

## LIGHTHOUSE AND MARINER FAMILIES OF THE YOUNGS/BRADBURYs

### YOUNG FAMILY – WILLIAM YOUNG CONNECTIONS TO KING ISLAND:

- **WILLIAM YOUNG'S PARENTS** - We have what most people have been able to acquire in relation to **Samuel Young and Ann Eades** – my mother very quickly ordered a copy of **Michael Flynn's 'Second Fleet' history**, the many source records on Samuel as his British Old Bailey court/sentencing documents and transportation original records are now online are a real gift; his children's births are well-documented as are his land acquisitions. Thanks to **JOHN GILLHAM (WILLIAM YOUNG)** for the some of the clear TRANSCRIPTIONS on SAMUEL YOUNG below:

In 1791 Samuel Young appeared before the London Courts –

*The Times*  
October 5 1791

*PUBLIC OFFICE, BOW STREET*  
Before NICHOLAS BOND, Esq.

*Samuel Young* was committed for trial on seventeen different charges. He was porter to Mr. Welch, a callico glazier, by whom he was often sent to various linen drapers to bring goods to be glazed, and while he was packing them up, he put articles that were not intended into the bundle, which he kept for himself. Property to the amount of one hundred pounds, stolen from 20 or 30 different linen drapers, was found in his possession.

*The Times*  
October 13 1791

*PUBLIC OFFICE, BOW STREET*  
Before Sir SAMPSON WRIGHT

*Samuel Young* was charged by his master Mr WALSH Calico Callender, with stealing a large quantity of cloth, the property of Messrs. FAULDING GEDGE, COLMIER, &c. Linen-drapers; upwards of 20l. worth of which was produced in the Office; he was committed for re-examination.

## COURT PROCEEDINGS - SAMUEL YOUNG, Theft > shoplifting, 26th October 1791.

**Reference Number:** t17911026-4

**Offence:** [Theft](#) > [shoplifting](#)

**Verdict:** [Guilty](#)

**Punishment:** [Death](#)

**Related Material:** [Associated Records](#)

**Corrections:** [Add a correction](#)

**Actions:** [Cite this text](#)

*Old Bailey Proceedings Online* ([www.oldbaileyonline.org](http://www.oldbaileyonline.org), version 7.0, 23 January 2015), October 1791, trial of SAMUEL YOUNG (t17911026-4).

[See original](#)



385. SAMUEL YOUNG was indicted for feloniously stealing, on the 12th of October, four cotton shawls, value 7 s. and six pieces containing thirty-five yards of printed callico, value 7 l. the property of George Anstie and William Baker, privily in their shop.

(The case opened by Mr. Garrow.)

GEORGE ANSTIE sworn.

I am a linen draper in Catherine-street, Strand, my partner's name is William Baker, I have no other; Mr. Welch of New Compton-street, was employed by us as our calenderer; the prisoner was a porter coming to our shop, for six or eight months, he came and opened his wrapper on the counter, and whatever we had for him to take to his master, we used to put into the sheet, or by the sheet, and enter them in a book; there were frequently a great many other goods on the counter within reach; on the 13th of October, I received information from Mr. Welch of a suspicion, and went to Bow-street, there I found several articles, four cotton shawls and about three or four pieces of printed callico for gowns; I did not go the prisoner's lodging.

CHARLES JEALOUS sworn.

I am an officer at Bow-street; on the 12th of October, I went to the house of Cranfield Richmond, No. 20, Monmouth-street, in a one pair of stairs back room, I found the prisoner, and Richmond, and his wife sitting at dinner; I desired to speak to Richmond and called him to the door, I immediately turned my eye back, and saw the prisoner with this piece of chintz, and attempting to throw it out of the window of the one pair of stairs back room, I laid hold of him immediately; I asked Richmond in the presence of the prisoner, if the prisoner had any box, he said yes two, one locked and one not locked; I found in that room a box, and in that box this property belonging to Mr. Anstie, all the pieces were in the box, in that room where they

[See original](#)



were sitting at dinner, here is one piece of printed callico, which I found in his hand, here are four cotton shawls, here are five more pieces of printed callico, these are the articles I found in this room.

Prisoner. It was not that piece that I had in my hand; I had three handkerchiefs in my hand.

Jealous. This is the piece he had in his hand, I put a paper on it, and have kept it ever since.

JAMES WELCH sworn.

I am a calendar glazer: the prisoner has been in my service a twelve-month, his business was to collect things and carry others; I went with Jealous to Richmond's, we found Richmond, his wife, the prisoner, and a child, sitting round a table to dinner; immediately on seeing us, the family were alarmed; Jealous called Richmond out, we went immediately into the room, the woman begun crying out; Richmond said for God's sake, Mr. Welch, do not hurt me, I will tell you all; the prisoner must hear it; the door was open; we went into the room, the woman began crying, she said there are goods in this box, and in another box; the prisoner was much agitated, and threw a handkerchief out of the back room window; Jealous immediately held his hands, the box was opened, and I saw the things in the indictment found: we took him in a coach to the justice's with the things.

CRANFIELD RICHMOND sworn.

I live at No. 20, Monmouth-street; I knew the prisoner fifteen years, he came to my house a month ago, to board at three shillings a week; he brought goods there, they were callicos, he brought them in a trunk, I went with him to fetch it from Wood-street, Westminster, and brought it to my house; the next morning he broke the trunk open in my presence, it contained things in brown papers, some were open which contained muslins, that was three days before Mr. Jealous came, they were the trunks of the prisoner, they were the things he brought in the trunks three days before, part of them were the same goods.

ANN RICHMOND sworn.

