builder as John Pile and we might assume that they had access to early newspapers. Additionally, a well researched paper by [Patricia J Storey published in 1980](#) showed the builder as John Pyle, a frequent misspelling in 1850s newspapers, which might suggest that she had seen some period documents. Indeed, she makes several references in the paper to the Sunderland Herald, which is not yet available on-line.

In contradiction to all the above, a prolific local marine historian writing under the pseudonym "Blue Peter" looked into this in 1948 (Appendix I) and found that the Custom House builder's record was signed by W J Bennett, a name associated with a small number of ships in 1851 and 1852, but about whom absolutely nothing is known. Blue Peter assumed that Bennett was a shipbuilder in his own right, but as illustrated in Appendix II we can demonstrate that most of the ships shown in Custom House records signed by W J Bennett were actually built by John Pile. It is the author's view that W J Bennett was probably foreman or chief clerk at W & J Pile yard, and that it was just his signature on the form. There is no indication at all that Bennett had his own shipyard. I am inclined to entirely discount the claim made in the same article that *Lizzie Webber* was built by John Booth.

The author's conclusion, therefore, is that *Lizzie Webber* was almost certainly built by John Pile, ie by W & J Pile.

4 Maiden Voyage

Lizzie Webber was built to the orders of Captain Thomas S Rowntree¹, a Sunderland master mariner (right), and John Webber, a timber merchant of Balcombe, Sussex, co-owners of the vessel.

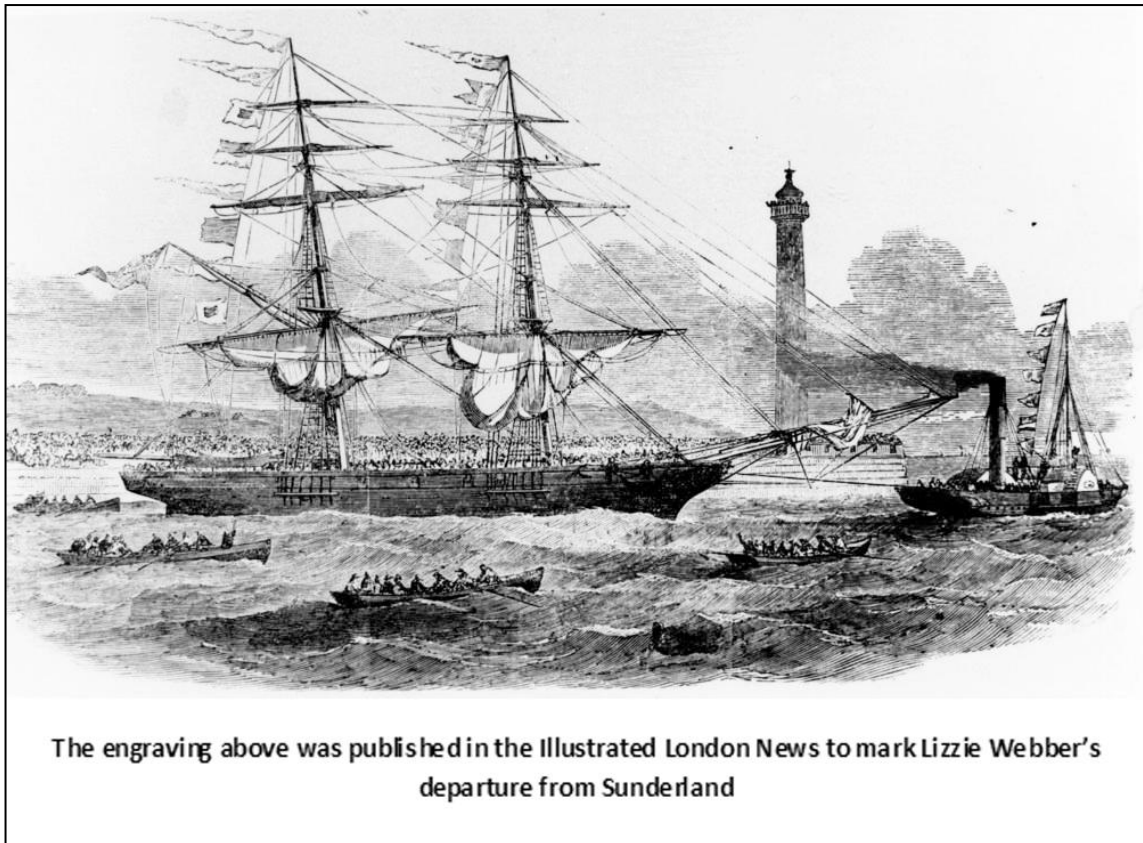


In some accounts it is said that the ship was named after John Webber's wife, but this is incorrect. His late wife was named Ann and the ship was named after (and by) his daughter Lizzie. This is confirmed by the record of her marriage in 1853 below (though for built in Sussex read Sunderland). How Webber and Rowntree came to be associated is unknown.

BALCOMBE, SUSSEX.—This little place was all alive on Monday, the 18th April, in consequence of the marriage of Miss E. Webber, only daughter of Mr. John Webber, merchant, to Mr. W. Willard, at Brighton Old Church. Miss Webber is the lady who named the first vessel built in Sussex that was despatched to Australia, viz., the *Lizzie Webber*, after her own name. This vessel is the property of her father, and has made about as successful a voyage to the antipodes as any one this year, there having been but little sickness, and only one death on board. Mr. Webber himself was also married a few days since, in London, to Miss Etherden, his second wife.—*Sussex Herald*.

Monday 24 October 1853
Shipping Gazette and Sydney General Trade List (NSW)

¹ [Thomas Stephenson Rowntree](#), born 1818 (dates vary) in Sunderland. Died 1902 in New South Wales. As Patricia Storey says in her paper, there is some confusion about Rowntree's date of birth and his parents. The author is able to confirm her facts but has found little more to illuminate the issue. [See also page 192 at this link for a fuller biography.](#)



The maiden voyage of the *Lizzie Webber* was accompanied by much pomp and ceremony. She moved out of Sunderland South Docks on 31st July 1852 with a full complement of passengers and left the roads the following day. Accounts of her departure are included in Appendix III. Apparently Captain Rowntree's family sailed with the ship, as did John and Lizzie Webber.

She passed Deal on 14 August after suffering severe weather and on 16th called at Shoreham where John and Lizzie Webber disembarked and returned home to Balcombe².

On 19th August a child was born on board to the wife of Lawrence Grey (blacksmith) and was named Lizzie Webber Gray. They passed Start Point on 21st August and arrived in Madeira on 7th September. En-route, on 2nd September, a passenger named John Humble, a butcher from Newcastle, died.

Lizzie Webber left Madeira on 8th September and arrived at Table Bay, South Africa on 28th November where they resupplied the ship. 5 days later they sailed for Melbourne which they reached on 15th December. Reports of her arrival record 65 passengers. It is believed that some passengers left the ship here, but more significantly all the crew apparently deserted, intent of finding their fortunes in the recently discovered gold fields at Ballarat. Rowntree mustered a new crew, mostly ex-seaman gold diggers wanting to get to Sydney, and on 8th January 1853 they sailed, arriving in Sydney on 21st with passengers and 300oz of gold dust.

Newspaper clippings relating to this voyage are included in Appendix III.

² Several accounts note that the Webbers embarked at Sunderland, but fail to recognise that they left the ship in Sussex, so assume that they sailed to and settled in Australia.

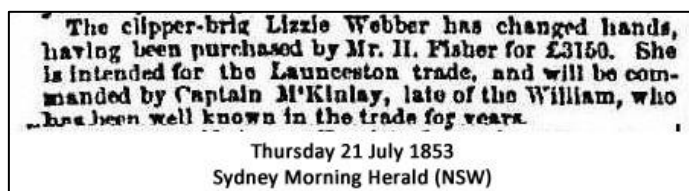
5 Sydney and Melbourne

Lizzie Webber was re-registered at Sydney and spent the next six months sailing between Sydney and Melbourne with passengers and freight, mostly under Rowntree's command, but not exclusively (see Appendix IV for press clippings and Appendix VI for voyage details). In the middle of the year an act was passed in Victoria prohibiting ships over 200 tons from going alongside the Melbourne Wharf. This put the *Lizzie Webber* out of the trade, and Captain Rowntree brought his vessel to Sydney and put her up for sale (though we have no indication that he intended to return to England per the clipping right as [after the sale Rowntree joined in partnership with others to build a dry dock at Balmain](#)).



6 Sydney and Launceston

Lizzie Webber was bought by Henry Fisher in late July 1853. Fisher was a merchant in Sydney and bought the vessel for the trade between Sydney and Launceston. Later indications are that, actually, she was owned 50/50 between Henry and his brother George Fisher. Captain John McKinlay was appointed to command *Lizzie Webber* and was to retain this command throughout Fisher's ownership period.



1853 marked the end of convict transportation to Tasmania. Recent gold discoveries in Victoria had led to large scale emigration of men, many ex-convicts, from Tasmania. *Lizzie Webber* established the first direct shipping link between Launceston and Sydney, making a round trip every 6 weeks or so, depending on weather and cargos. It will be seen on a map that Launceston is some distance up the River Tamar, making the process of getting into and out of port difficult. Each trip was well advertised in both directions and in most cases details of cargos and passengers were published. Some examples are included in Appendix V, and voyage details listed in Appendix VI.

Passenger trade was so good that in late 1853 the ship was altered to increase passenger accommodation.

