

Dugullumba Times



Issue No 67

August 2023



The Quarterly Journal of
Logan River Family History
Inc

(Member of History Queensland Inc)

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Library Hours: Thursday 9.30am—1.30pm
Friday 9.30am—1.30pm
Saturday 9.30am—1.30pm
Other times by appointment
Closed Public Holidays

Meetings: ***All Meetings commence at 9.30 am***

1st Saturday of the month February, April, June, August, October , December
1st Thursday of the month March, May, July, September and November.

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Dates to Remember

5 August	Monthly Meeting - Speaker Robin Kleinschmidt
19 August	Family History Fair—Kingston Butter Factory
7 September	Monthly Meeting
7 October	Annual General Meeting
2 November	Monthly Meeting
December	Christmas Luncheon—date to be advised

Appreciation

The Committee and Members of Logan River Family History Society Inc would like to thank Shannon Fentiman MP for Waterford and her Staff for their support in printing our Journal

Hello Members

President's Message

We have had a very busy last three months with many things happening in the life of our society. I would like to thank those who give their time to organise and carry out the many tasks that are necessary to ensure that our society stays healthy and well and continues to grow.

We have had some success with our grant submissions at the time of writing. The Logan City Council's Community Grant Fund has given us \$1000 which will be used towards the cost of our new signage and web site. We are still waiting for the result of our grant submission to the Gambling Community Benefit Fund; fingers crossed everyone!

Most of you will know that I have been considering the importance of succession and the need for our society to plan for it. Filling management positions is an important consideration in this area. At present there are a lot of positions being shared, which results in work taking a long time to complete or not done at all; then there are positions which are not filled, and this means that we don't even consider involvement in some activities. For example, it is a long time since members have had any sort of organised outing, probably a result of not having a Social/Excursions Officer.

The one thing that would help to see these positions filled is an increase in membership; a transfusion of new blood is so very important to the growth of any organisation and to make this happen this we need to continue and increase the activities that promote our society, especially within the local community. So, what has our promotion report card been like over the past few months.

We have:

**Erected a large sign at the front of the building.*

**Had a display tent at the Heritage Fair at the Kingston Butter factory Precinct.*

**Had a table at the Forde Family Fun Day event.*

**Updated our brochure to include up-to-date contact details and a photo of the building.*

**Set up a display at the Logan Heritage Museum, where our brochures and guest speaker information are available to visitors.*

**Had members handing out brochures, inviting interested people to hear our guest speakers, using Facebook to spread the word, and generally promoting the society.*

**Continued with our Sausage Sizzles in Yarrabilba where we can promote the society as well as raise funds to pay our expenses.*

**Continued writing an article in the Yarrabilba Bulletin.*

Been planning two events for August, Family History Month; a display and a presentation to visitors to the Family History Fair at the KBF Precinct on 19 August and we are hosting a presentation of Karen Rosser's book **Wangalpong to Mount Tamborine Volume 1, at the Queensland State Archives on 31 August.*

And there may be more, but even that list will give you some idea of how much is going on in the way of promotion. Add to that the everyday business of running the society, keeping our finances in order, keeping our collections up to date and organised, the list goes on; you can see that we are doing well and need to continue in the same way in order to grow our society.

I welcome new and returning members and wish you well in the pursuit of your families' ancestors. May there be many interesting paths to follow as you journey back through the centuries.

Sadly, early in the morning of 25 August, we farewelled the cheerful, indomitable spirit of Les Hobson. Les was a long-time member, always happy and ready to help as he joined with other members - he was an important member of the 'Saturday Crew' - in researching his family. He was a regular volunteer at our Sausage Sizzles until ill health intervened. He is sorely missed and remembered fondly by members who knew him well.

I will finish by reminding you that our AGM is a mere two months away and with that comes the annual election of members of the Management Committee. Note that there has been a change in nomination procedure this year in that there are different nomination forms for President, Vice-President, Secretary, Treasurer and Committee Members. Please consider nominating for a position.

May your digging through history bring those brick walls tumbling down!



Rob Thomson, President



From the Editor:

Here we are again, to present the journal to you. I hope you enjoy it. Among the stories this time are some from our recent Naval display. Thank you to all members who submitted items, or in any way supported me in producing it. It is really good to see so many stories coming in.

We were very sorry to learn that our dear fellow member, Les Hobson has passed away. For the past two years he has battled for his health. As he was known to say 'You've got to give it your best shot!' He was very passionate about his family history, and was always ready to help out, always with a smile or a laugh. You are sadly missed Les *(some happy snaps of Les on page 15)*

Till next time, enjoy your journal, and happy researching!

Val Watson

MEMBERSHIP FEES

A reminder that Membership fees fell due from 1st July, 2023, so if you haven't renewed yet, we invite you to do so. Payment can be made by cash, cheque or online transfer.

*For further details, contact our Membership Secretary,
Marina Bruno*

loganriverfhs@hotmail.com

DUGULLUMBA

*The Aboriginal name for the Logan River
meaning Home of the Hornet*

Logan River Family History respectfully acknowledges the Traditional Custodians of the lands across the City of Logan. We extend that respect to Elders, past and present. They hold the memories, traditions, cultures and hopes of Australia's First Peoples

Guest Speakers

May

Eric & Rosemary Kopittke

*Using Signatures to Identify
Family
&
Online Newspapers – What
happened between the Dash*



June

Lynette Shailer

The Shailer Family History



July

Helen V Smith

*Bringing your Ancestors
To Life*



Some of our Activities



Displays
Sausage Sizzles
Research

Logan River Family History Writers Group



The writers group is still meeting on the first Monday of the month at 12.30. All members are welcome.

Our assignment for June was to write about 'An interesting Anecdote' that happened in our lives. The articles were very varied. We had a Lazarus dog, a mustard taster, a journey with many mishaps and snakes.

The July project was 'A Memorable Childhood Home'. Some members seem to have photographic memories and could describe their house to the last detail. There was mentions of War Service Loans, outdoor WCs, coppers and Hills hoists. Bears in dungarees even inhabited one bedroom. The common theme was chooks and fruit trees in the back yard.

The 7 August meeting will have a different format. It will be a hands on session learning practical tips for using Word, including adding photos, wrapping texts, and formatting documents.

Feel free to join the group at any time.