I remember the prisoner coming to board at our house, he brought some things in a trunk, some were wrapped up in papers, and appeared to me to be muslins; Jealous came three days after, he took away the prisoner's boxes. On a Saturday the prisoner brought his box, and on Monday night he broke it open, and it contained a deal of property, and I said, Sam, I would not wish that trunk to be opened. I lent him a box, and a good lock and key. On Tuesday he brought home four handkerchiefs, three of them were South Sea handkerchiefs; he gave me one. On Wednesday Jealous and Welch came in, and called out to my husband, I said I had no goods but what was Samuel Young 's; I fell a crying, and said Sam, what have you done? I said I will shew you his goods. Samuel Young, his ownself, at a quarter past nine on Saturday night, brought those articles which Jealous took away on the Wednesday.

(The things deposed to by the marks made by a person in colouring.)

Mr. Alderman Watson. Do you ever sell any of these goods, and let them go out of your shop with the mark upon them? - Yes, I dare say we do sometimes on the shawls. This is my private mark, I never sold any to the prisoner. This is a printed callico, here are two other pieces of callico which have no marks, but are our sort and pattern, with Mr. Welch's name and mark on them.

EDWARD CLARKE sworn.

I am shopman to the prosecutor, this mark I swear to, and the price and shop mark in my hand writing; we sometimes sell these articles with the mark on them. This piece was in our possession on the 3d of October, I do not believe it ever was disposed of in trade; I have been in the shop ever since, and should have seen it go if it had been sold. These shawls have the private mark of Anstie and Baker, I cannot

[See original](#)



tell who made it; I know the patterns of these pieces that have Welch's marks; we had such patterns, there are pieces without marks, I know those patterns; the sixth I know not.

Welch. Here is my mark on two of the three pieces, which proves to me to a certainty that at some time I have received this piece from Anstie and Baker: it is made by me in chalk, it is a hasty way to mark

hundreds and thousands. A. B. I recollect no other customers whose names begin so, but Anstie and Baker; the other piece has an A. only, which is not so satisfactory.

Court. What is the value of these articles? - The four cotton shawls are worth about 7 s. the chintz, which was found in his hands, is worth 16 s. the other articles are worth 5 l.

GUILTY , Death .

(Aged 22.)

Mr. Garrow informed the Court he should give up the other twelve indictments against this prisoner. Tried by the first Middlesex Jury before Mr. RECORDER.

<http://www.oldbaileyonline.org/browse.jsp?id=t17911026-4&div=t17911026-4>

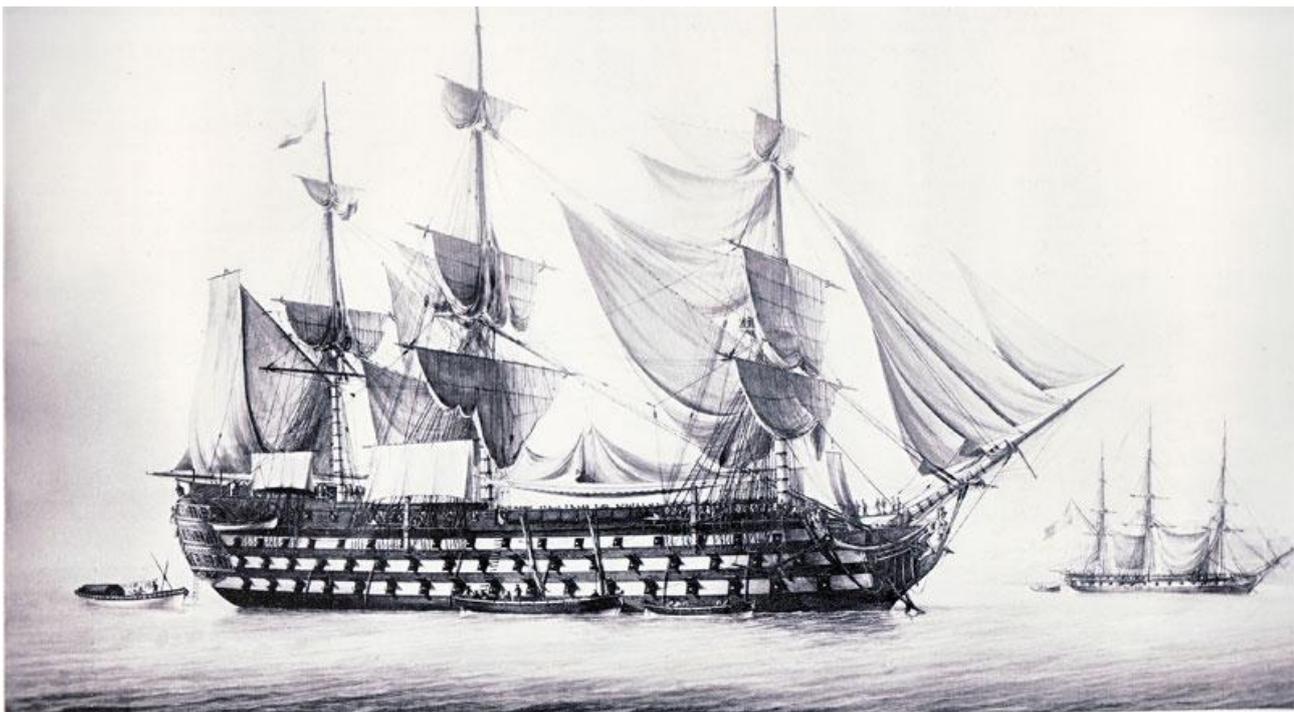
### Convict Record Sheet –

No. 75 Sam<sup>l</sup>. Young

Aged 22      5 ft. 9 in.      light brown hair      light eyes      fair complex<sup>n</sup>.  
Born in Sussex      Labor<sup>r</sup>.