THE LIZZIE WEBBER.—Applications for passages in this favourite Launceston trader have been so numerous as to render it necessary to increase her passenger accommodation; for that purpose an excellent ladies' cabin, affording room for eight females has been fitted up, and the after companion has been converted into a large skylight. Quarter-houses have been built on deck for the use of officers and steward, thus leaving the cabins in the cuddy entirely at the service of intending passengers, of which she can now take 32 aft and 14 in the steerage, giving each a separate berth. She will sail for Launceston in about ten days.

Monday 28 November 1853

Shipping Gazette and Sydney General Trade List (NSW)

It is notable that numbers of steerage passengers were generally much higher returning to Sydney, probably due to the exodus of single men to the gold fields. Indeed in 1856 it was reported in Sydney that a “whole batch of recently released or escaped convicts” landed by *Lizzie Webber* had reverted to their old ways and created a crime wave. It is also notable that there are a significant number of single women in the cabin passenger lists heading for Tasmania, perhaps a result of the highly male dominated population demographic in Tasmania at that time.

In about October 1855 a steam tug was introduced on the Tamar and it is noticeable that turn around and trip duration times reduced significantly, allowing a service almost every month. Always carrying the mails, the service was maintained without significant interruption or incident (one minor collision) for four years, Captain McKinlay not missing a single voyage. Only full one crew and passenger list has been found, that for 17 May 1855 ex-Launceston, showing a crew of 12 including the master, 9 cabin passengers and 9 steerage passengers (see Appendix V).

Cargos were of a general nature, including manufactured and agricultural products, together with grain and flour, timber and bark, and considerable quantities of alcoholic drink!

On 17th October 1857 *Lizzie Webber* arrived in Sydney for the last time. She was advertised for a voyage to Adelaide in November but her departure was delayed and she did not sail until 15th December. In the meantime Henry Fisher was in the bankruptcy court. He had bought his brother's 50% share of the ship whilst insolvent and immediately mortgaged it. One of the mortgagees was Captain McKinlay.

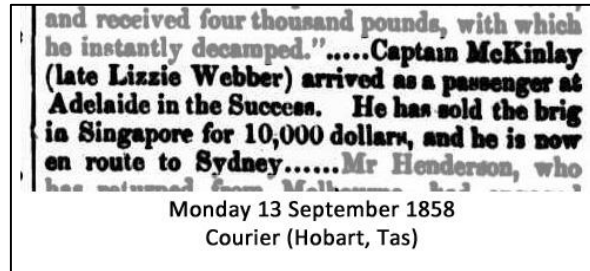
LIZZIE WEBBER, for ADELAIDE.—Notice to Shippers and Passengers for Adelaide direct.—The beautiful packet brig **LIZZIE WEBBER**, 300 tons burthen, **JOHN M KINLAY**, commander, will sail for **PORT ADELAIDE** between the 21st and 24th November instant. Her excellent saloon, cabin, and steerage accommodation is well known, and ladies or families wishing to proceed by this desirable packet ship are requested to notify the same at once to the undersigned.
Cabin passage, beds, bedding, wines, &c. ... £12 12 0
Steerage, with good accommodation ... 6 6 0
Freight, 40s. (forty shillings) per ton.
Apply, at Campbell's Wharf, to the commander; or to the owner, **HENRY FISHER**, 25, Lower George-street, Sydney.

Monday 16 November 1857
Sydney Morning Herald (NSW)

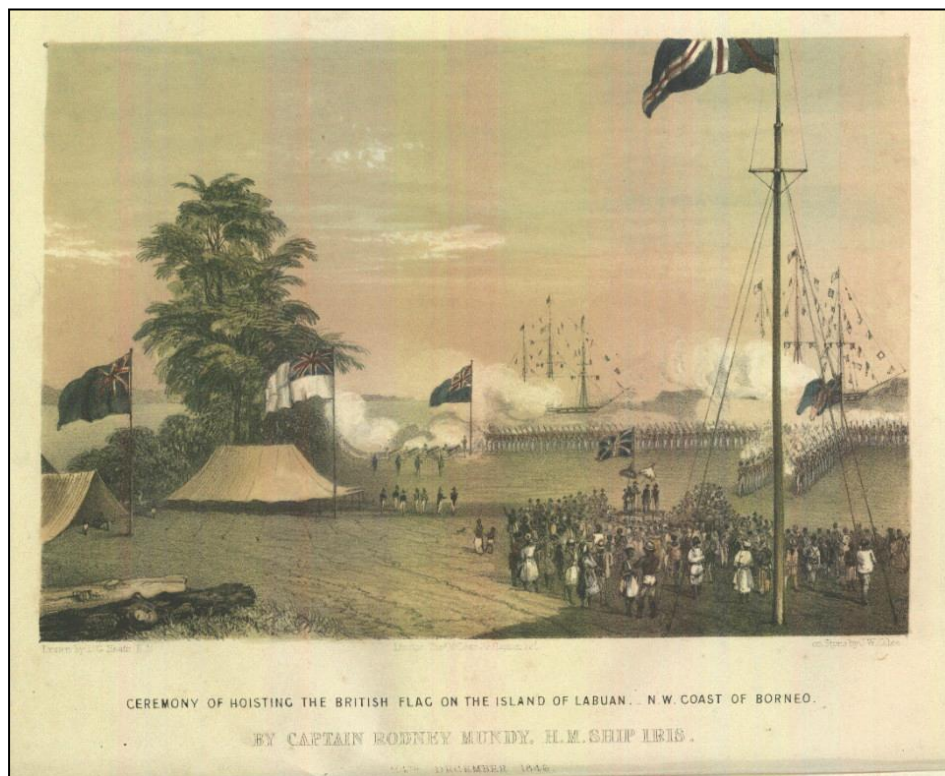
Lizzie Webber arrived in Adelaide on 31 Dec 1857 with 22 passengers, and still under McKinlay's command and a month later sailed for Singapore.

7 The South China Sea

On 5th February 1858, McKinlay sailed *Lizzie Webber* out of Adelaide, in ballast and without passengers (though she was carrying mails for England for overland onwards carriage), arriving in Singapore on 7th April. There is no record of her moving then for some six months. However, in September it was reported that Captain McKinley had succeeded in selling the vessel and had returned to Australia.



The name of the new owner has not been found with certainty, but from October 1858 onwards *Lizzie Webber* was established as a regular trader between Singapore and Brunei/Labuan under the command of Captain John Dill Ross, a man who became very wealthy on his China trade. It is thought probable that Captain Ross bought *Lizzie Webber* himself. Shipping agent was Koh Eng Hoon & Co. Over the next 5 years a pattern of roughly 2 monthly round trips was maintained. Cargo details are scarce, but it is apparent that she carried general cargo as the principle trader on this route. Labuan was just being developed as a coal mining region and *Lizzie Webber* certainly carried some coal, but the tonnages mentioned were small. Voyage details can be seen in Appendix VI but shipping news clippings are not included because of copyright restrictions.



At least one account on the internet says that Ross made several voyages between England and China in the *Lizzie Webber*, but this is clearly incorrect.

The most notable incident during this period came in July 1862 when *Lizzie Webber* was attacked by pirates near Labuan. This was reported throughout Britain in local newspapers, transcribed from a report in Singapore newspapers, and the account (right) is of a fairly brief and straightforward encounter.

In 1911 Captain Ross' son, John Dill Ross jr. wrote a book entitled [Sixty Years' Life and Adventure in the Far East](#). It is not clear to this reader whether this is meant to be an accurate autobiography or a novel loosely based on his life, but it is written in the third person and he has changed the family name to Northwood. Some ships commanded by Captain Ross are correctly shown, the *Wild Irish Girl* and the *Lizzie Webber*, and there is even a photograph of "Captain John Dill Northwood", which is presumably of the author's father.

PIRACY OFF BORNEO. — We extract from the *Singapore Daily Times* the following account of a daring attack made by Lauun pirates upon the brig *Lizzie Webber*, Captain Ross, while on her voyage from Labuan to Singapore:—"July 1.—Tanjong Datto, bearing S. by W. $\frac{1}{2}$ W., in lat. 2.15 N., at daylight, saw four boats pulling directly towards us; the wind was light, nearly calm. When within range the boats separated, the two larger from the smaller, which last two had fighting bulwarks across their bows. I hoisted our flag and fired a shot over the two smaller boats they being nearest, to which they instantly replied with rifles. We then opened fire on them until within hail, we then asked them what they wanted. They replied tobacco. We told them to be off, but they asked if we were *Orang Jantan* (i.e. men), upon which they recommenced firing. One of our shots struck the fighting bulwark of one of the boats, smashing it; and we saw a number of oars fall into the water, showing that some men were wounded or killed. The boats then backed astern and joined the larger ones, which had been kept nearly out of range, were taken in tow by them and pulled away windward. The large boats had double tiers of oars, and were full of men. We incurred no injury beyond a few shot holes in the sails. We were getting short of powder, so that, had the large boats attacked us, we should have been taken. On the 4th, when of Sirhassen, saw what we took to be a Dutch war-steamer at anchor; but she took no notice of the guns fired to attract her attention, and, she being to windward, we could not approach her without loss of time."