Pam Hayes



An English Boy's Dream



James Lamb was born in Sawrey, in the Lakes District in England, on 22nd January 1909. When he finished school at the age of 14 years 10 months, he entered the “Prince of Wales Sea Training Hostel for Boys, Limehouse”, Church Row, Limehouse London E14. Their Motto – “British Boys for British Ships.” James spent 8 months studying the life of a Merchant Navy Officer. He then joined the Naval Cadet Ship “Woodarra”, Official number 141930 under the Flag of Great Britain. The Woodarra was a “Cargo General Vessel,” the description being a “Steel Screw Steamer.” The crew consisted of 30 cadets, and they were required to undertake every aspect of work on the ship. This was the practice of training the cadets, so they were knowledgeable of the working of the ship.

Candidates for admission to the Hostel must: -

- (1) Have excellent references as to character.
- (2) Be between the ages of 14.5 and 16 and be able to swim 100 yards.
- (3) Obtain the Board of Trade Sight Certificate for both form and colour vision. This certificate could be obtained at the Board of Trade Mercantile Marine Offices in London and chief seaports.
- (4) Have passed a Medical Examination certifying that they are sound and strong and, in all respects, physically qualified for employment in the Merchant Navy.
- (5) Be at least 5 feet 1 inch in height.

Daily Routine for the Cadets at the Prince of Wales Sea Training Hostel.

6.30am Turn Out: wash down decks etc.

8.00am Breakfast: make up bunks.

9.00am Parade for inspection: daily prayers.

9.15 to 10.45am Instructions in signalling: physical jerks and organised games.

10.30 to 10.45am Stand easy: boys have bread and Cheese, etc.

10.45 to 12.30pm Instruction in seamanship: boat pulling. Washing clothes, etc.

12.45pm Dinner: boys have meat with two vegetables and pudding every day. One day each week fish instead of meat.

2.00 pm Parade for kit inspection.

2.10 to 3.30 pm Instructions in seamanship: making and mending kit, kitbag making and other useful subjects.

3

.30 to 3.45 pm Stand easy
3.45 to 4.30 pm instruction as above
4.45 pm Tea
6.30 to 7.30 pm Instruction in swimming, lectures, gymnastics, etc.
9.00 pm Turn in -9.30 pm Lights out.

James did not talk to his family very much about his life as a Cadet. My husband Barry can recall a few vague memories of tales his father told: -

When James entered the Prince of Wales Training School, the cadets were given a test in the swimming pool. The cadets either jumped or dived or were pushed in. James couldn't swim and was rather scared, so he was pushed in at the deep end. He went under and then tried to get to the edge and stood on his tip toes, but that wasn't good enough. The trainer stomped on his hand and told him to swim to the other end. After much spluttering and kicking, he finally got to the other end and crawled out the shallow end exhausted. He passed the test.

On one of his voyages, we gather the Woodarra was in the North Sea as he recalls his father telling a story of an incident. In the Icy cold conditions, the cadets, wearing dungaree shorts made of canvas and short sleeved shirts, would have to chip the ice from the ship's railings, I doubt if gloves were available.

The Woodarra was one of two cadet ships of the British India Line. Her home port was Liverpool in England. The ship carried general cargo loaded at British ports.

We have found a student reference for James from Hawkshead Foundation School, Ambleside, dated 6th November 1923. He turned 15 on the 22nd of January 1924. We feel with this information that he may have enrolled at the Prince of Wales Training School in January 1924. We have also located his payslip for the Woodarra dated 24th August 1924 to 3rd February 1925. His total pay was 16 pounds 10 pence, with deductions 7 pounds 17 shillings 11 & a halfpenny, making his final pay 8 pounds 12 shillings & a halfpenny. This shows that he studied at the Prince of Wales Training School for approximately eight months before boarding the ship Woodarra. This information was very enlightening.

The Woodarra left England about 24th August 1924 and visited various ports before arriving in Australia about January-February 1925. On the way the Woodarra crossed the Equator, and we have a certificate of James Lamb being awarded a certificate for his initiation to commemorate a sailor's first crossing of the equator. The certificate is rather tatty, but from what we can make out, it contains the following information.

High Court of Neptune
On Board
The Good Ship
WOODARRA

Latitude 0° 0' 0"

Longitude 9° 0' 0" W

Whereas by our Royal consent.
This day duly initiated with all form and legendry, and
admitted into Our Realm as our loyal subject.

James Lamb

We do hereby confer upon him, as from this day,
“The Most Ancient Order of the Old Sea Dog”
and declare that he shall be entitled to all due
respect from all Soldiers, Sailors, Politicians,
Landlubbers and Beachcombers, who have not paid.
“Homage to our most Aquatic Majesty.”

We do therefore command all Terrors of the Deep
to abstain from eating, playing with or otherwise
maltreating his person should he fall overboard.

Disobey under Our Royal Displeasure
given under our hand and Seal at Our Court at
The Equator, on this Day of September in the year of 1924.

Monarch of the Ocean.

After crossing the Equator, The Naval Cadet Ship “Woodarra” passed through several ports to The Cape of Good Hope, South Africa then on to deliver the cargo to ports of Australia.

This is an article in the Melbourne Argus Newspaper, Tuesday 7 December 1926. This article was written concerning a voyage of the Woodarra one year after James had left the ship.

“The steamer Woodarra, one of the two cadet ships of the British India line, arrived at Melbourne from Liverpool and began discharge of general cargo loaded at British Ports. The whole of her work crew consists of cadets, who do the work which on other vessels would be done by coloured deckhands.

In this way they gain a thorough knowledge and are able to issue orders knowing exactly how they should be carried out. The Woodarra carries 30 cadets. They have some enthusiastic cricketers on board and as they will probably have to remain in port over the weekend, they are arranged to play matches with colleges or other young teams. The other cadet ship of the line is the Wangaratta.”

The rest of my story is history. We know that when the Woodarra arrived at the Port of Cairns, Queensland, James Lamb left the ship and went AWOL in Australia. Apparently, he stayed on a sugar cane farm in Cairns for work for a while after leaving the ship and then drifted out west. The year was 1925 and he would have just turned 16 years. This is an excerpt that our nephew Steven Lamb wrote in our Lamb Family reunion book in 1999. “I was intrigued with the knowledge that at the age of 16, that as a young midshipman, he had “jumped ship” in Cairns and of how he had travelled eventually to western Queensland where he plied his trade as a Shearer, Horse Breaker, Drover, Station hand and Railroad naïve.” “My memories of Grandad are of a tall, strong working-class man with a weathered hide of tattooed images that hinted of a sea faring past.”