(Sentence) **Death**      Respited November 25<sup>th</sup> 1791

Feb 24 1792      Delivered on board the *Lyon* hulk at Portsmouth



**Image of the Royal Admiral**

Hobart Town Gazette and Southern Reporter (Tas. : 1816 - 1821), Saturday 13 September 1817, page 1

**NOTICE.**—SAMUEL YOUNG, a Waterman and Conftable, having illegally conveyed Spirits without a Permit from the Mermaid cutter to the Shore, His Honor the Lieutenant Governor has thought proper to direct me to make known, that the said Samuel Young is excluded from the Privilege of plying to and from the Shipping in this Port. A. W. H. Housman, J. P.

National Library of Australia

<http://nla.gov.au/nla.news-article652976>

- It was very sad to find the 1829 newspaper article on the death of Samuel Young's wife, Ann Young (nee EADES) and their daughter Elizabeth Guest.

Colonial Times (Hobart, Tas. : 1828 - 1857), Friday 7 August 1829, page 4

**DEATHS.**—On Monday last, of the brain fever, after an illness of only six days, during which period she never spoke, Mrs. Ann Young, aged 46, of Murray-street.—On the following day, Mrs. Elizabeth Guest, aged 29, of Campbell-street, of the same complaint, after an illness of five months. The deceased was the daughter of Mrs. Young, who died the preceding day, and a native of Norfolk Island.

National Library of Australia

<http://nla.gov.au/nla.news-article8644420>

## THE EADES FAMILY

ANN YOUNG NEE EADES (b.1783, baptised at Deritend and Bord(e)sley, near Birmingham, Warwickshire on 2<sup>nd</sup> December, 1783) sailed on the 'Surprize', embarking on 13 November, 1789 with:

- her mother Catherine (sometimes spelt 'Katherine') Eades (nee Miller, b. Warwickshire),
- her father Joseph (father – Josiah Eades, b.1739, christened 21.9.1739, St Martins, Birmingham; mother – Elis(z)abeth Kendal(l) b.circa 1840). Joseph Eades (Snr) was the fourth of eight children of Josiah and Elisabeth, all of them christened at St Martins, Birmingham. The christening dates of Joseph's siblings were: Sarah (28/1/1761), Elizabeth (4/5/1763), Ann (25/7/1766), Joseph (18/2/1768), Mary (29/9/1769), Josiah (6/4/1772)(died young), Josiah (14/3/1774) and John (18/8/1778).



Ordnance Survey First Series N/A 5 1813 - <http://www.visionofbritain.org.uk/maps>

**SAMUEL YOUNG** (c.1763 or 1768, Willingdon, Sussex – d.3-4-1834, Hobart, Tasmania), arrived **'Royal Admiral'** (1792) m.28-4-1800 at St Phillip's, Sydney to **ANN EADES** – Second Fleet – **'Surprize'** (c.1783 – 9-8-1829, Hobart, Tasmania, buried St David's Cemetery) –



**St Mary the Virgin Church, Willingdon, East Sussex (Parish Church)**

[https://commons.wikimedia.org/wiki/File:St\\_Mary\\_the\\_Virgin\\_Church,\\_Willingdon,\\_East\\_Sussex\\_\(IoE\\_Code\\_295782\).jpg](https://commons.wikimedia.org/wiki/File:St_Mary_the_Virgin_Church,_Willingdon,_East_Sussex_(IoE_Code_295782).jpg)

Not necessarily suggesting a link – but it is encouraging to see that burial records exist relating to **Youngs** (as a surname) in the small village of **Willingdon** in the 1700s:

**St Mary the Virgin Young 30 Jul 1768 Sarah**

**St Mary the Virgin Young 31 Dec 1778 John**

Sussex On-line Parish Clerks - <http://www.sussex-opc.org/index>

**SAMUEL AND ANN YOUNG's** children were evenly born between Parramatta and (Van Dieman's Land) Tasmania. **On 24 April 1810** Samuel transferred to the incoming **73rd Regiment** in which he became Quartermaster. [ Macquarie was Governor from 1 January 1810 to 1 December 1821. ] He was given a grant of land (100 acres) in Tasmania

by Macquarie for services to the 73rd Regiment. According to **Peter E. Young** in his work on Samuel Young, *“Samuel sailed with the 1st Battalion 73rd Regiment on the **Prince Leopold** to the Derwent, Hobart Town, in 1810. 265 previous members of NSW corps (renamed 102nd regiment) switched to the 73rd regiment. Clearly Samuel would have been one of these.”*

- 1) Elizabeth Rebecca Young (9-8-1800 – 4-8-1829), born Parramatta  
m. George Guest (children)
- 2) William Samuel Young (24-7-1802 – 27-12-1866), born Parramatta  
m. Elizabeth Rebecca Jillett (children)
- 3) Ann Young (1-11-1804 – 14-2-1822), born Parramatta
- 4) Mary Young (31-12-1806 – 19-4-1822), born Parramatta  
m. Richard Griffiths (children)
- 5) Charlotte Young (24-4-1809 – 12-12-38), born Parramatta  
m. William Guest (children)
- 6) Lucy Young (c.1811 – 28-2-1817), born Tasmania
- 7) Sarah Young (c.1811 – 15-8-1822), born Tasmania
- 8) Susannah Young (11-4-1816 – 2-10-1823), born Tasmania
- 9) Lucy Young (1-6-1817 – 30-7-1848), born Tasmania  
m. William Campbell
- 10) John Young (15-10-1820 – 11-6-1848), born Tasmania
- 11) **Charles Young (5-5-1823 – 26-12-1888), born Tasmania**  
m. Sarah Dixon (children)

