

Lloyds Register of Shipping. That for 1820/21 shows her to have been built in 1814 of Teek (sic) in Calcutta. She was 708 tons and part sheathed in copper. Owners J Napier and the master O'Brien. Feet of draught loaded 21. Subsequent issues of the Register show that in 1841 she was partly sheathed with metal and her tonnage increased to 736. In 1846 she was damaged and repaired. Her port of registry became London and her destined voyage changed from London/Calcutta to London/Sydney. She was listed up to 1861 when she no longer appeared. I also made a preliminary search in the archives of The National Maritime Museum at Greenwich but found no reference. I shall, in due course, search these records further. Of her voyage we have little information, only the following facts gleaned from various sources:

1. She sailed from London 12th August 1821
2. Her Captain was O'Brien
3. She carried 228 Convicts, a military guard of a Lieut Dickson, Ensign Warrington, 1 Sergeant and 31 men of the 67th Regiment and as passengers, the Captain's wife and daughter and the wives of Lieut Dickson and Ensign Warrington
4. Four of the Convicts died on the voyage
5. She called at Maderia on route, leaving there on 17th September
6. She arrived Hobart 26th December 1821 and landed her Convicts in 'tolerable good health'

These merchant ships were chartered for transportation purposes. Search was made for the Ship's, Captain's, Lieutenant's and Surgeon's Logs but as has already been said nothing has survived. It had been hoped that the latter might have given some indication, such as illness, weakness or injury that could have led to Richard's death two years later.

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Extracts from the Sydney Gazette and New South Wales Advertiser (shown on pages 21/22) and the failure to find any of the ships papers of the 'Lord Hungerford' led me to look at the records of the ship 'Claudine' which sailed the same route at the same time.

I was able, in the Public Record Office, to read the original Surgeon's Log and becoming fascinated extracted the full entries for her voyage. Although it does not tell us anything about the voyage of the 'Lord Hungerford' the conditions must have been much the same.

The 'Claudine', a smaller ship of 460 tons was also built in Calcutta of 'Teek'. Built in 1811 with a draught of 17 feet she was, in 1821, owned by Paxton & Co., and the master was Crabtree. She carried 160 Convicts only one of whom died on the voyage and that from illness.

The voyage of the 'Lord Hungerford' took a total of 136 days, that of the smaller and quicker 'Claudine' 24 days less. The 'Lord Hungerford' left London 12th August and the 'Claudine' 13 days later. The 'Lord Hungerford' then left Madeira, where she called for watering, on 17th September and the 'Claudine', who made her watering place Tenerife, left there on 22nd September, so at this point, she was only about five days behind and must have passed the 'Lord Hungerford' somewhere in the South Atlantic. I was able (from the Surgeon's Log, giving daily latitude and longitude) to plot the 'Claudine's' voyage on a map but, of course, not that of the 'Lord Hungerford'. The arrival of the 'Claudine' at Hobart was on 15th December and that of the 'Lord Hungerford' 11 days later on 26th December. What a Christmas! And what a frightening journey for Richard. He must surely have wondered more than once if it was all worth it for a book.

From the Surgeon's Log (Henry Ryan was also Superintendent and obviously had considerable authority) it was evident that Captain Crabtree was going to run a tight ship from the start and it makes fascinating reading and an insight into what