With the passage of time, James found himself in the outback of Western Queensland for many years. After surviving the rigours of the Great Depression, James, found himself on “Paradise” Sheep station, where he met the station cook, Aileen Atterbury, and a few years later in 1938 they married.

Jim was still droving when they were blessed with twin girls Jacqueline and Jill on Christmas Day that year. They were living in Blackall. During the Second World War he found himself in the employ of the Queensland Railway working between Blackall and Yalleroi. They had two boys Robin 1941 and Barry 1944. In 1946 the family moved to the Beaudesert District and settled at a small railway siding at Woodhill. The family remained in the district till 1968.

James lived a good family life and always kept in touch with his family in the Lakes District in England. He never changed his name after he jumped the ship Woodarra. This is a story of his dream and a visualisation what life could be in this great country Australia.

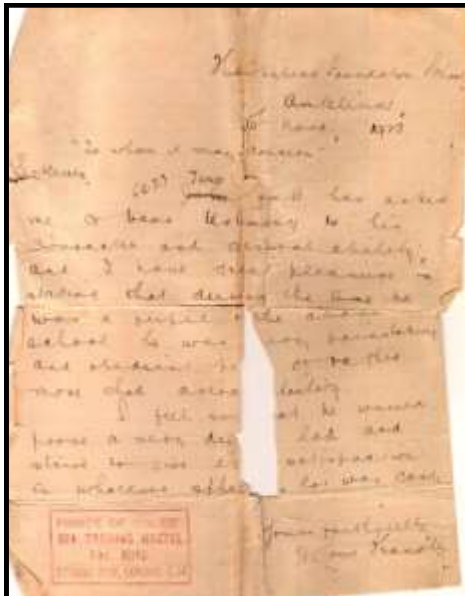
*Elizabeth Lamb
Member 7*

See photos on next page

An English Boy's Dream



Grammar School, Hawkshead, Lakes District, England



*School Reference for James Lamb
to join The Prince of Wales Sea
Training Hostel*





Happy Times with Les



(John) Bennett Allsopp

Bristol Seaman

This tale starts in Barnsley Yorkshire in 1858 where my great great grandfather John ALLSOP (1819-1870) was working as an engine smith turner. On 13th March his wife Ann (late HADWIN formerly ATKINSON) gave birth to a son Bennett ALLSOP named after her stepfather Bennett ARMITAGE. Ann had four other known children. Daughters Isabella HADWIN (1842-1852), Margaret HADWIN (1844-1848) and a son William HADWIN (1850-1925) from her first marriage to William HADWIN (1818-1850) and a daughter Harriet ALLSOP born 1856 in Worsborough Yorkshire.

In 1863 when Bennett was still a young boy of five years of age his mother died. Ann may have been ill for some time as she died from Phthisis at her mother's house in Club Row, Kirkstall, Yorkshire. In February 1865 John ALLSOP was in his birth town Milford, Derbyshire where he married Ann WHEATCROFT (formerly GREGORY, (1830-1898)) herself a widow with two children. John and his second wife Ann had three more daughters, only Mary born in 1868 was to survive to adulthood. Sadly, John too was to die of Phthisis on 4 July 1870 in Monks Coppenhall, Cheshire. This left the five surviving children to Ann's care. William HADWIN her husbands' stepson, Bennett and Harriet ALLSOP her step-children, Abner WHEATCROFT her son and Mary ALLSOP her daughter. At the time of the 1871 census both William age 20 and Bennett age 13 were employed at the Crewe Works as an engine fitter and engine cleaner respectively. These were apprenticeships apparently arranged by John ALLSOP according to oral family history.

Maybe the two elder boys did not get on with their stepmother or she just couldn't afford to keep them as they did not stay in Cheshire. I discovered that William had married in Liverpool in 1872 and Bennett went to sea. Did the half-brothers go to Liverpool together?

From the Registers of Seaman's Services at The National Archives I discovered that Bennett had joined the training ship Impregnable in 1874 as a 'Boy 2nd Class,' then progressing to a 'Boy 1st Class' on the Ganges and Boscawen. In February 1876 he was an 'Ordinary Seaman 2nd Class' aboard the Duke of Wellington at Portsmouth and had signed up for 10 years on his 18th birthday, 13 March 1876. His character was described as very good and exemplary.

Against the final entry of 1878 'If Discharged' was a notation I couldn't read except for the words – broke and Portsmouth. A search in The Times newspaper solved the mystery. Bennett had jumped ship with Frank Walter while awaiting transport to the Naval prison at Lewes. They had both been found guilty of refractory conduct. I wonder what had happened to change Bennett's character? Was it Frank's influence or treatment onboard the ship?

Frank Walter was Bennett's future wife's uncle. So, after they had escaped, they must have headed to Frank's hometown of Bristol. There is still a gap to fill from 1878 to 1891. I presume Bennett was at sea. I cannot locate him on either the 1881 or 1891 Census.

On 19th February 1891 at the age of thirty three Bennett now calling himself John Bennett ALLSOPP was married to Lydia Ann WALTER (1873-1967) in the Bristol Registry Office.

The few details of his Merchant Navy life are mainly from recollections of my Grandfather Charlie Burgoyne ALLSOPP and his brother Harold Walter ALLSOPP which they recorded on audio tape for me many years ago.

Apart from three years in the early 1900's at Ebbwvale, Wales working at the United Brickworks and at Avonmouth docks as a steam crane driver, John Bennett ALLSOPP spent his life at sea. Often working for the Bristol City Line. One of their fleet was the Bristol steamer Brooklyn City. While it was berthed in New York, August 1893, he and a mate had a little too much to drink :- Western Mail (Cardiff, Wales) 16 August 1893

SAILORS ASSAULTING THEIR CAPTAIN. Disgraceful Scene on a Bristol Steamer. A Welshman in Trouble. A Dalziel's telegram from New York on Tuesday says :-Two British seamen, named John Allsopp and Stephen Evans, were charged at the police-court yesterday with having assaulted Captain Watkins, of the English steamer Brooklyn City, which arrived here on Sunday from Bristol, with a general cargo. The crew went ashore in the afternoon and returned on board intoxicated, and made a disgraceful disturbance in the fore-castle, singing objectionable songs and indulging, in wild freaks. The captain endeavoured to put an end to their unseemly conduct, but was assaulted by Allsopp and Evans, the latter (a Welshman) striking him a severe blow on the eye. The case was remanded until tomorrow.