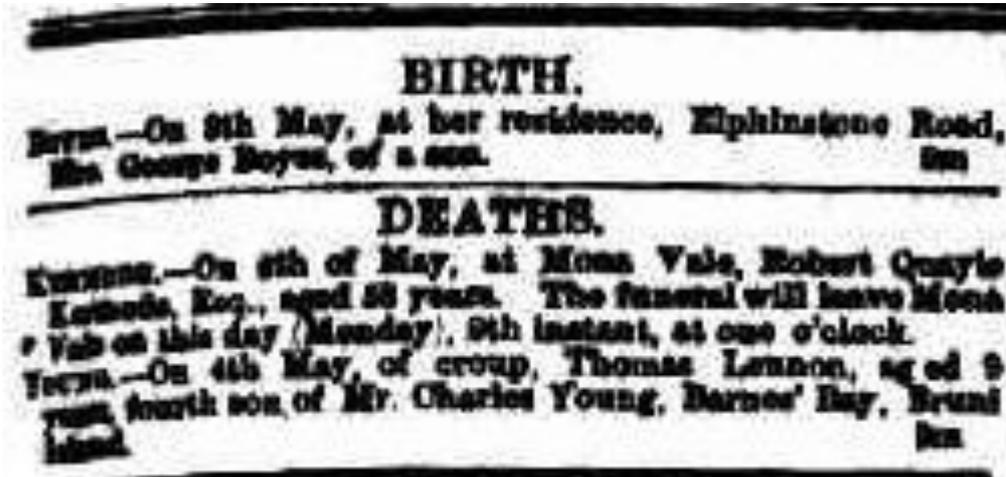
- Quite a few of Samuel’s and Anne’s (YOUNG) boys didn’t live very long lives with the exception of **William the eldest and Charles the youngest**.
- **JOHN GILLHAM, a WILLIAM YOUNG (SENIOR)** from **BRUNY ISLAND descendant** – has been kind enough to share his **extensive family history research** on **WILLIAM YOUNG** (fascinating - also including CHARLES YOUNG)... As well as wonderfully researched FAMILY TREES on the **EADES/GILLHAM/JILLETT/BRADSHAW** descendants

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- **Charles Young** was a great mystery for a long time – his birth and death details were fairly easy – but it took a while to verify his life on Bruny Island.



- There were details of 5 sons born there – but did not know Thomas Lennon’s name (4<sup>th</sup> son), for a long time until finding his death notice in the newspaper in 1870 of ‘croup’:



The Mercury (Hobart, Tas. : 1860 - 1954), Monday 9 May 1870, page 1

“YOUNG - On 4<sup>th</sup> May, of croup, Thomas Lennon, aged 9 years, fourth son, of Mr. Charles Young, Barnes' Bay, Bruny Island”

National Library of Australia

<http://nla.gov.au/nla.news-article8873220>

1862 BIRTHS in the DISTRICT of <i>Hobart</i>										
Number.	When born.	Name, if any.	Sex.	Name and Surname of Father.	Name and Maiden Surname of Mother.	Rank or Profession of Father.	Signature, Description, and Residence of Informant.	When Registered.	Signature of Deputy Registrar.	Name, if added after Registration of Birth.
487	10 <sup>th</sup> December 6			Charles Young	Sarah Young formerly Dixon	Farmer Bruny	C. Dixon Resident over the Station	January 13	E. Dixon	

A child named ‘Thomas Lennon’ possesses some mystery since I have been in contact with **John Gillham (descendant of WILLIAM YOUNG via TFHS) (SEE EXCERPT BELOW)** – who explained via email that in his family tradition Thomas Lennon may have been an illegitimate child raised instead with/belonging to **Thomas Charles Young** before he married – (details of the death notice sounds like **Thomas Lennon** was raised with Charles Young’s family and openly acknowledged? Bit of a mystery there) – the death notice also identifies **Thomas Lennon as the “fourth son”** in Charles Young’s family. His **ABOVE** birth (6/12/1861) was registered by an “**E. Dixon**”, who was **Edward Dixon** of Kingston (a JP and coroner), brother to Sarah Young (nee Dixon). Not sure how you could resolve this one!

Samuel Thomas YOUNG [5.7.1841 - 7.7.1885] c.? 31.7.1841 {ref: AOT: 33/1841/393, 35/1885/2497}  
 (1544) Appointed a Special Constable on Bruny Island on 1 December 1867 {ref: AOT: POL 324/3}  
 Died at the residence of his brother-in-law W.Hurburgh

Thomas Lennen YOUNG [1861 – 4.5.1870]  
 (7829)

m1. Susanna LAWRENCE [c.12.7.1839 - 11.5.1875] in Hobart on 27.7.1865 at Holy Trinity  
 (1545) bur. Barnes Bay, (Lawrence family vault) {ref: AOT: 32/1839/94, 7/1865/136, 35/1875/2735}  
 youngest daughter of William LAWRENCE [c1802 - 1884] (7263) captain and pilot of Kirkby Lodge, Bruny Island, who arrive in Tasmania in 1828. → 1\* following

One of my favourite stories of Charles Young and his son Tasman Young is of the 1877 rescue of Tasman from the 'Maid of Erin' after a collision with the 'Eclipse'. Charles Young bought the 'Excelsior' on January 17, 1876 for 65/ and used it in the rescue.

**MISCELLANEOUS.**

We have received further information of the sinking of the passage boat Eclipse on Monday by the brig Maid of Erin. The boat was on the starboard tack when the brig, coming up on the port tack, ran into her and sank her immediately. The crew, Tasman Young and a boy named Thomas Gallagher, clambered up the brig's bobstay, and were ultimately taken off by Young's father, who was in charge of the passage boat Excelsior, which was in company with the Eclipse at the time of the accident.