Nottinghamshire Guardian - Friday 05 September 1862
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In the book, a highly dramatic account is given of an encounter with the pirates, in which the captain's wife and 4 year old son play a key part and which bears only superficial resemblance to the newspaper report above. Ross jr says in his account that the pirate incident took place on Captain Ross' last trip with *Lizzie Webber* while his next ship, *Don Pedro* was being refitted.

Here we have a problem, as this would make the date of the attack November 1863, and we can also show that his next ship was called *Labuan*. The article above says the *Lizzie Webber* suffered no injury, but the book says 3 crew members were seriously injured. It also says the fire fight lasted for 3 hours. Was there a second pirate incident? There is no record of it, nor indeed of the dramatic death of the supposedly notorious pirate captain Si Rahman described in the book. It is this my view that the account in the book is probably inaccurate and was dramatised to sell a book. Unfortunately, however, it is an account that has been picked up and repeated as historical fact many times in printed media and the internet, sometimes naming the fictitious Captain Northwood, others more accurately Captain Ross.

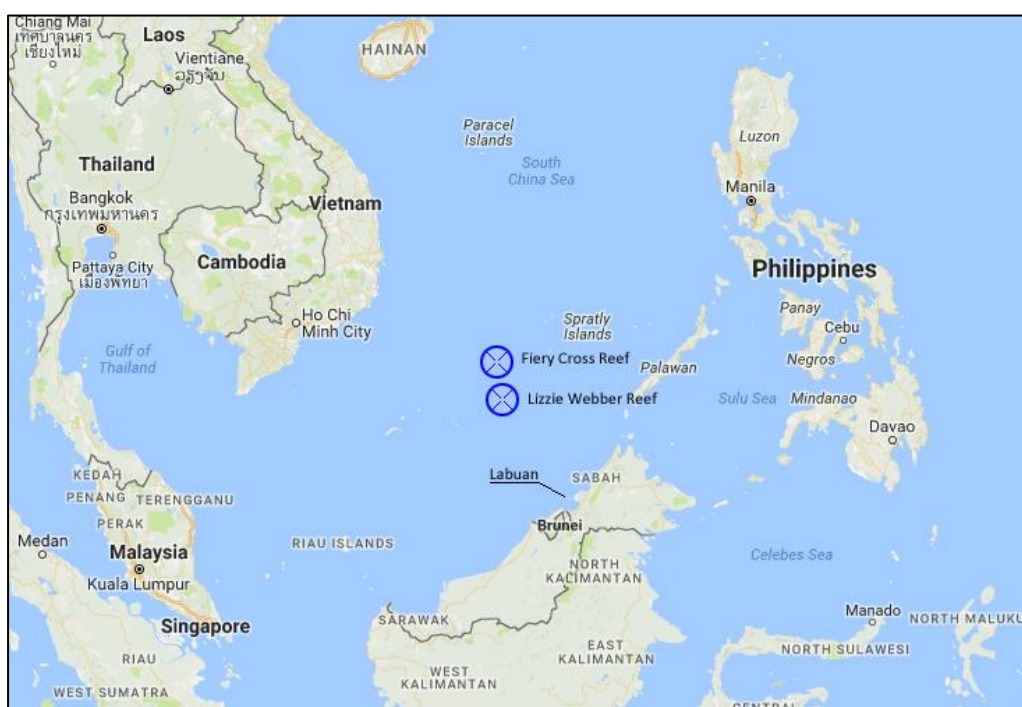
Captain Ross arrived in Singapore from Labuan for the last time in *Lizzie Webber* on 26 November 1863 and it is assumed that she was sold about then, as she is shown the following month in Singapore harbour under Captain Green whilst Ross was aboard his new ship *Labuan*.

8 Fate of the Lizzie Webber

The last mention the writer has found in shipping news relating to the *Lizzie Webber* is on 12 Jan 1864, sailing from Singapore for Labuan under Captain Green. Prior to this, as already noted and shown in Appendix VI, we have a good, and mostly continuous, history. She is recorded in the Mercantile Navy List in 1864 with Singapore registration, but the next edition to which I have access is 1867 and she is not listed. We can assume that she was lost or sold between these two dates.

As to her fate, there is some confusion and no contemporary reports have been found to help. One modern account on the internet says that in 1860 a clipper called *Fiery Cross* ran aground on a reef in the South China Sea, that *Lizzie Webber* went to help, but herself ran aground and was wrecked, the reef being called Lizzie Webber Reef as a result. It is certainly true that the *Fiery Cross* was wrecked on a reef in the South China Sea on 4 Mar 1860 (this being reported in British newspapers). It was also reported that the crew were saved. *Lizzie Webber* was probably in the area at the time, having left Singapore for Labuan on 24 February, but no record has been found in Singapore (or any other) newspapers of the rescue of the *Fiery Cross* crew so we don't know if *Lizzie Webber* was involved. However, it is reported in contemporary newspapers that the *Lizzy* (**not** *Lizzie Webber*) was chartered to try to recover some of the cargo - which she did successfully and returned to Singapore unharmed. Having said that, there is indeed a Lizzie Webber Reef in the South China Sea, at 8°3'57"N 113°10'43"E, but there is also a reef named Fiery Cross Reef, at 9°36'44"N - 112°57'55"E, 185km from Lizzie Webber Reef, and it seems much more likely that **this** is where the *Fiery Cross* was lost. To add to the muddle, a book called *The China Clippers* by Basil Lubbock says that *Fiery Cross* was wrecked in autumn 1869, which is demonstrably incorrect.

We know from on-going shipping news that *Lizzie Webber* was NOT wrecked in 1860, but it seems entirely possible that *Lizzie Webber* was lost on the eponymous reef in 1864 and that the stories have become confused. No reports of any kind have been found so this is pure speculation.



We should perhaps finally note that in the “spoken to” reports in Lloyds List, there was a report in 1854 of *Lizzie Webber* being off the coast of Africa, London for Madras. As we know she was in Launceston at the time, this was clearly a mistaken identity, a misreading of flags presumably. In 1868 and 1869 there were 2 similar reports – this time Liverpool for Bombay - which again this writer is inclined to treat as mistaken identity. If they had been valid, we would have seen evidence that a ship called *Lizzie Webber* had been in Liverpool, and there is none.

9 Acknowledgements

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Singapore 1865



Lizzie Webber – by Frederick Garling



Lizzie Webber off Gabo Island, New South Wales – by Frederick Garling

APPENDIX I – WHO BUILT LIZZIE WEBBER?

A "Cockle-Shell"

Launched in July, 1852, for the purpose of carrying emigrants to Australia during the gold rush, it is said she received a tremendous send-off from the crowds lining the riverside when she sailed later that year.

Her master, Joseph Stephenson Rountree, was a Sunderland man with a big share in the venture, and I have heard he was related to Thomas Rountree, who was responsible, along with Robert Thompson, for the building of the Experiment, Sunderland's first screw collier.

Certainly he deserved all the cheers which echoed along the riverside when Lizzie Webber sailed south. Indeed the hundred-odd passengers needed every encouragement because records show Lizzie Webber as being a cockle-shell of a ship with a registered tonnage of only 214. A mathematician friend once worked out her 135 days' passage to Sydney as representing an average speed of four miles per hour. Doubtless the emigrants had ample time to consider her capabilities.

Rountree, who was joint owner with Webber, a Devonshire man, sold the ship in Melbourne, then settled down to become Mayor of the city in later years.

Now what of her builder and birthplace? It has been said she was a Pile ship—built by either John or William—but the Custom House registers reveal that her builders were W. J. Bennett & Co., though where this yard was situated is unknown.

It was a firm which built for two years only—1851 and 1852—during which they produced

four ships. The builders promised well, only to disappear from shipbuilding history.

In addition to the "Webber" they launched the Norma, Formosa and Henry Ellis, each full-rigged ships with high Lloyd's classification. Now why did Bennett's close down? Times were good in the industry, they were almost boom years in the early 'fifties.

Sunderland Daily Echo and Shipping Gazette
Friday 15 October 1948
Image © Johnston Press plc.
Image created courtesy of
THE BRITISH LIBRARY BOARD.

Two Clippings from articles by "Blue Peter" in the Sunderland Daily Echo

Now who built the Lizzie Webber? Custom House records show that her builder's certificate was signed by Bennett & Co., about whom very little is known, but Mrs Durrant writes: "My great-grandfather John Booth built it, also a sister-ship, the Lizzie Rickaby, and a third ship, Arctic Hero. Mr Booth married John Blumer's daughter and sent the first steamship to Australia with dredgers to open up the Brisbane River in 1870." First, then, we'll look for John Booth, but I find only one man of this name and he was building in the 18th century, so he cannot be the same person. There are records of this particular John Booth as having been in the industry from 1790 to 1811. After that George and Robert (probably his sons) were building to 1818, but they left the yard and went into ship-owning and marine insurance.

So far as I can discover there was no other John Booth building ships, but George was very active at the time of our scrap

book and was for a time in partnership with John Blake-lock. George was, I believe, a brother-in-law of John Blumer and handed over his yard to him when he went to New Zealand. Booth's foreman, Pace, joined Blumer.

John Blumer took over the Booth business in 1859 and it is interesting to note that his first ship was the Avon, built for R. H. Gayner, Sunderland's last owner in sail.

But here is another Lizzie Webber reference. I was talking with Captain J. W. Hart during the week and he told me of an interesting relic in his possession. It is a piece of the sampson post from the Lizzie Webber. Well, well, part of the old ship still on Wearside, and we know practically nothing of her career.