He was missing for 3 years at one stage fishing off Newfoundland. He was also in San Francisco harbour at the time of the 1906 earthquake, which ship he was on I am yet to discover although I do know the SS Henley was a British ship used as a refugee camp.

Another ship he served on, the Idomeneus was on a voyage from New York to Liverpool when it was torpedoed by a German U-boat, U-67. This was on 15th September 1917, in the midst of WW1. It was towed to Vatersay in the Outer Hebrides where it was beached and later repaired. Six Chinese crewmen were drowned, their bodies were recovered and are buried on the island. The cargo was cotton and the hole in the ship was plugged up due to the cotton bales swelling up. Bennett's wage for this voyage was nine pounds per month.

During WW1 he also served on the Juno sailing between New Haven and Di-eppe transporting railway engines. He was aboard the SS Winamac in 1917 on a Jamaica to San Francisco run. For his war service he received the Mercantile Marine Medal and the British War Medal. He was sixty years old at this time.

Bennett travelled around the Horn several times in sailing ships and was even "iced in" in the Arctic. The crew had to burn parts of the ship in order to survive. He deserted from one American ship as the food was too bad. He served as a bosun, ships carpenter, quarter master and AB. His last voyage was at age 72 sailing on the Cato from Bristol to Dublin.

He was in the water several times and obviously always survived. The last time was in 1937 when he was nearly eighty and was working a ships' watchman at Avonmouth Docks. He said, he committed a cardinal sin by turning his back to the water and as a result tripped over a rope and fell in the dock with a heavy overcoat on. The dock police fished him out and took him home. On greeting them at the door Lydia (his wife) was heard to say, " He won't drown in water he will only drown in beer." From then on, he gradually went downhill and didn't go back to work again. He lingered on for 13 weeks going from 16 stone to nothing. He died 18th January 1938. His obituary appeared in "The Seaman" Wednesday February 2nd 1938 page 3.

Death of an old member.

I have, with regret to report that one of our old age pensioners, Mr J B Allsopp died on 18th January 1938. As you will see from the following letter from his widow, Mr Allsopp, he spent 56 years of his life at sea, and apparently did not regret having done so. He joined the union in June 1913 and became entitled to the old age grant on 14th July 1928, and was spared to enjoy it for nearly 10 years. Mrs Allsopp has sent the following letter to our General Secretary, Mr W R Spence, CBE..

To Mr Spence,

Dear Sir, Many thanks for the prompt way in which I received Death Benefit for my husband J B Allsopp, who was I believe one of the oldest members of the Union. For 56 years he went to sea, never shirking, even when war was on, during which he was torpedoed. He often talked of the days of 50 years ago and of the hardships he had to endure on small pay and not such good food, and yet despite it all, he lived to the good old age of 80 years. He also had many happy recollections of the good old man as he called Havelock Wilson and of the many happy hours he spent in his company.

Thanking you for your kind sympathy,
Yours Respectfully (Mrs) Lydia Allsopp

The closing paragraph reads.....*I take this opportunity of tendering, on behalf of the membership of this Union, sincere sympathy in her (Lydia) loss and hope her grief will be instigated by the knowledge that her late husband's life was an example which could be emulated by many of our present day seamen. He was a good seaman and a staunch unionist.*



Oh! how I would have loved to have the opportunity to talk to my great grandad and hear his seafaring stories. I am sure he must have come to Australia on one of his voyages. I do have some memories of his wife, my great granny. A rather stern lady dressed in black sitting in her chair by the fireplace, when I visited her with my grandparents, Charlie and Elsie ALLSOPP.

Submitted by Pam Hayes, Member 151

Death of an Old Member

I have, with regret, to report that one of our old age pensioners, Mr. J. B. Allsopp, died on the 18th of January, 1938, at the ripe old age of 80 years.

As will be seen by the following letter from his widow, Mr. Allsopp spent 56 years of his life at sea, and apparently did not regret having done so. He joined the Union in June, 1913, and became entitled to the old age grant on the 14th July, 1928, and was spared to enjoy it for nearly 10 years. Mrs. Allsopp has sent the following letter to our General Secretary, Mr. W. R. Spence, C.B.E.

To Mr. Spence,

"Dear Sir,—Many thanks for the prompt way in which I received Death Benefit for my husband, J. B. Allsopp, who was, I believe, one of the oldest members of the Union. For 56 years he went to sea, never striking, even when war was on, during which he was torpedoed.



Mr. J. B. Allsopp

"He often talked of the days of 50 years ago, and of the hardships he had to endure on small pay and not such good food, and yet, despite it all, he lived to the good old age of 80 years. He also had many happy recollections of the good old man, as he called Havelock Wilson, and of the many happy hours he spent in his company.

"Thanking you for your kind sympathy.

"Yours Respectfully,

"(Mrs) LYDIA ALLSOPP."

I take this opportunity of tendering, on behalf of the membership of this Union, sincere sympathy in her loss, and hope her grief will be instigated by the knowledge that her late husband's life was an example which could be emulated by many of our present day seamen. He was a good seaman and a staunch trade unionist.

(John) Bennett Allsopp - Bristol Seaman. By Pam Hayes.