National Library of Australia

<http://nla.gov.au/nla.news-article200628321>

Tribune (Hobart, Tas. : 1876 - 1879), Thursday 3 May 1877, page 2

- **Through the Bruny Island History Room – Kathy Duncombe**, a local historian on the island (there are several histories of Bruny she had transcribed/collated care of the Mermaid Café on Bruny Is) – has helped identify **land holdings of Charles Young**, held from the 1860s – the last Young family tenants (leasees) of 'Lennonville' (the homestead) was around the turn of the 1910s with **Alice Young (Edward P Young's widow)** who later moved to Hobart and passed away there –

- We imagine that many of the sites associated with the Young family Bruny Is. history would likely be either private property, or in the case of the old whaling station sites, almost reclaimed due to their transient and unused nature once whaling/sealing stocks were decimated. However as a site, "Lennonville" still remains.

[http://2.bp.blogspot.com/\\_9N03XEsmKwI/S\\_5xS84qSII/AAAAAE00/kdLP2e0LJcg/s1600/20100526110329.jpg](http://2.bp.blogspot.com/_9N03XEsmKwI/S_5xS84qSII/AAAAAE00/kdLP2e0LJcg/s1600/20100526110329.jpg)



- There is an **oral history tradition** that a land dispute over one of **Charles Young's blocks** – the one bordered by the Wisby family (map) – led to a possible intrigue involving the 1887 poisoning of **John and Mary Sams (likely strychnine)** – with **50 pounds paid by the ex-convict couple but no title given by Charles Young** – apparently the Sams resided on the Young land (surrounded by the Wisbys)



This is the disputed block of land owned by Charles Young at Lennon/sometimes identified as Barnes Bay, Bruny Island – this is the block apparently occupied by the Sams, there is documentation to show 50 pounds was exchanged for the land but no title was ever given to the Sams on behalf of Charles Young (SAMS DESCENDANT ORAL HISTORY). The husband and wife were found simultaneously dead from strychnine poisoning (oral history) sitting at their table – both died on 6<sup>th</sup> March, 1887

Other block of land where Charles Young held clear title

- Currently there is a lot of circumstantial evidence and suspicion around this historical intrigue but so long after the events it may always be a 'cold case' to verify completely

## THE DIXON FAMILY

- **SARAH YOUNG (b.10/8/1827 – d. 10/8/1896) who married CHARLES YOUNG (b. 5/5/1823 – d. 26/12/1888) – was born at Clarence Plains in 1827 to THOMAS DIXON (b.1785 – d.25/9/1842) AND SARAH DIXON (b. 1789 – d. 25/9/1842) (nee Phelps – hence her son Edward Phelps Young's middle name).** Thomas Dixon (Snr) was transported on the 'Indefatigable' in 1812 for passing 'forged notes' making them early non-Indigenous European arrivals to Hobart.
- Sarah's older sister **Eleanor Dixon** married the VERY WELL KNOWN/INFAMOUS **Robert Lathrop Murray** (b. 1777 – d.2 November, 1850) (supposedly adopted into a noble British family/transported also as a convict although it was a 'political intrigue' around Napoleon apparently; he was charged with 'bigamy' officially) – he became a wealthy raconteur and ran/was editor of major Hobart newspapers for quite a time. After possibly between 10 - 11 children with Eleanor (**Darcy Wentworth Lathrop MURRAY** b: 13 JUN 1828; **Eleanor MURRAY** b: ABT 1829; **MONTELIEU MURRAY (1830 – 1835)** ; **Wynne MURRAY** b: ABT 1832 in Hobart Town, Van Diemens Land; **ELLESMERE MURRAY** (ca. 1834 – d.27/3/1835); **Kynaston Noel Lathrop MURRAY (1836 – 1916)**; **Conway Lathrop MURRAY** b: 1837 – d. 12/11/1866, Melbourne; **Cecil MURRAY** b: 1839; **Powys MURRAY** b: 1841; **Denbigh MURRAY** b: ABT 1844; **Pembroke MURRAY** b: 1846 in Clarence Plains, Van Diemens Land) and apparently three marriages all up and other children with those wives – **R L Murray** abandoned Eleanor to raise their family herself when he regained his noble inheritance in England. When he died with only a servant to identify him, Eleanor up and took herself to England – met up with the other wives – and hammered out an equitable deal for all of them. I thought she was awesome and it was one of the few times I was able to get a greater insight into one of our female family ancestors.

**INTERESTING DIXON SIDE-NOTE (TECHNOLOGICAL HISTORY) - Murray, Kynaston Lathrop (1838 – 1916)**

**1916 – OBITUARY - *Ararat Advertiser* (Vic), 21 October 1916, p 2**

“Old Araratians will learn with deep sorrow of the death of Mr Kynaston Lathrop Murray, who in the sixties was post and telegraph master at Ararat, the sad event taking place at Wentworth, Bellerive, Tasmania, on Friday last, at the advanced age of 78 years. A man of striking personality and varied attainments, the deceased gentleman was for many years one of the most prominent citizens of Ararat. **He was educated in England and came to Australia quite a young man, and joining the public service as an electrician in Tasmania, was engaged in laying the first cable in the southern world – that across Bass Straits.** He subsequently joined the Victorian Public Service, and filled the position of post and telegraph master at Ararat. His sterling ability was soon recognised and on the Railway Department deciding to establish a separate telegraph service apart from the Postal Department, he was selected to take charge of the work, and was subsequently appointed chief electrician. He installed a complete electric service, including the Winter block instrument, and many of the safety appliances now in daily use. **He installed the first electric light plant at Spencer street, and superintended the installation of the electric light for the Melbourne Exhibition of 1888, at that time the most extensive installation attempted in the State.** In 1893 he was appointed one of the Railway Commissioners, with Messrs R.H. Francis and William Kibble, and he became chairman of the Commission before he retired from the service in 1894. When in Ararat Mr Murray identified himself with all public movements. He was one of the inceptors of the old Easter Festival, and with the late Messrs James Campbell and Nathaniel Walter Swan, was one of the original "three beggars." He was a prominent member of the Ararat Church of England, one of the founders of the old Cricket Club, and foremost player in all district matches, and a leading amateur at all entertainments, his marked versatile ability lifting him to the front rank in all public movements. Mr Murray took an active part in the government of the Church of England in Melbourne, and was a lay canon of St. Paul's Cathedral, and also a member of several diocesan committees. Mrs Murray and four sons and two daughters survive him. His second son, Dr. Hugh Murray, is now in camp at Salisbury Plain, England, holding the rank of captain in the A.A.M.C., and his eldest grandson is a member of the Flying Corps, and acts as instructor to young pilots and also tests new aeroplanes – a position calling for great skill and daring. The remains of the deceased gentleman were brought to Melbourne for interment on Wednesday.”