We turn the last page of the scrap-book for a reference to Easson, shipbuilder, Pallion. I met Easson's grandson who asked for details. By a coincidence, he was building in that same year, 1852, but I have discovered few records concerning the yard.

The most important event in 1852? Perhaps it was the launch of the Loftus by John Barks & George Clark. She was Sunderland's first iron ship.

Sunderland Daily Echo and Shipping Gazette - Friday 29 October 1948
Image © Johnston Press plc. Image created courtesy of THE BRITISH LIBRARY BOARD.

APPENDIX II – W J Bennett

As described in Section 2, the Custom House records (and by derivation “Blue Peter” above) suggest that *Lizzie Webber*, along with several other ships, was built by W J Bennett. The Custom House records actually show 6 named ships as having been “built” by W J Bennett. These are *Norna* 392t (1851), *Formosa* 406t (1852), *Henry Ellis* 401t (1852), *Lizzie Webber* 213t (1852), *Mary Ridley* 411t (1852) and *Spinning Jenny* 488t (1852).

The clippings below relate to the launches of four of these six ships and demonstrate beyond doubt that they were actually built by John Pile.

Norna, shown in LRS as 460t gross, 392t net, was, as shown below, built by John Pile.

Formosa, shown in LRS as 450t gross, 406t net, was, as shown below, built by J Pile

LAUNCH.—SUNDERLAND, Aug. 27.—(From our Correspondent.)—On Tuesday last a fine vessel, named the *Norna*, about 500 tons register, was launched from the building-yard of Mr. John Pile, at Sunderland. Her bow is of a peculiarly novel shape, and has no cutwater; it is so constructed as to cause the new measure not to exceed two-thirds that of the old, and it is calculated that she will carry nearly double the weight and measure of her registered tonnage. She is clipper-built, classed 10 years, and is to be a full-rigged ship, and is intended to run in conjunction with the Aberdeen and American clippers in the China trade.

Shipping and Mercantile Gazette - Friday 29 August 1851
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LAUNCHES.—On the 3rd inst., a splendid clipper built ship, 406 tons, was launched from the building yard of Mr. J. Pile, Sunderland, to be named the *Formosa*, for the East India trade. Also a very neat modelled brig, 239 tons, was launched from the building yard of Messrs. Booth and Blacklock.

North & South Shields Gazette and Northumberland and Durham Advertiser
Friday 06 February 1852
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Spinning Jenny, as shown below, built by John Pile.

LAUNCH OF ANOTHER SUNDERLAND CLIPPER.—Our neighbours at Sunderland may well plume themselves on their port being the shipbuilding mart of the world—the number of ships annually built on the Wear, and the spirit of emulation evinced by the respective builders, is surprising. On Monday last, a splendid clipper, significantly named “The *Spinning Jenny*,” was launched from the building yard of Mr. John Pile, of Monkwearmouth slip. And as this ship has excited more than ordinary interest by the peculiarity of her dimensions and construction, and her exquisite model, we are induced for the gratification of our nautical readers to honour her with more than a passing notice. Her dimensions are

Length of keel	-- -- --	140 feet
Rake of stern	-- -- --	10 ”
Keel and rake	-- -- --	150 ”
Extreme breadth	-- -- --	26 ”
Depth of hold	-- -- --	17 ”
Length of poop	-- -- --	55 ”
Ditto fore-castle	-- -- --	30 ”
Overall	-- -- --	165 ”

Tonnage old measurement 500—new, 460. Her keel and rake is nearly six times her breadth: and overall, nearly seven times. Her bow the most approved clipper form, and her stern a beautiful elliptic. Her lines are on the principle of the pilot coble for 4-5ths of her length. She is extremely sharp forward—carries her fore-run a long way aft, has a good body away of the main mast, and gradually

tapers away to the rudder. Mr. Pile has built this ship like the coble for the length above stated, and added the other fifth of length to give a neat after end, and carry the water to the rudder. It is calculated that this vessel will not be surpassed, if equalled, by anything afloat. She is ornamented with a female figure representing the daughter of Hargrave, the inventor of the spinning jenny, with the motto, “Thou gins away famously” inscribed on a scroll interwoven with the cotton plant, tree, and flower, and the distaff. She is intended to run from this country to China with Manchester goods, (as the name implies) and from that country to this with teas. She has been especially built for T. A. Gibb, Esq., of London, of the firm of Gibb and Co., of Hong Kong and Shanghai, and is to run in conjunction with the most celebrated Aberdeen and American clippers. Our correspondent adds that by common consent the championship of the port is awarded to the Messrs. Pile; and that in this instance the justly admired Aberdeen clippers have been fairly eclipsed.

North & South Shields Gazette and Northumberland and Durham Advertiser
Friday 18 June 1852
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Henry Ellis, shown in LRS as 464t gross, 401t net, was, as shown below, built by John Pile.

LAUNCH OF THE "HENRY ELLIS," CLIPPER, AT SUNDERLAND.

On Monday last, one of those spirit-stirring scenes which the announcement of a launch from the building yards of the Messrs. Pile invariably produce, was manifested on the banks of the Wear, on occasion of the launch of this splendid vessel. The *Henry Ellis* is named after her owner, Mr. Ellis, an eminent shipowner, at Plymouth. So much has been said, and with great justice, in favour of Messrs. Pile's improvements in naval architecture, whether it regards the sailing or carrying properties, that further eulogy may be dispensed with. The dimensions of this elegant craft are:—

	Feet.
Length of Keel and Rake	142
Ditto over all	155
Extreme Breadth	26½
Depth	16


Tonnage 500, with an exquisitely modelled clipper stern. Stimulated by the impetus given to this important branch of commerce, by the anticipated and dreaded competition to which we were, in the estimate of our alarmists amongst the shipowners, to be subjected by the opening of free trade, and the repeal of the Navigation Laws, a healthy spirit of emulation became immediately apparent; and a determined effort was to be made to secure for the Wooden Walls of Old England her supremacy as ministers of the seas. This, it occurred to the Messrs. Pile,—the fathers of the clipper-built system at Sunderland,—could only be achieved by departing from the old-fashioned style of building ships of the "Pack-horse description," and constructing vessels of carrying and sailing capabilities, which should defy competition with the vaunted craft of our transatlantic neighbours.

Mr. William Pile has now under contract upwards of 3,000 tons—all clipper vessels—and his brother, Mr. John Pile, has 2,200, also clippers. When men of professional prowess and skill venture to break through the trammels of antiquity, and throw themselves into open and fearless competition with the North British and American ports—and do this successfully, they establish a claim on the gratitude of their fellow-townsmen and neighbours, for having elevated an important branch of their staple trade; and this, it must be admitted, the Messrs. Pile have done.

North & South Shields Gazette and Northumberland and Durham Advertiser
Friday 29 October 1852
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SALES BY AUCTION.

For Peremptory Sale.
At LLOYD'S CAPTAINS' ROOM, ROYAL EXCHANGE,
On THURSDAY, FEBRUARY 8, 1855, at Half-past Two o'Clock
(Unless previously disposed of by private contract).

 **THE very superior Ship HENRY ELLIS,**
464 tons O.M., and 401 tons N.M.; built at Sunderland, by Mr. John Pile, in 1852; planked principally of teak outside, and classed ten years A 1; is copper-fastened, and sheathed with yellow metal; has a half-poop, and excellent cabin accommodation, house on deck for crew, good heights 'tween decks for passengers or troops; is admirably adapted for any trade where good carrying qualities, combined with easy draught of water and great speed, are required; has just made the passage from the Cape of Good Hope in 47 days; is well found in stores, and is in every respect well worthy the attention of buyers of such tonnage. Now lying in the St. Katharine's Dock.
GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill.

Shipping and Mercantile Gazette - Wednesday 31 January 1855
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**For the CAPE of GOOD HOPE,
With quick dispatch,**

 **THE splendid clipper Ship HENRY ELLIS;**
A 1, 401 tons register; J. L. Parker, Commander; lying in the London Dock. This beautiful ship, built by Mr. J. Pile, of Sunderland, offers a first-rate opportunity to shippers desirous of quick dispatch.
Apply to
TOULMIN, LIVINGSTON, and Co., 91, Great St. Helen's.

Shipping and Mercantile Gazette - Friday 20 June 1856
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

No records for the launch of *Lizzie Webber* or *Mary Ridley* have yet been found, but it is this writer's opinion that there is sufficient evidence here to be very confident that they too were built by John Pile.

APPENDIX III – PRESS CLIPPINGS RELATING TO LIZZIE WEBBER’S VOYAGE TO AUSTRALIA 1852-3

EMIGRATION FROM SUNDERLAND.—On Saturday, the beautiful clipper, the *Lizzie Webber*, left Sunderland Docks for Port Philip, Australia. She took out sixty emigrants. The circumstance of her departure created great excitement in the town and district, and there were some thousands of persons present to witness it. A band of music was engaged, and about 250 individuals went out with the vessel to the roadstead to bid their friends good by. The scene was truly affecting, and will be remembered by all, many days hence. A great difficulty was felt by those friends who had gone out in procuring a passage back to land, as, on account of some regulation, the Sunderland steam tugs refused to bring them ashore, fearing they would be fined. A Seaham harbour tug, the *Earl of Durham*, however, came to the rescue, and brought them safe into port, otherwise they would have been placed in an awkward position.

North & South Shields Gazette and Northumberland
and Durham Advertiser
Friday 06 August 1852

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EMIGRATION FROM SUNDERLAND.