87386

Name in full
Bennett - Allsopp

Date of Birth *13 March 1861*

Place of Birth *Bristol
St. Werburghs*

Date and Period of C. E. Engagement.	Personal Description.					Trade.	Census Engagements.
	Height.	Build.	Eyes.	Complexion.	Wounds, Scars, or Marks.		
<i>12-18-1878 to 18-1-1880</i>	<i>5-5</i>	<i>Slender</i>	<i>Blue</i>	<i>Clear</i>	<i>None</i>	<i>Seaman</i>	

Ship served in. Coast Guard. - - - - - Seamen Register.	Ship's Name.		Rating, &c.	O. C. Badges worn.	Period of Service.		Time.		Character.	If Discharged, - - - - - Whether and for what cause.	Remarks.
	List.	No.			From.	To.	Years.	Days.			
<i>Impregnable</i>	<i>18-257</i>	<i>B. 2 C.</i>			<i>13 July 79</i>	<i>15 July 79</i>					<i>36</i>
<i>Langue</i>	<i>18-249</i>				<i>16 July 79</i>						<i>18-257-258</i>
		<i>B. 1 C.</i>			<i>20 July 79</i>	<i>18 Oct 79</i>			<i>U Good</i>		<i>18-257-258</i>
<i>Providence</i>	<i>18-248</i>				<i>7 Oct 79</i>	<i>20 Feb 79</i>			<i>Discharge</i>		<i>18-257-258</i>
<i>S of Wellington</i>	<i>18-238</i>				<i>19 Feb 79</i>						
	<i>18-207</i>	<i>and 2 C.</i>			<i>13 March 79</i>	<i>22 July 79</i>			<i>Good</i>	<i>18-257-258</i>	
	<i>18-277</i>				<i>15 Jan 79</i>	<i>12 Feb 79</i>			<i>Fairly</i>	<i>18-257-258</i>	

Surname *ALLSOPP.* *Vertif.* } *410853*
 or }
 Dis. A. }

Christian names *JOHN BENNETT.* RS2 No *215205*

Place of birth *Bristol* Year of birth *1861*

Mercantile Marine Ribbon issued *11/8/19* to M.M.O. *Bristol*

British Medal Ribbon issued *11/8/19* to M.M.O. *Bristol*

Mercantile Marine Medal issued *14/3/21* to M.M.O. *55 York St*

British Medal issued *14/3/21* to M.M.O. *St Werburghs*
14/3/21 *14/3/21* *14/3/21*

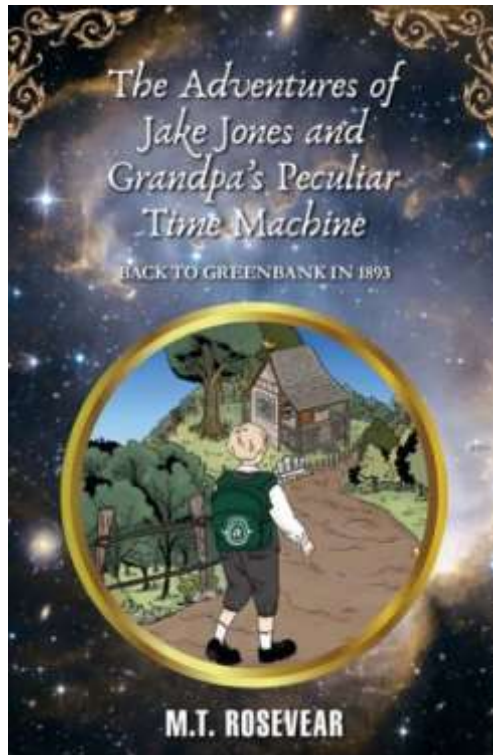
Clasps issued *14/3/21*

We are excited about the new sign on the front of our building. I thought I would share some before, during and after photos.



A fun family adventure set in a local area of Brisbane.
A story about time travel and the bond between a young boy and his grandpa. This novel has something for the whole family, with a fun story at the front for the kids and an interesting history brief at the back for the adults. Come together and connect as a family, while reading the exciting

ADVENTURES OF JAKE JONES AND GRANDPA'S PECULIAR TIME MACHINE.



We have copies of this book in our rooms for sale

\$20

HMS Captain

In one of the most famous cathedrals in the world, there is a memorial to a great sea tragedy. In the north aisle of St Pauls Cathedral, London are two brass plaques detailing the loss of around 472 lives in a storm. This tragic event occurred 7 September 1870. It was the wreck of the battleship, *HMS Captain*, off Cape Finisterre, off the coast of Spain.

The *HMS Captain* was a new ship built for the Royal Navy and launched in 1869. It was running trials in the Bay of Biscay in company with 11 other ships as part of the combined Mediterranean and Channel squadron. On the afternoon of 6 September 1870 a storm started to develop.

From Wikipedia: -

On the afternoon of 6 September 1870 Captain was cruising with the combined Mediterranean and Channel Squadrons comprising 11 ships off Cape Finisterre. The ship made 9.5 knots under sail in a force six wind, which was increasing through the day. The commander in chief, Admiral Sir Alexander Milne, was on board to see her performance, and speed had risen to 11–13 knots before he departed. Not being accustomed to ships with such low freeboard, he was disturbed to note that at this speed with the strengthening sea, waves washed over the weather deck. The weather worsened with rain as the night progressed, and the number of sails was reduced. The wind was blowing from the port bow so that sails had to be angled to the wind, speed was much reduced, and there was considerable force pushing the ship sideways. As the wind rose to a gale, sail was reduced to only the fore staysail and fore and main topsails.



HMS Captain

The sinking of the Captain

Shortly after midnight when a new watch came on duty, the ship was heeling over 18 degrees and was felt to lurch to starboard twice. By then other ships in the combined squadron reported winds of Force 9 to 11 (on the Beaufort scale, 60 knots) with fifty-foot waves. Orders were given to drop the fore topsail and release sheets (ropes) holding both topsails angled into the wind.^[25] Before the captain's order could be carried out, the roll increased, and she capsized and sank with the loss of around 472 lives, including Coles'. The First Lord of the Admiralty, Hugh Childers, and Under-Secretary of State for War, Thomas Baring, both lost sons in the disaster. Only 18 of the crew survived, many by making it to a boat which had broken free.

The Captain of this ship was Hugh Talbot BURGOYNE VC. Grandson of Lt General John BURGOYNE of American War of Independence fame. He was seen to survive the ship turning turtle but chose to go down with his ship and men.

There was a court martial held and the findings were also engraved on one of the brass plaques. Maybe to clear Cpt Hugh BURGOYNE of any wrongdoing.

From Wikipedia: -

The conclusion of the 1870 Court Martial is engraved on the Memorial to HMS Captain, in the north aisle of St Paul's Cathedral:

Before the Captain was received from her contractors a grave departure from her original design had been committed whereby her draught of water was increased about two feet and her freeboard was diminished to a corresponding extent, and that her stability proved to be dangerously small, combined with an area of sail, under those circumstances excessive. The Court deeply regret that if these facts were duly known and appreciated, they were not communicated to the officer in command of the ship, or that, if otherwise, the ship was allowed to be employed in the ordinary service of the Fleet before they had been ascertained by calculation and experience.