**CITATION - 'Murray, Kynaston Lathrop (1838–1916)', *Obituaries Australia, National Centre of Biography, Australian National University*, <http://oa.anu.edu.au/obituary/murray-kynaston-lathrop-23135/text32386>, accessed 10 April 2017.**

- **The Courier (Hobart, Tas. : 1840 - 1859), Friday 30 September 1842, page 3**

- **In his will, THOMAS DIXON (senior) – listed his SEVEN SURVIVING CHILDREN IN 1842 AS (Thank you VIRGINIA HENRY for refining many details here with your research):**

- **Eleanor** – (1806 – 1898) – m. Robert Lathrop Murray (10-11 children)
- **Mary Ann** – (1811 – 27/2/1880) – m. (1) convict Anthony Mann, (2) Thomas Arnold (children)
- **Caroline** – (1816 -19 April 1888) – m. John Scott Turnbull

#### **John Scott Turnbull<sup>1</sup>**

M, #3789, b. circa 1801, d. 27 May 1861 •Last Edited: 16 Jan 2005

•*John Scott Turnbull Malignant disease of the Liver.*

•*He was born circa 1801 at England.<sup>2</sup>*

•*He married Caroline Dixon on 1 May 1837, In the Church, by Licence, Hobart, Tas.<sup>1,3</sup>*

•*He died on 27 May 1861 at Macquarie St., Hobart, Tasmania, Australia.<sup>2</sup>*

*Living / Residence - 1 May 1837, Parish of Trinity, Co. Buckingham, Tasmania, Australia<sup>4</sup>*

*Occupation- 21 January 1842, a Gentleman<sup>5</sup>*

**Family: Caroline Dixon b. c 1816, d. 19 Apr 1888**

•**Isabella Turnbull 6 b. c 1838, d. 2 Mar 1839**

•**Eleanor Horne Turnbull +1 b. 18 Oct 1839**

•**Arabella Turnbull 5 b. 27 Dec 1841**

#### **Citations**

1.[S2] TURNBULL, S.J. (deceased) , NB7-271.

2.[S2] TURNBULL, S.J. (deceased) , NB7-437.

3.[S2] TURNBULL, S.J. (deceased) , NB7-287.

4.[S2] TURNBULL, S.J. (deceased) , NB7-286.

5.[S2] TURNBULL, S.J. (deceased) , NB7-272.

6.[S2] TURNBULL, S.J. (deceased) , NB7-432.

[http://www.library.turnbullclan.com/tca\\_genealogy/tca\\_all2-o/g0/p406.htm](http://www.library.turnbullclan.com/tca_genealogy/tca_all2-o/g0/p406.htm)

- **Emma Augusta** – (9/11/1817 – 1902) – m. Matthew Jackson (d.1902) – history mystery – declared on family notices he was “of Duke-Street, Manchester-Square, London” – Emma and Matthew died Melbourne (Fitzroy) – looking forward to exploring importance of this detail as a recurring theme in Jackson’s sense of himself in the world of his day (children)
- **Thomas** (1819 – 1900) – m. Laura Hardy (7 children)
- **Edward** (1820 – 1900) – m. (1) Charlotte Emily Firth, (2) Ada Jackson Seymour (12 children)
- **Henry** (10 Jul 1822 in Hobart, VDL. Henry died in Hobart on 20 Mar 1823; he was <1. Buried on 23 Mar 1823 in St Davids Parish, Hobart Town)
- **Sarah** (1827 – 1896) – m. Charles Young (5 children)

## LIFE ON BRUNY (BRUNI) ISLAND – YOUNGS, DIXONS & DAVIS FAMILY

- **SARAH DIXON (JNR) married CHARLES YOUNG** in Hobart at St David’s on 13 March, 1850 with Charles Young following in his eldest brother William’s footsteps as a ‘whaler’. The witnesses were Charles’ brother **William Young** and Sarah Dixon’s older sister **Emma Jackson** (nee Dixon).

Margin for Binding.—Please write on this side first.