The sailing of an emigrant ship from Sunderland for Australia, the first that ever left that port for the Pacific, took place on the 31st ult., under very interesting circumstances.

So vast an assemblage of persons, and so brilliant and exciting a scene had not been witnessed in Sunderland since the opening of the Dock as was presented at the moment of the brave vessel, freighted with her living cargo, leaving the harbour.

The new vessel is a splendid clipper brig, named the *Lizzie Webber*, built by Mr. Pile, of Sunderland, and commanded by Captain Rowntree; her registered tonnage being only 213 tons. On the 31st she moved out of the South dock into the roads outside of the harbour, having on board emigrants for Australia. She is understood to be the first of a line of emigrant ships from Sunderland to the gold regions. Many of the passengers being from distant parts of the country, and it being market-day at Sunderland, an immense concourse of strangers, added to the spectators of the town and neighbourhood, thronged the piers, docksides, seabanks, &c., to witness the departure of the ship and passengers. It was truly affecting to see many of the emigrants and their friends taking a farewell leave.

When the *Lizzie Webber* came to anchor in the roads, the friends of the emigrants having bid them adieu, were preparing to take their departure, when, upon the announcement of Captain Rowntree, commander, Mr. Wright addressed a few parting words to the company upon the occasion of the departure of the first emigrant vessel from Sunderland to Australia. On Sunday, about noon, she weighed anchor, and proceeded on her passage with a light south-west breeze.

Illustrated London News - Saturday 14 August 1852

Image © Illustrated London News Group

SUNDERLAND EMIGRANTS.—THE LIZZIE WEBBER.—A letter has been received at Sunderland from one of the passengers who sailed for Australia, from that port, in the *Lizzie Webber*, July 31st (as reported in our journal of the 3d inst.) He states that the vessel left Yarmouth Roads Aug. 12th. A few hours afterwards a violent storm came on, which continued till the 15th. The vessel was driven back till within 60 miles of Sunderland. The scene presented during the storm appears to have been indescribable. All the passengers were sea-sick; the women fainting and screaming; plates, dishes, &c., flying about in all directions. A board, on which the name of the vessel was painted, was washed away. Should it cast up and be reported, it will be understood as no indication of disaster to the ship. One passenger left the vessel in the Downs to return home, being afraid from the storm. The rest were all well when the letter was landed at Deal.—[The *Lizzie Webber* was reported off Newhaven, 16th inst., in yesterday's *Shipping and Mercantile Gazette*.]

Shipping and Mercantile Gazette - Thursday 19 August 1852
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

SHOREHAM—Aug. 16: S., strong, and drizzling rain.

The brig *Lizzie Webber*, Rowntree, from Sunderland for Australia, with emigrants, called in our roads to-day at noon, all well, for passengers; and landed the owner, Mr. Webber, timber merchant, of Balcombe, Sussex, and his daughter "Lizzie," who had taken their passage homeward in her from Sunderland.

Shipping and Mercantile Gazette - Tuesday 17 August 1852
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

ESCOMB BANKS.—On Tuesday last, two letters were received here from the "*Lizzie Webber*," emigrant ship, which sailed from Sunderland a few weeks ago for Port Philip, Australia. The letters were dated Sept. 6, from Madeira, reporting all well. They had had one death on board since they sailed but the number on board was still the same for they had likewise had a birth. Both letters speak highly of the way they are treated and attended to. They have been baffled with contrary winds, but both speak of the weather being delightful and the sea calm. Indeed they say since having got the better of the sea-sickness they have had nothing to do but to make themselves happy and comfortable.—*Correspondent*.

Durham County Advertiser - Friday 24 September 1852
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THE "LIZZIE WEBBER" EMIGRANT SHIP.—This vessel which sailed from Sunderland a few weeks ago, with a number of emigrants on board for Australia, reached Madeira in nineteen days, after experiencing fine weather. A letter from Lawrence Grey of Sunderland to his father, dated Madeira 7th Sept. 1852, states that "his wife was confined of a daughter on the 19th of August, and mother and child are doing well." The child at the request of the passengers was named "*Lizzie Webber*." He also says that "on the 2nd September, death took away one of their number—a young man named John Hamble, belonging to Newcastle, twenty-four years of age, who had been ill a month. His body was committed to the deep on the 3rd. We were all hands called to witness the solemn sight. He was borne to the gangway by four of the sailors; the doctor read the service over him, and his body was then launched into the deep." A similar letter, also dated Madeira, has been received by Mr. Cogdon, plumber, Sunderland, from his son, Charles Cogdon. He mentions that the disease of which Humble died was water in the brain. The other passengers were well.

Newcastle Journal - Saturday 25 September 1852
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NEWS OF THE LIZZIE WEBBER.—*The Cape Town Mail*, of Oct. 29, contains the following announcement:—"Arrived, Oct. 28, the Lizzie Webber, brig, 213 tons, T. Rountree, from Sunderland, August 1st, and Madeira, September 8th, to Port Philip, cargo sundries. Sixty-two passengers. Put in for supplies." A private letter states all was well on board, and the voyage has been thus far prosperous. The crew had caught a shark fifteen long! a rather dangerous customer to encounter, and so, in fact, he nearly proved. It was on the 20th September, Cape de Verde being distant about forty miles, one of the seamen and a passenger were swimming about the vessel, when the seaman swam back to the vessel, calling his companion to do the same, as he thought he saw a fish. The alarm appearing to be groundless, no one else having seen it, they again jumped over the side, but shortly after the "monster of the deep" appeared close behind them, and turning on his side opened his tremendous mouth to receive his prey. They made a desperate effort to regain the ship, and by some strange chance succeeding in escaping the impending fate. Ropes were ready, and they were hauled on board in safety. A shark-hook was put over, and the "grimly foe" was soon after triumphantly hauled on board. It was, indeed, a narrow escape.

Durham Chronicle - Friday 24 December 1852
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

A passenger by the Lizzie Webber, Mr C. Cogden, from Sunderland, plumber, in a letter dated Melbourne, December 31st, says that the ship was a very fine one; but, as the captain would not land the passengers, it cost them 4s. each, besides 50s per cwt. for luggage. He found that there were too many plumbers, and was about to try gold digging.

Newcastle Courant - Friday 15 April 1853
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

NEW CLIPPER PASSENGER BRIG FOR SYDNEY.

 **THE LIZZIE WEBBER**, Captain Rountree, 214 tons register, will sail on Wednesday, 5th January.

This beautiful clipper brig was built at Sunderland expressly for the inter-colonial trade, and is one of the fastest vessels afloat.

Her passenger accommodations extend fore and aft, and all of the berths are enclosed. The passengers in the after cabin are supplied with beds, bed linen, &c.; also, wines, spirits, and beer. In the fore cabin, mattresses, rugs, &c. are provided.

An inspection of the vessel is particularly requested: she is now lying at the Queen's Wharf, a little beyond the Custom Shed.

The following review of this vessel appeared in the *Advertiser* of the 27th instant:—

"This fine clipper brig is now lying at the Wharf, she was built in Sunderland expressly for the passenger and goods trade in the colonies, and is now laid on the berth for Sydney; she registers 214 tons, and her draught of water is only nine feet. Her internal arrangements are excellent with great height between decks, and every convenience for passengers. She is the first emigrant vessel from Sunderland for these colonies, and on her leaving that port many thousands were witnesses of her departure. The *Illustrated London News* gives an engraving of this event."

8346

Saturday 1 Jan 1853
The Argus (Melbourne, Victoria)

SHIPPING INTELLIGENCE.

ARRIVALS.


January 21.—Lizzie Webber, brig, 214 tons, Captain T. S. Rountree, from Port Phillip 10th instant, in ballast. Passengers—Mr. and Mrs. Johnson and family, Mr. and Mrs. Money, Mr. and Mrs. Mills, Messrs. Whannell, Innes, Furlong, Balcomb, Albury, and 58 in the steerage.

Saturday 22 Jan 1853
Empire (Sydney, NSW)

APPENDIX IV – PRESS CLIPPINGS RELATING TO LIZZIE WEBBER'S SERVICE BETWEEN SYDNEY AND MELBOURNE – 1853

The clippings below are illustrative. Every journey was advertised and passenger names and cargo reported. Researcher seeking more complete information can find it amongst the Australian newspaper archives at the [National Library of Australia](http://www.nla.gov.au) website. Additionally the Public Records Office, Victoria, holds lists of passengers embarking at Melbourne for Sydney.

FOR MELBOURNE.
Going to the Wharf without lightering.



THE fine new clipper brig
LIZZIE WEBBER, Captain
Rountree, 214 tons, is now receiv-
ing cargo at Willis' Wharf, and will meet with
immediate despatch. Her accommodations for
passengers are superior to any vessel in the
trade. Apply to the Captain, on board;
SMITH, CAMPBELL, AND CO.; or, J. B.
METCALFE. 2778

Monday 24 January 1853
Sydney Morning Herald (NSW)

DEPARTURES.
February 20.—Lizzie Webber, brig, 214 tons,
Captain Browntree, for Melbourne. Passengers
—Mr. and Mrs. Knight and daughter, Mrs.
Brown, Miss Barber, Miss Helpin, Messrs. Easte,
Mooney, Flynn, and 87 in the steerage.

Monday 21 February 1853
The Empire (Sydney, NSW)

EXPORTS.