HMS Captain

Quite a few years ago I visited St Pauls to view this memorial as it has a family significance.

One of the Boy Sailors that drowned was my great, great, great uncle, Richard Henry WALTER (1852-1870). His name 'R H Walter' is on the second plaque under BOYS. He was the younger brother of my great grandfather William Burgoyne WALTER (1848-1895). The Walter-Burgoyne families are very much intertwined in earlier generations. Family information is that Richard was taken on as crew as a favour to his widowed mother, by Captain Burgoyne. His sparse naval record shows that he joined as a boy 2nd class in February 1867 and his first engagement was February 1870. What the relationship of me or Richard to the Captain is an ongoing mystery.

There are many websites detailing this shipwreck.



HMS Captain



The only Survivors of H.M. late Ship "CAPTAIN," in the same Clothing they wore on landing at Finisterra.

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LIDDARD, PHOTO., 182, QUEEN-ST., PORTERA.

THE LOSS OF H.M.S. "CAPTAIN."

The inquiry by court-martial into the cause of the loss of Her Majesty's ship *Captain* was commenced yesterday, on board the *Duke of Wellington* flag ship, at Portsmouth, under the presidency of Admiral Sir James Hope. The circumstances attendant on the lamentable and startling event, as narrated by the men themselves, were reported at the time, and at the opening of the inquiry, yesterday, the written statement of Mr. May was put in and read. Replying to questions addressed to them by the Court, Mr. May, and others of the survivors, declared that they had no complaints to make of either the commander or the officers of the unfortunate *Captain*. In the course of his *vis a vis* examination Mr. May was also asked his opinion as to the cause of her foundering, when he stated that owing to the over pressure of canvass and the ship rolling heavily to eastward a large body of water was brought on the leeward side of the main deck, that the wind might have acted on the hurricane deck, and that the ship was probably struck by the sea when she rolled about the stability of the *Captain* he never entertained the least suspicion, but always regarded the ship as the best in the world. At the same time, his professional judgment was that she was over-masted. A few of the officers and crew of the *Agincourt* and *Bellerophon* were also examined, and some of the latter stated that in their judgment the ship was over-masted. At sunset the Court

Submitted by Pam Hayes

Hubert Lawrence Maynard Greaves

My Grandfather Hubert Lawrence Maynard Greaves was born 11th **May 1877 in the islands St Vincent's & the Grenadines, West Indies.** His Father was the manager of the Iron Mill there. They moved to Barbados when his Father was employed as the Post Master there. His Great Grand Father Aubrey Spencer 1792-1872 was the First Bishop of Jamaica.

He left home when he was 15 as a cabin boy, sailing to Canada stating there was only Religion and Sugar in Barbados.

He joined the English Royal Navy in 1895 and left in 1907.

He then went to New York and drove a trolley bus before returning to England later in 1907. He was a Chauffeur in Ireland for a while, before becoming a warder at Parkhurst Prison on the Isle of Wight where he met his future wife Dora Weeks who was the **governess to the warden's children.** **Hubert and Dora married on the 5th June 1911.**

He went on to join the Royal Australian Navy in England as a Gunnery Instructor, when the Australian Government were advertising for volunteers to join the new R.A.N. They arrived in Melbourne on the 10th February 1913 on the SS Otway exactly 3 months before my mother was born.

Hubert Lawrence Maynard Greaves

Before WW1 he was stationed at Williamstown Victoria. When the First World War started he was posted to Sydney to join HMAS Berrima going to German New Guinea to attack a radio station there. On his return to Melbourne he was taken off sea going duties and posted to the Geelong Depot from 1919-1929 as a Gunnery Instructor living at Osborne House. In 1934 he was posted to Rushcutters Bay Depot, in 1936 he was pensioned off because of an ulcer.

When WW2 started he tried to re-enlist but was rejected because of the ulcer.

He died on the 4 April 1941 in Sydney and his ashes were scattered off Sydney Heads by the R.A.N. on the 9 May 1941.

This is a very short version of his Naval history.

Trevor Reynolds

Member 258

H.M.A.S. Canberra



The H.M.A.S. Canberra described as a Kent class cruiser was built at Clydebank, Scotland in 1927. Clydebank is the centre of the Scottish ship building industry, and is situated on the banks of the Clyde River.

After the H.M.A.S. Canberra arrived in Sydney New South Wales on the 16th February 1929, she completed many cruises and other operations in home and Pacific areas. After January 1940, H.M.A.S. Canberra assisted with the escort of troop convoys towards the Middle East, New Guinea, Malaya, and Java.

During the Battle of The Coral Sea in May 1942, H.M.A.S. Canberra helped to support United States Marines at Guadalcanal. At the Battle of Savo Island on the August 9th 1942, the Allied fleet was struck by the Japanese, and three American and the H.M.A.S. Canberra were sunk. Many lives were lost.

Diane Schulz Photo & Source: a.w.m.gov.au. Trove -National Library of Australia

H.M.A.S. CANBERRA LOST IN SOLOMONS FIGHT

Third Australian Cruiser Sunk In This War

193 CASUALTIES: 84 KILLED

From George H. Johnston, "The Mercury" War Correspondent
SOMEWHERE IN AUSTRALIA, Thursday.



The cruiser Canberra, which was sunk during the naval battle of the Solomons. She was the third Australian cruiser lost in this war.

*The Mercury
Hobart
Tasmania*

*Friday
21 August
1942*



HMAS Canberra Memorial, Kings Park.

The Memorial is located at the edge of Lake Burley Griffin, and is comprised of two components, the bow of the ship and five-tonne anchor and chain typical of those carried on the H.M.A.S. Canberra.

From the Journals

We receive several quarterly Journals from other family history societies on a reciprocal basis from both Australia and overseas. These books are available to Members and can be borrowed from our library for a period of 2 weeks at a time and must be signed out by a room attendant. Because of postage some Journals are emailed to us and can be read via Dropbox or from one of the computers in our rooms.

I enjoy reading these journals and magazines and you just never know what you may find that might help you with your family history journey.