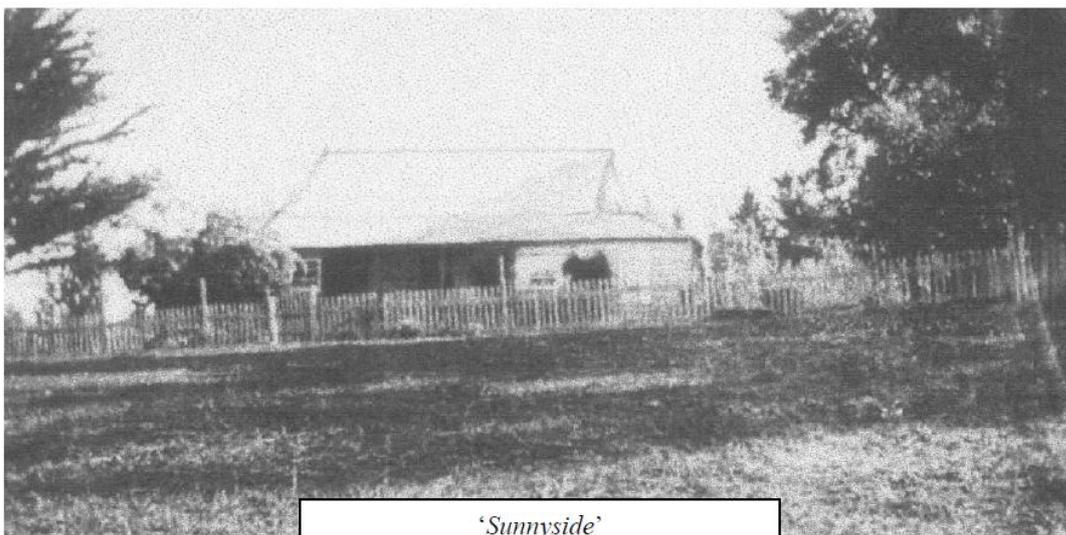
Number.	When married, and where.	Name and Surname.	Age.	Rank.	Signature and Description of Parties.	Name of Clergyman, Officiating Minister, or Deputy Registrar.	When registered.	Signature of Deputy Registrar or Officiating Minister.
150	13 <sup>th</sup> March 1850 St David's Church	Charles Young Sarah Dixon	27 years 25 years	Whaler Spinster.	Ch. mark's Y Charles Young Bachelor Sarah Dixon	Wm. Redford	13 <sup>th</sup> March 1850	Wm. Redford

Married in the *St David's Church* according to the Rites and Ceremonies of the *Church of England* by *Wm. Redford* by *Wm. Redford*  
 This Marriage was solemnized between us *Ch. mark's Y Charles Young* { *Emma Jackson* } *Senior Chaplain*  
*Sarah Dixon* { *William Young* } *Minister.*

- Charles who had been underage when his father **Samuel Young** died in 1834 – resided with his eldest brother on Bruny Island at ‘**Sunnyside**’ according to local Bruny historian **Kathy Duncombe**.



- ‘Sunnyside’ (courtesy of Cygnet Historical Society)  
‘Sunnyside’ was one of the oldest established properties on Bruny Island.



'Sunnyside'  
Trumpeter Bay

**IMAGE ABOVE** – Thanks to **JOHN GILLHAM, William Young descendant** for an earlier image of the house where William Young, his family and Charles Young, his brother once resided at Trumpeter Bay, Bruny (Bruni) Island (From: *“Young - The ancestry of Ellen Matilda YOUNG [1835 – 1883] wife of Charles GILLHAM [1834 – 1896] including the JILLET and BRADSHAW families”*)

**WHEN HE FIRST CAME TO LIVE ON BRUNY WITH HIS OLDER BROTHER WILLIAM YOUNG (SENIOR), CHARLES YOUNG WAS INVOLVED IN WHALING. JOHN GILLHAM HAS RESEARCHED/TRANSCRIBED WILLIAM YOUNG’S FAMILY BIBLE ENTRIES; CAPTAIN’S LOGS (from 1850 – a small excerpt is given here) CAPTURING THE NATURE OF THE INDUSTRY AND GIVING AN INSIGHT INTO WILLIAM YOUNG’S ORIGINAL ARTISTIC ABILITIES; “A letter to Capt. William Young and Mr Walford from G A Robinson, Bruny Island” (impacts on Aboriginal people on Bruny Island); WILLIAM YOUNG SENIOR’S PORTRAIT (the closest we’ve been able to get a sense of CHARLES YOUNG’s appearance) and WILLIAM YOUNG’S OBITUARY**

**ENTRIES IN THE YOUNG FAMILY BIBLE (WILLIAM YOUNG – SENIOR) (BRUNY ISLAND)**

**Front : Page 1 -**

***Miss Elizabeth Rebecca Jillett married on the 27th July 1825 aged 19 years, William Young Senior born July 13th 1802***

Elizabeth Rebecca Young born May 4th 1827 on Sunday morn.

Sarah Ann Young born August 3rd 1829

William Young born June 29th 1831



James Young born March 9th 1833  
Ellen Matilda Young born January 18th 1835  
Charlotte Louisa Young born October 21st 1837  
Rosetta Eliza Young born December 2nd 1839  
Samuel Thomas Young born July 3rd 1841  
Sushanna Mary Young born August 29th 1843  
Emily Heliena Young born December 2nd 1845  
James Henry Young born July 27th 1847  
Thomas Charles Young born September 30th 1849

## Page 2 -

### **Deaths**

Robert Jillett Senior died the November 3rd 1829 and buried on the 10th aged 72 years  
Elizabeth Rebecca Jillett died March 9th 1842 aged 62 years  
Rosetta Eliza Young died March 5th and buried on the 9th 1840  
James Young died April 16th 1846 aged 12 years and 5 months  
John Young died June 11th 1848 aged 28 years  
Mrs Campbell died July 30th 1847 aged 30 years and 6 months  
Charlotte Louisa Young died May 4th 1850 aged 12 years  
John Young Mezger died December 2nd 1851 aged 9 months and 9 days  
Thomas Mezger died January 23rd 1856 aged 29 years  
James Bradshaw died 18th January 1857 aged 55 years  
W J Lindsay died 6th of December 1858 aged 30 years  
Mrs Griffiths died 19th of April 1859 aged 52 years [Mary Young (6517)]  
William Mezger died 3rd of August 1859 aged 7 years  
William Bradshaw died on the 6th October 1859 aged 58  
Robert Jillett died July 1860 aged 49

## Page 3 -

### ***The ages of Mrs Eliza Bowden's children***

Susana Bowden January 29th 1829  
Matthew Bowden born October 11th 1830  
John William Bowden born November 14th 1832  
Eliza Ann Bowden born May 3rd 1834

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## Log of the **barque Augustus**, whaler out of Hobart 5 April - 22 September 1850, **Wm. Young, master**

### Day 109 Monday 22nd July 1850

S NNW This day begins with light winds and gloomy weather. At daylight saw a large school of blackfish.