February 19. Lizzie Webber, for Melbourne: 22 hogs-
heads rum, 20 boxes candles, 260 boxes soap, 2 cases
matches, 6 cases slops, 100 cases pipes, 3 casks and 1 case
ironmongery, 1 case boots, 90 boxes sperm candles, S.
Marks; 3 cases cigars, 1537 pieces Kauri timber, 115
bundles laths, G. Thorne and Co.; 9 bales linens, Gil-
christ and Co.; 32 casks and 2 tons potatoes R. Guy;
2 cases stationery, W. and F. Ford; 1 bale woollens, J.
Anderson; 6 packages furniture, 1 cask crockeryware, 1
roll matting, 1 bale carpeting, 1 cupboard, 1 case iron-
ware, 1 case stationery, 6 tons potatoes, Montefiore and
Co.; 6 barrels and 4 half-barrels pork, 10 tierces hams,
19 barrels raisins, Smith, Campbell, and Co.; 25 barrels
onions, W. Ross; 20 casks bottled beer, 50 cases port
wine, 25 cases hock, J. G. Raphael; 8 bales, 1 case dra-
pery, J. T. Woods; 47 ropes, 14 bales lines, 50 cases
pickles, 5 boxes and 1 case saddlery, H. H. Beauchamp;
8 cases oil stores, 19 chests and 23 half-chests tea, R.
Dacre; 20 cases cigars, H. Miller; 6 casks butter, 33
sofas, 15 bedsteads, 167 bags potatoes, Figgins and
Glover; 10 bales and 8 cases drapery, J. G. Cohen.

Saturday 26 February 1853
Shipping Gazette and Sydney General Trade List (NSW)

FIRST VESSEL FOR MELBOURNE DIRECT.
Going up to the Wharf without lightering a
package.



THE splendid new clipper-built
brig
LIZZIE WEBBER,
A1, 214 tons register, D. E.
Mackellar, commander, will have
immediate despatch.

The accommodations are most superior, the
steerage being unusually spacious, having enclosed
state rooms and extending right fore and aft
through the 'tween decks. Beds and bedding for
ALL the passengers are provided on board.

For freight or passage, apply on board, at the
Flour Company's Wharf; or to
SHEPPARD AND ALGER.
Packet Office, 480, George-street.

WANTED, a first-rate STEWARD. Apply on
board. 4882

Saturday 14 May 1853
The Empire (Sydney, NSW)

APPENDIX V – PRESS CLIPPINGS RELATING TO LIZZIE WEBBER’S SERVICE BETWEEN SYDNEY AND LAUNCESTON – 1853 TO 1857

The clippings below are illustrative. Every journey was advertised and passenger names and cargo reported. Researcher seeking more complete information can find it amongst the Australian newspaper archives at the [National Library of Australia](http://www.nla.gov.au) website.

DEPARTURES.
February 20.—Lizzie Webber, brig, 214 tons, Captain Browntree, for Melbourne. Passengers—Mr. and Mrs. Knight and daughter, Mrs. Brown, Miss Barber, Miss Helpin, Messrs. East, Mooney, Flynn, and 87 in the steerage.

Monday 21 February 1853
The Empire (Sydney, NSW)

14.—*Lizzie Webber*, brig, 214 tons, Captain M’Kinlay, for Launceston. Passengers—Mr. and Mrs. Walker, Miss Atkinson, Mrs. and Miss Heby, Mrs. and Miss Jennings, Mrs. and Miss West, Miss Purton, Mr. and Miss Bird, Mr. and Mrs. Turnbull and family, and twenty in the steerage.

Saturday 17 December 1853
Maitland Mercury and Hunter River General Advertiser (NSW)

DIED.
On board the *Lizzie Webber*, on her passage from Launceston, on the 12th instant, Maria Elizabeth Eglantyne, the second daughter of James M’Arthur, Jun., aged six months and twenty-seven days.

Monday 23 January 1854
Sydney Morning Herald

OCTOBER 24.
Lizzie Webber, brig, J. M’Kinlay, Sydney. Passengers—Mr. T. Turner, Mrs. and two Masters Thompson, Misses Moriarty, Messrs. Addison, Martin, Darley, Thompson, Williams, Barrett, Nathan, Adey, and ten steerage.


Wednesday 26 October 1853
Courier (Hobart, Tas)

ENROUTE—In the list of passengers per *Lizzie Webber*, for Messrs. Moriarty, Addison, Martin, Darley, Thompson, read *Misses*.


Thursday 27 October 1853
Launceston Examiner (Tas)

DIED.
At sea, on board the brig *Lizzie Webber*, on Monday, the 16th instant, in the thirtieth year of his age, Mr. Thomas Turner, accountant of the Union Bank of Australia, Launceston, Van Diemen’s Land, and eldest son of the Rev. Nathaniel Turner, of this city. His remains were committed to the great deep.

Saturday 21 January 1854
Empire (Sydney, NSW)

SHIPPERS TO LAUNCESTON.
THE LIZZIE WEBBER.
The Packet Brig *LIZZIE WEBBER*, M’Kinlay, commander, 300 tons burthen, now alongside the Flour Company’s Wharf, will receive cargo and meet with every despatch. Her cabin accommodation, ladies’ cabin, beds, bedding, well known to be first-rate, and the best of everything found. Apply to Captain M’Kinlay; or,
HENRY FISHER,
Southern Packet Office,
25, Lower George-street.
22nd February, 1855. 3569

Wednesday 28 February 1855
Empire (Sydney, NSW)

FOR SYDNEY DIRECT.—A
regular trader.—The favorite packet brig *LIZZIE WEBBER*, 300 tons, John M’Kinlay, commander, will load for the above port immediately on the discharge of her inward cargo, and will positively leave the Queen’s Wharf, on Saturday morning, 31st inst., at 11 o’clock.
Has room for a few more cabin and steerage passengers.
For freight or passage apply to
George Finner.
Wharf, March 22.

Tuesday 27 March 1855
Launceston Examiner (Tas)

INWARD.

A LIST of the Crew and Passengers, arrived in the Ship

Burthen

214

Tons, from the Port of

Launceston to Sydney, New South Wales, 6th June 1855.

Master

1855.

Seamen's Names.

Station.

Age.

Of what Nation.

Names of Passengers.

Description.

Remarks.

Wm. Morrison

Mate

Geo. Holston

2^d Mate

Wm. Watson

Steward

Wm. Swaney

Cook

Wm. Denman

Wm. Smith

Wm. Nichol

Phillips

Parr

Wm. Mills

Wm. Doherty

Dr. Charles
Mr. Griffiths
Mr. Hedger
Mr. W. Fisher
✓ Mrs. Charles
✓ Mrs. Potter
✓ Miss Griffiths
✓ Miss Atkinson
✓ Miss Walker

Calm

John Allen
John Rodgers
B. Williams
W. Glasgow
James Ingram
G. Lee
Wm. Fair
Wm. Carter
F. Johnston

Sturdy

6th June 1855

John W. McKinlay

The Lizzie Webber.—The favourite brig arrived here on Saturday morning from Launceston, which port she left on the 20th instant. Her trip at the outset promised to be the quickest ever made from Van Diemen's Land to Sydney, she in one day running 250 miles, but a prevalence of baffling winds subsequently tended much to lengthen the passage. She brings up 25 passengers. The Lizzie Webber is the only regular Launceston trader we have, and a better vessel could not be placed on the line: she sails fast, is kept in beautiful order, well found, her cabin accommodations are equal to many steamers, and superior to many sailing ships of twice her carrying capacity; not the least amongst the recommendations in favour of the Lizzie Webber is the notoriety Captain McKinlay has obtained for his courtesy and attention on all occasions to the passengers under his charge.

Tuesday 6 November 1855
Courier (Hobart, Tas)

APPENDIX VI – LIZZIE WEBBER LOG OF VOYAGES AND EVENTS

The table below has been generated from shipping news in newspapers published in Britain, Australia and Singapore.

Date	Event	Captain
1852	Built by Pile in Sunderland (which one??)	
31 Jul 1852	Sailed from Sunderland Docks for Port Philip – 1 st emigrant ship to do so. Passenger list . Lots of media coverage.	Rowntree
14 Aug 1852	Passed Deal	
16 Aug 1852	Called at Shoreham and dropped off Mr Webber and his daughter Lizzie	Rowntree
19 Aug 1852	Birth of a child, named Lizzie Webber Grey	
21 Aug 1852	Passed Start Point	Rowntree
2 Sep 1852	Death of John Humble, butcher	
7 Sep 1852	At Madeira, sailed on 8th	Rowntree
28 Oct 1852	Arrived at Table Bay, Cape of Good Hope, “for refreshments”	
2 Nov 1852	Sailed from Cape for Port Philip	Rowntree
15 Dec 1852	Arrived Melbourne with 64 or 65 passengers (Geelong Advertiser and others). Crew deserted to go gold prospecting at Ballarat and Rowntree mustered a new crew of ex seaman diggers who wanted to get to Sydney.	
1853		
8 Jan 1853	Left Melbourne for Sydney	
21 Jan 1853	Arrived Sydney with passengers and 300oz gold dust.	Rowntree
24 Jan 1853	Advertised (and loading cargo at Willis’ Wharf) for Melbourne	Rowntree
20 Feb 1853	Left Sydney for Melbourne 9 cabin and 87 steerage passengers	Rowntree
1 Mar 1853	Arrived Melbourne. Advertised for Sydney, Capt Rowntree	Rowntree
13 Mar 1853	Left Melbourne for Sydney	
19 Mar 1853	Arrived Sydney with 89 passengers	Armstrong??
5 Apr 1853	Left Sydney for Melbourne. 18 cabin passengers and 65 steerage	Rowntree
20 Apr 1853	Arrived Melbourne.	Rowntree
6 May 1853	Left Melbourne for Sydney	D E McKellar
11 May 1853	Arrived Sydney from Melbourne	D E McKellar
27 May 1853	Left Sydney for Melbourne.	Rowntree
28 May 1853	Collided with barque Augusta losing a section of bulwark	
8 Jun 1853	Arrived Melbourne with 38 passengers	Rowntree