IRISH ROOTS MAGAZINE - Second Qtr 2023

Visiting the Public Record Office of Northern Ireland (PRONI)

PRONI is the main repository for family history in Northern Ireland. It contains a vast collection of documents for any one researching their family history which include census records, birth, marriage and death certificates, church records, wills, deeds, poor law - Board of Guardian records and many more. It is to be noted that, although some records have been digitised, the majority are still only available by visiting the research rooms in Belfast.

Local Resources for Family History Research in County Clare

The major resource within the county for family history is the Clare Heritage & Genealogy Centre where access to church records, tithe allotment land records, Griffiths primary valuations, tombstone inscriptions, workhouse records and wills can be checked. Other sources are libraries around the county, newspapers, commercial directories and local family history societies.

Another section in the Magazine has a list of county Clare surnames and some information on each one.

TIMESPAN JOURNAL

Nepean Family History Society, June 2023

Finding my Great Grandparents (Part 1)

The writer's grandmother's birth certificate read she was illegitimate when born in 1907. Grandmother Violet Lillian MOORE claimed she did not know she was adopted until she got married in 1926 and the birth certificate request came back in another name. This started the journey with twists and turns to finally locate Violet's real parents. This is a very interesting read.

Finding the Right Key, Clementi & Co., Square Piano (Circa 1820) - Part 2

In Part 1, the square piano, which had belonged to the writer's 5 times grandfather Andrew Thomas ELLARD, had been successfully purchased from a musical warehouse in Dublin. This is the continuing story of how the square piano made its way practically around the world to Sydney on the MSC "Brittany".

TRACES MAGAZINE - Edition 23, 2023

Message in a Bottle

Can a castaway note find it's rightful owner - again

Murder in the Rocks

An investigation into the tragic murder of a young 2 year old child in early Sydney and the following court case that gripped the nation.

The Difference Between White & WONG

Mandy Gwan investigates the lifestyle and cultural choices of a Chinese/Australian family in early Australia (abt 1873).

Happy Reading from Esma King



MALCOLM OLIVER NORMAN REYNOLDS

Malcolm Oliver Norman Reynolds (always called Oliver) was born in the St. Vincent's hospital in Fitzroy, Melbourne on Thursday 21st April 1915. He was the 5th of 9 children and the 4th son for Henry Simpson Reynolds and Olena Reynolds nee Norman. I believe he was the largest baby born there at this time weighting about 13lb. His parents Henry and Olina ran a boarding house at 80 Gore Street Fitzroy about half a mile from the hospital. Out of the 9 children only 2 were born in hospital, the other one being his sister Alice born in the Cranbourne hospital in 1923.

Malcolm's siblings were Vera Lavinia 1907, Herbert Andrew Norman 1908, Norman Simpson 1910, Edward Charles 1911, Henry Norman 1917, Isabella Christina and Walter Francis (twins) 1920 and Alice Agnes 1923. Out of their 20 first names only 4 Vera, Francis, Walter and Alice were not family related. Five of the six boys had Norman in their names which was Olena's maiden name. Malcolm did not know he also had Norman in his name until he had to produce his Birth Certificate when he enlisted in the RAAF in WW2.

Henry and Olina moved around a lot always chasing work before buying a block of land in Cranbourne with only 2 sheds on it, without running water or electricity connected. Cranbourne was where Malcolm started his school years. Keeping Cranbourne, they moved back to South Melbourne and purchased a corner store at 129 Eastern Road where Malcolm continued his schooling at the Albert Park Elementary 1181 where he completed his Merit Certificate in 1928 aged 13.

I have no record of any further schooling but there must have been as he started work in a Customs Agent & Carrier's office in Melbourne, as a clerk. While working there, he was attending night school as he was hoping to become an accountant but this was cut short by the start of WW2. He met Jack Driscoll who was working for another Customs Agent in Melbourne, they became lifelong friends.

MALCOLM OLIVER NORMAN REYNOLDS

In July 1938 he joined the Free Mason's, Royal Black Association in North Melbourne where he remained a member till the branch closed. He then transferred to the Free Mason's branch in Brighton, Melbourne.

As mentioned earlier he made friends with Jack Driscoll as they both had a love of motor bikes. I have a few photos of them camping in the Dandenong ranges in the early 1930's.

Malcolm enlisted in the RAAF in March 1943. Three of his brothers also enlisted, Edward and Norman in the RAAF where they were both posted to Kalgoorlie, Western Australia, working in an ammunition factory; his brother Walter enlisted in the Army where he was captured in Singapore and spent the rest of the war in the Hell Hole, Changi. Malcolm was posted to Darwin after training as an instrument fitter, which was his only posting luckily after the Japanese bombing had finished. His other 2 Brothers worked in protected industries; Herbert worked in the Railways in Victoria and Henry was a Boiler Maker working at Wormalds Engineering in Port Melbourne. Malcolm was discharged on 6th February 1946 with a rank of Leading Aircraftman.

Towards the end of the 1930's he met Constance Ellen Greaves (always called Nancy.) She was born on 10th May 1913 in Flemington, Melbourne to Herbert L M Greaves and Dora C Weeks. She was boarding at 61 Murray St, Balaclava with the Mason Family, which happened to be opposite where Malcolm and Jack had friends living.

In January 1941 Malcolm proposed, followed by a notice put in the Melbourne paper. They were married on 6th June 1943 at Glenhuntly 3 months after he enlisted. The RAAF must have given him leave so he could go. His brother Henry was his best man. When they first met Constance was a Dressmaker. On the 4th February 1942 she joined the Melbourne Tramways as a Conductress (Clippy) and worked there till 24th February 1945.

MALCOLM OLIVER NORMAN REYNOLDS

When the war finished in 1946 Malcolm and his mate Jack bought their first truck, getting work from the contacts they had with the Custom agents before the war. They went on to have 6 trucks. About this time Oliver and Nancy bought a house at 133 Eastern Road South Melbourne, next door to his parents shop. The house was that filthy they had to hose it out and drill holes in the floor for the water to escape.

On 16th November that year their daughter, Barbara was born in Avonhurst, a private hospital in South Melbourne, and I was born about 19 months later at the same hospital.

Up till the war Malcolm only had motor bikes so on 29th June 1950 they bought their first car, a brand new Austin A40 for £789/13/6d. It was the only car they ever bought that they never paid cash for.

In early 1951 they sold 133 Eastern Road and bought a house at 8 East Boundary Road, East Bentleigh SE15.

They lived at East Bentleigh for the rest of their lives with Mum passing 5th October 1998 and Dad passing 10 weeks later on 25th December 1998. They were both cremated at Springvale Memorial Park and placed in adjoining plots.

As Malcolm and Constance's 25 year tenure was due to expire at the end of the year, after much thought I decided not to renew their memorial plots. Their ashes were scattered in the Springvale Botanical Cemetery on 7th June 2023, two days after what would have been their 80th wedding Anniversary.

Trevor Reynolds
Member 258

ADAM and EVE

(a Poem in the style of Stanley Holloway written by Ronald Dingwall Kennedy as remembered by his daughter Anne Mitchell)

Now come lads and lasses, I'll tell you a tale
I'm sure you have heard of Aunt Emma and possibly old Uncle Joe,
But I doubt you remember old Adam—he lived such a long time ago.

He lived in a beautiful garden with Eve his companion and wife
God said 'You may eat any fruit—but eat NOT from the Tree of Life.'

They dwelt in peace and contentment and abstained from the apples so red,
Eating cherries and dates and bananas and cantaloupe melons instead.

Along came a travelling salesman—a regular snake of a man!
'You've not lived 'til you've tasted an apple.' Eve said 'But I can't.' 'Yes you can!'

So Eve took a bite of the apple and Adam admonished in fright
'Eve! What are you doing?' She replied 'Nothing's changed—I'm alright!'

Eve said 'It's delicious— here , try some,' as she passed the red fruit to her mate.
The serpent said 'Go on and taste it—you're in charge around here so why wait?'

So Adam partook of the apple and sentenced us all to our fate
There was a sudden loud clap of thunder which startled them both—but too late!

Before them appeared an angel who brandished a sword of flame
His visage was stern and forbidding and he summoned Adam by name.

Now Adam, aware he was naked, covered himself and hid.
The angel said 'Adam—did'st thou eat apple?' and Adam said shamefaced 'I did!'

Eve was now terribly frightened and said 'I'm only Adam's spare rib,
So if Adam et apple I had to eat apple. It wasn't my fault!' *What a fib!*

And so they were promptly evicted and endowed all
mankind with their cares
Just think lads and lasses—it might never have
happened if they'd stuck to bananas and pears!





*Birthday Wishes to both
Trevor Reynolds and Lindsay Barnett
who celebrated their birthdays in July.*



Some Golden Rules of Genealogy

YOU CANNOT DO IT ALL ONLINE

Yes, we love doing research online and there's nothing better than using the computer to find new sources, view digital images of original documents and even connect with relatives. For Genealogists the internet will never replace the wonderful work of libraries, county courthouses, archives and historical societies. Do as much as you can online, then turn off your computer and hit the bricks!

JUST BECAUSE IT'S ONLINE DOESN'T MEAN IT'S TRUE

The internet is a wonderful thing but it's filled with oodles of bad information. Don't make the mistake of believing anything you find online at face value. Verify against other sources even if you paid for the information you found online. Consult the original source wherever possible.

PASS ALONG YOUR RESEARCH

No matter how many decades you spend researching your family, your research will never be done. Plan on passing along your research to the next generation's researchers. Leave excellent notes, cite all your sources, explain your shorthand,..... in essence leave your research the way you'd have liked to have found it.

Recent Library Additions

Books

New England Armidale Cemetery Register. A Record of our Ancestors Who Lay at Rest in the Armidale, NSW Cemetery, 1 862-2022 by Armidale Family History Group Inc	NSW/C007-002
Official Road Directory of New South Wales First Edition 1984	NSW/A008-1984
The Sydney Gazette and NSW Advertiser Vol 1 March 5, 1803-February 26, 1804	NSW/H045-003
Greenbank The Adventures of Jake Jones and Grandpa's Peculiar Time Machine. Back to Greenbank in 1893 by M T Rosevear	QLD/H104-001
Adventure & Enterprises: Captain William Collin building from the Brisbane River 1862-1972	QLD/H003-036
Silver Hill. The University of Queensland Silve Mine Precinct by Ken Grubb	QLD/H003-037
Turning Years. A Tamborine Mountain History by Eve Curtis	QLD/H099-004
A Tale of Old Fassifern by Steve Johns	QLD/H105-001
Looking Back Along Fassifern Valley by Harry Pugsley	QLD/H105-002
Ipswich Coal Castle and Choirs. The Story of Blackstone in Queensland by Ken Grubb	QLD/H071-016
South Queensland WWII 1941-1945 by Peter Charlton	QLD/M003-002


Magazines

Traces Uncovering Australia's Past Edition 22 2023	AUS/J018-022
Our Logan Winter 2023 No 104	QLD/J021-104
Irish Roots 2023 2nd Qtr No 126	IRL/J001-126

Journals

Emu Plains Timespan No 170 Mar 2023	NSW/J012-170
Emu Plains Timespan No 171 Jun 2023	NSW/J012-171
Dugullumba Times No 66 May 2023	QLD/J014-066

THANK YOU
to all who have donated items
for our library

An ornate border made of green and gold ribbons with several green shamrocks scattered throughout, framing the text.

An
Irish Blessing

May there always be work
for your hands to do.

May your purse always
hold a coin or two.

May the sun always shine
on your windowpane.

May a rainbow be certain
to follow each rain.

May the hand of a friend
always be near you.

May God fill your heart
with gladness
to cheer
you.

Thanks to Lynne Reynolds for sharing this blessing with us

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“A Journey in Time from Moreton Bay District 1842 to Beaudesertshire, Queensland 2000” <i>by Denis Godfrey</i>	\$25.00
“Name Index to A Journey in Time from Moreton Bay District 1842 to Beaudesertshire, Queensland 2000” <i>by Denis Godfrey</i> ” <i>Index by LRDFHS</i>	\$10 .00
“Logan Village Cemetery 1879—April 2001” <i>by Glenys Prins</i>	\$15.00
“Per Ardua... Samuel and Agnes Smith, Logan Village Pioneers” <i>by Dene C. Rowling</i>	\$8.00
They Chose Beenleigh <i>by LRDFHS 2014</i>	\$30.00
They Cared for Beenleigh <i>by Anne McIntyre for LRDFHS</i>	\$25.00
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Beenleigh War Memorial Project (USB) \$30 (price includes postage)



Vale & Les Hobson