Date	Event	Captain
4 Jul 1853	Left Melbourne for Sydney	Walter Todd
	To be sold at auction on arrival in Sydney	
13 Jul 1853	Arrived Sydney from Melbourne	Walter Todd
15 Jul 1853	Advertised for Moreton Bay, but this rescinded 8 August.	Walter Todd
21 Jul 1853	Sold to Mr Henry Fisher	John McKinlay
21 Aug 1853	Left Sydney for Launceston with mails	
30 Aug 1853	Arrived Launceston with 13 cabin and 5 steerage passengers	McKinlay
15 Sep 1853	Left Launceston for Sydney with mails	McKinlay
22 Sep 1853	Arrived Sydney from Launceston with 22 passengers and cargo	McKinlay
14 Oct 1853	Left Sydney for Launceston with mails	McKinlay
24 Oct 1853	Arrived Launceston with abt 14 cabin and 10 steerage passengers	McKinlay
9 Nov 1853	Left Launceston for Sydney	
15 Nov 1853	Arrived Sydney from Launceston with passengers and cargo	McKinlay
28 Nov 1853	<i>Passenger accommodation being increased</i>	
14 Dec 1853	Left Sydney for Launceston with mails and passengers	McKinlay
23 Dec 1853	Arrived Launceston from Sydney	
1854		
3 Jan 1854	Left Launceston for Sydney	McKinlay
12 Jan 1854	Death of child passenger Maria Elizabeth Eglantyne	
16 Jan 1854	Death of passenger Thomas Turner	
20 Jan 1854	Arrived Sydney from Launceston	McKinlay
6 Feb 1854	Sailed from Sydney for Launceston with passengers, including the captain's wife	McKinlay
13 Feb 1854	Arrived Launceston from Sydney	McKinlay
26 Feb 1854	Reported at 6° 58' N, 22° 54' W (mid Atlantic west of Sierra Leone), 25 days out, London for Madras. MISTAKEN IDENTITY	
27 Feb 1854	Left Launceston for Sydney with mails in ballast with a single passenger	McKinlay
3 Mar 1854	Arrived Sydney from Launceston	McKinlay
21 Mar 1854	Sailed from Sydney for Launceston	
27 Mar 1854	Arrived Launceston from Sydney with 2 cabin and 4 steerage passengers	McKinlay
10 Apr 1854	Left Launceston for Sydney. Passengers including captain's wife and 5 others in cabin, 5 in steerage.	McKinlay
16 Apr 1854	Arrived Sydney from Launceston	McKinlay
7 May 1854	Sailed from Sydney for Launceston. Cargo included 62tons of coal	
22 May 1854	Arrived Launceston from Sydney with 2 cabin passengers, having been delayed by wind	McKinlay

Date	Event	Captain
3 Jun 1854	Left Launceston for Sydney. 11 cabin and 2 steerage passengers	McKinley
8 Jun 1854	Arrived Sydney from Launceston	McKinley
5 Jul 1854	Left Sydney for Launceston	McKinley
20 Jul 1854	Arrived Launceston from Sydney	McKinley
29 Jul 1854	Left Launceston for Sydney with 8 cabin passengers.	McKinley
5 Aug 1854	Arrived Sydney from Launceston	McKinley
1 Sep 1854	Left Sydney for Launceston. 1 cabin and 8 steerage passengers	McKinley
15 Sep 1854	Arrived Launceston from Sydney	McKinley
25 Sep 1854	Left Launceston for Sydney. 7 cabin and 9 steerage passengers	McKinley
7 Oct 1854	Arrived Sydney from Launceston	McKinley
24 Oct 1854	Left Sydney for Launceston	McKinley
31 Oct 1854	Arrived Launceston from Sydney. 6 Cabin and 6 steerage passengers	McKinley
12 Nov 1854	Left Launceston for Sydney.	McKinley
16 Nov 1854	Arrived Sydney from Launceston. 6 Cabin and 8 steerage passengers	McKinley
9 Dec 1854	Left Sydney for Launceston	McKinley
16 Dec 1854	Arrived Launceston from Sydney. 6 Cabin passengers	McKinley
31 Dec 1854	Left Launceston for Sydney. 6 Cabin and 6 steerage passengers	McKinley
1855		
6 Jan 1865	Arrived Sydney from Launceston	McKinley
25 Jan 1855	Left Sydney for Launceston. 9 Cabin passengers	McKinley
1 Feb 1855	Arrived Launceston from Sydney	McKinley
14 Feb 1855	Left Launceston for Sydney. 9 Cabin and 10 steerage passengers	McKinley
21 Feb 1855	Arrived Sydney from Launceston	McKinley
13 Mar 1855	Left Sydney for Launceston. 14 cabin passengers	McKinley
22 Mar 1855	Arrived Launceston from Sydney	McKinley
30 Mar 1855	Left Launceston for Sydney.	McKinley
8 Apr 1855	Arrived Sydney from Launceston. 4 Cabin and 22 steerage passengers	McKinley
28 Apr 1855	Left Sydney for Launceston. 4 cabin passengers	McKinley
9 May 1855	Arrived Launceston from Sydney	McKinley
17 May 1855	Left Launceston for Sydney. 12 Cabin and 9 steerage passengers. Much delayed by winds.	McKinley
6 Jun 1855	Arrived Sydney from Launceston. Full crew and passenger list here	McKinley
28 Jun 1855	Left Sydney for Launceston	McKinley

Date	Event	Captain
5 Jul 1855	Arrived Launceston from Sydney	McKinley
17 Jul 1855	Left Launceston for Sydney.	McKinley
26 Jul 1855	Arrived Sydney from Launceston with 15 passengers	McKinley
14 Aug 1855	Left Sydney for Launceston.	McKinley
21 Aug 1855	Arrived Launceston from Sydney	McKinley
1 Sep 1855	Left Launceston for Sydney.	McKinley
8 Sep 1855	Arrived Sydney from Launceston	McKinley
20 Sep 1855	Left Sydney for Launceston with 8 passengers.	McKinley
6 Oct 1855	Arrived Launceston from Sydney	McKinley
18 Oct 1855	Left Launceston for Sydney. 6 Cabin and 18 steerage passengers.	McKinley
27 Oct 1855	Arrived Sydney from Launceston with 25 passengers	McKinley
14 Nov 1855	Left Sydney for Launceston.	McKinley
~~Oct 1855	Steam tug introduced on River Tamar.	
23 Nov 1855	Arrived Launceston from Sydney	McKinley
2 Dec 1855	Left Launceston for Sydney. 6 Cabin and 18 steerage passengers.	McKinley
5 Dec 1855	Arrived Sydney from Launceston	McKinley
20 Dec 1855	Left Sydney for Launceston.	McKinley
26 Dec 1855	Arrived Launceston from Sydney. 2 cabin passengers.	McKinley

1856

5 Jan 1856	Left Launceston for Sydney. 1 cabin passenger, 14 steerage.	McKinley
11 Jan 1856	Arrived Sydney from Launceston	McKinley
1 Feb 1856	Left Sydney for Launceston.	McKinley
6 Feb 1856	Arrived Launceston from Sydney. 5 cabin passengers	McKinley
20 Feb 1855	Left Launceston for Sydney	McKinley
27 Feb 1855	Arrived Sydney from Launceston	McKinley
22 Mar 1856	Left Sydney for Launceston.	McKinley
29 Mar 1856	Arrived Launceston from Sydney with 8 cabin passengers	McKinley
4 Apr 1856	Left Launceston for Sydney	McKinley
15 Apr 1856	Arrived Sydney from Launceston	McKinley
7 May 1856	Left Sydney for Launceston.	McKinley
22 May 1856	Arrived Launceston from Sydney	McKinley
6 Jun 1856	Left Launceston for Sydney	McKinley
13 Jun 1856	Arrived Sydney from Launceston	McKinley

Date	Event	Captain
25 Jun 1856	Left Sydney for Launceston.	McKinley
2 Jul 1856	Arrived Launceston from Sydney	McKinley
15 Jul 1856	Left Launceston for Sydney	McKinley
20 Jul 1856	Arrived Sydney from Launceston	McKinley
2 Aug 1856	Left Sydney for Launceston.	McKinley
13 Aug 1856	Arrived Launceston from Sydney	McKinley
20 Aug 1856	Left Launceston for Sydney	McKinley
27 Aug 1856	Arrived Sydney from Launceston	McKinley
11 Sep 1856	Left Sydney for Launceston.	McKinley
26 Sep 1856	Arrived Launceston from Sydney with 5 cabin passengers	McKinley
4 Oct 1856	Left Launceston for Sydney	McKinley
12 Oct 1856	Arrived Sydney from Launceston with 25 steerage passengers	McKinley
8 Nov 1856	Left Sydney for Launceston with 7 cabin passengers	McKinley
18 Nov 1856	Arrived Launceston from Sydney	McKinley
28 Nov 1856	Left Launceston for Sydney	McKinley
2 Dec 1856	Arrived Sydney from Launceston with 15 passengers	McKinley
13 Dec 1856	Left Sydney for Launceston with 8 cabin passengers.	McKinley
20 Dec 1856	Arrived Launceston from Sydney	McKinley

1857

1 Jan 1857	Left Launceston for Sydney	McKinley
6 Jan 1857	Arrived Sydney from Launceston with 5 cabin and 8 steerage passengers	McKinley
28 Jan 1857	Left Sydney for Launceston.	McKinley
2 Feb 1857	Arrived Launceston from Sydney	McKinley
11 Feb 1857	Left Launceston for Sydney	McKinley
20 Feb 1857	Arrived Sydney from Launceston	McKinley
7 Mar 1857	Left Sydney for Launceston.	McKinley
16 Mar 1857	Arrived Launceston from Sydney	McKinley
30 Mar 1857	Left Launceston for Sydney with 6 cabin and 15 steerage passengers.	McKinley
10 Apr 1857	Arrived Sydney from Launceston	McKinley
29 Apr 1857	Left Sydney for Launceston.	McKinley
23 May 1857	Arrived Launceston from Sydney	McKinley
30 May 1857	Left Launceston for Sydney	McKinley
11 Jun 1857	Arrived Sydney from Launceston with 6 cabin passengers	McKinley

Date	Event	Captain
27 Jun 1857	Left Sydney for Launceston.	McKinley
7 Jul 1857	Arrived Launceston from Sydney	McKinley
17 Jul 1857	Left Launceston for Sydney with 2 cabin and 5 steerage passengers	McKinley
29 Jul 1857	Arrived Sydney from Launceston	McKinley
11 Aug 1857	Left Sydney for Launceston.	McKinley
17 Aug 1857	Arrived Launceston from Sydney	McKinley
28 Aug 1857	Left Launceston for Sydney	McKinley
1 Sep 1857	Arrived Sydney from Launceston	McKinley
20 Sep 1857	Left Sydney for Launceston.	McKinley
29 Sep 1857	Arrived Launceston from Sydney	McKinley
12 Oct 1857	Left Launceston for Sydney	McKinley
17 Oct 1857	Arrived Sydney from Launceston	McKinley
16 Nov 1857	Advertised for Adelaide, but departure delayed	McKinley
12 Dec 1857	Henry Fisher (50% owner) purchased the other 50% from his brother, George Fisher, for £1,250. HF already in debt and mortgaged the vessel immediately, one of the mortgagees being her captain.	
15 Dec 1857	Left Sydney for Adelaide	McKinley
31 Dec 1857	Arrived Adelaide from Sydney with 22 cabin passengers	McKinley
1858		
5 Feb 1858	Sailed from Adelaide for Singapore in ballast and without passengers	McKinley
7 Apr 1858	Arrived Singapore from Adelaide in ballast	McKinley
31 Jul 1858	In Singapore roads	
13 Sep 1858	Report that Capt McKinlay had sold Lizzie Webber in Singapore for \$10,000 (Australian assumed) and had returned to Australia	
11 Oct 1858	Sailed from Singapore for Labuan	John Dill Ross
23 Nov 1859	Sailed from Brunei ³	J D Ross
13 Dec 1858	Arrived Singapore from Brunei	J D Ross
1859		
7 Feb 1859	Arrived Singapore from Brunei	J D Ross
23 Feb 1859	Sailed from Singapore for Brunei	J D Ross
20 Apr 1859	Left Brunei	J D Ross
14 May 1859	Arrived Singapore from Brunei	J D Ross

³ Papers spell this as Brune or Bruni, but contemporary spelling Brunei has been used throughout for clarity.

Date	Event	Captain
28 May 1859	Sailed from Singapore for Labuan/Brunei	J D Ross
21 Jun 1859	Left Brunei	J D Ross
11 Jul 1859	Arrived Singapore from Brunei	J D Ross
1 Aug 1859	Sailed from Singapore for Labuan	J D Ross
9 Sep 1859	Left Brunei	J D Ross
27 Sep 1859	Arrived Singapore from Brunei	J D Ross
10 Oct 1859	Sailed from Singapore for Labuan and Brunei	J D Ross
23 Nov 1859	Arrived Singapore from Labuan	J D Ross
4 Dec 1859	Sailed from Singapore for Labuan	J D Ross

1860

1860 Port of Registry changed to [Singapore](#). *Shipping agent Koh Eng Hoon & Co*

14 Jan 1860	Arrived Singapore from Brunei	J D Ross
24 Feb 1860	Sailed from Singapore for Labuan	J D Ross
1 Apr 1860	Arrived Singapore from Labuan	J D Ross
30 Apr 1860	Sailed from Singapore for Borneo	J D Ross
5 Jun 1860	Left Brunei	J D Ross
18 Jun 1860	Arrived Singapore from Brunei	J D Ross
2 Jul 1860	Sailed from Singapore for Labuan and Bunei	J D Ross
11 Aug 1860	Arrived Singapore from Brunei	J D Ross
29 Aug 1860	Sailed from Singapore for Labuan	J D Ross
24 Sep 1860	Left Brunei	J D Ross
12 Oct 1860	Arrived Singapore from Brunei	J D Ross
25 Oct 1860	Sailed from Singapore for Labuan	J D Ross
23 Nov 1860	Left Brunei	J D Ross
29 Nov 1860	Arrived Singapore from Brunei	J D Ross
12 Dec 1860	Sailed from Singapore for Labuan	J D Ross

1861

15 Jan 1861	Left Brunei	J D Ross
23 Jan 1861	Arrived Singapore from Brunei	J D Ross
4 Feb 1861	Sailed from Singapore for Brunei	J D Ross
9 Mar 1861	Arrived Singapore from Labuan	J D Ross
19 Mar 1861	Sailed from Singapore for Labuan	J D Ross

Date	Event	Captain
7 May 1861	Arrived Singapore from Brunei	J D Ross
20 May 1861	Sailed from Singapore for Labuan/Brunei	J D Ross
15 Jun 1861	Left Labuan	J D Ross
1 Jul 1861	Arrived Singapore from Labuan	J D Ross
11 Jul 1861	Sailed from Singapore for Labuan	J D Ross
27 Jul 1861	Left Labuan	J D Ross
13 Aug 1861	Arrived from Singapore for Labuan	J D Ross
31 Aug 1861	Sailed from Singapore for Labuan	J D Ross
19 Sep 1861	Left Labuan	J D Ross
8 Oct 1861	Arrived Singapore from Labuan	J D Ross
13 Nov 1861	Left Labuan	J D Ross
23 Nov 1861	Arrived Singapore from Labuan	J D Ross
3 Dec 1861	Sailed from Singapore for Labuan	J D Ross
28 Dec 1861	Left Labuan	J D Ross
1862		
7 Jan 1862	Arrived Singapore from Labuan	J D Ross
4 Feb 1862	Sailed from Singapore for Labuan	J D Ross
27 Feb 1862	Left Labuan	J D Ross
8 Mar 1862	Arrived Singapore from Labuan	J D Ross
18 Mar 1862	Sailed from Singapore for Labuan	J D Ross
24 Apr 1862	Left Labuan	J D Ross
18 May 1862	Arrived Singapore from Labuan	J D Ross
24 Jun 1862	Left Labuan	J D Ross
1 Jul 1862	Labuan for Singapore - Pirate attack on voyage	J D Ross
9 Jul 1862	Arrived Singapore from Labuan	J D Ross
17 Jul 1862	Sailed from Singapore for Labuan	J D Ross
5 Aug 1862	Left Labuan	J D Ross
25 Aug 1862	Arrived Singapore from Labuan. Cargo inc 20 tons of Labuan coal.	J D Ross
7 Sep 1862	Sailed from Singapore for Labuan	J D Ross
25 Sep 1862	Left Labuan	J D Ross
12 Oct 1862	Arrived Singapore from Labuan	J D Ross
22 Oct 1862	Sailed from Singapore for Labuan	J D Ross

Date	Event	Captain
12 Nov 1862	Left Labuan	J D Ross
26 Nov 1862	Arrived Singapore from Labuan	J D Ross
6 Dec 1862	Sailed from Singapore for Labuan	J D Ross
1863		
6 Jan 1863	Left Labuan	J D Ross
12 Jan 1863	Arrived Singapore from Labuan	J D Ross
13 Mar 1863	Left Labuan	J D Ross
21 Mar 1863	Arrived Singapore from Labuan	J D Ross
3 Apr 1863	Sailed from Singapore for Labuan	J D Ross
12 May 1863	Left Labuan	J D Ross
30 May 1863	Arrived Singapore from Labuan	J D Ross
	Sailed from Singapore for Labuan	J D Ross
10 Jul 1863	Left Labuan	J D Ross
26 Jul 1863	Arrived Singapore from Labuan	J D Ross
11 Aug 1863	Sailed from Singapore for Labuan	J D Ross
26 Nov 1863	Arrived Singapore from Labuan	J D Ross
31 Dec 1863	In harbour, Singapore	Green
1864		
12 Jan 1864	Sailed from Singapore for Labuan	Green
NO FURTHER REPORTS OF ANY KIND FOUND		