Lowered the boats and went in chase. At 9.00am boats returned to ship without

Latt.obs. 43.27<sup>o</sup> success. At 10.00am lowered again after blackfish. The Chief Officer Long. 144.29<sup>o</sup> succeeded in getting one. At 1.00pm the boats returned to the ship. The latter part fine calm weather.



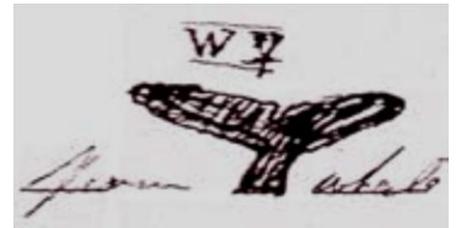
### Day 110 Tuesday 23rd July 1850

NW NNE This day begins with breeze and fine weather.

At 8.00am saw sperm whales lowered the boats and went in chase. The Captain succeeded in killing one but the boat got stove.

The Second Officer brought the crew on board. No lives lost. At 12.30pm picked up the stove boat. At 4.00pm the First Officer and Second Officer brought the whale along side and secured her for the night.

NW SSE The latter part fresh breeze.



### Day 111 Wednesday 24th July 1850

NW SE This day commences with strong breeze. The ship steering for Port Davey with the whale in tow.

Daylight increasing breeze.

Noon a strong gale and a heavy sea running. At 6.00pm came to an anchor in Port Davey with the best cover in 8 fathoms of water and veered away 70 fathoms of chain.

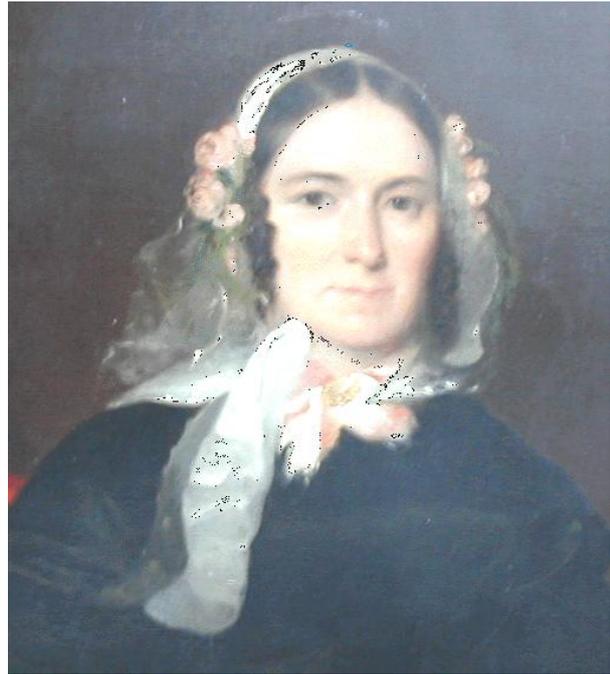
The latter part hard gale accompanied with rain.

### Day 112 Thursday 25th July 1850

W This day begins with strong breeze and heavy showers of rain. At 7.00am commenced to cut in. Got the head off and body blubber in by 5.00pm and let the head remain along side for the night. Lighted the works and commenced to try out. SE The latter part of this day fresh breeze and thick weather.



(WILLIAM YOUNG SNR)



(‘EMMA’ YOUNG)

‘**In Memoriam** : at the Bligh Museum, Adventure Bay, Bruny Island -

## In Memoriam

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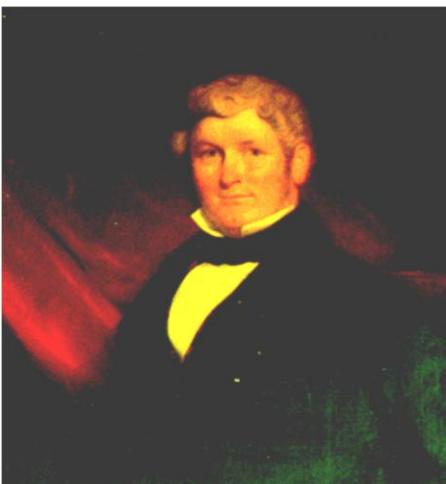
### **WILLIAM YOUNG**

**A RESIDENT OF TASMANIA FOR FIFTY-TWO YEARS**

Obit. December 27th, 1866

-----

A good man, in every respect. An able colonist and farmer who could reap and sow. A Mariner, that could sail a ship to any part of the world, a whaler whose exploits are unequalled in the annals of daring : a Tasmanian in heart and soul ; a loving husband and good father, and to sum up all --- AN HONEST MAN  
Mark his career, sons of Tasmania, and emulate his enterprise and his virtues.’



**LEFT** - It is believed that the following painted portrait may be that of **William YOUNG, Jnr**  
(JOHN GILLHAM family research)

- In 1854 it appears that a possible **Dixon family connection** purchased ‘Lennonville’ on Bruny Island – with the ownership of the historic homestead and property eventually passing into the possession of William Young’s family before it passed into the hands of others (including **Henry HOPKINS** who Isabella and Selina **BRADBURY** would work for at a later date, while Charles **YOUNG** would oversee the property) – it is possible to see how Charles and Sarah Young came to live at ‘Lennonville’ and for Charles to own land in his own right on Bruny Island.
- **Charles YOUNG** was a mariner when he married **Sarah DIXON** but by the time of his death, he was then a farmer living on Bruny Island. In 1888, he died from ‘accident paralysis’ and his will locates him on Bruny Island as well as mentioning his wife as ‘**Sarah YOUNG**’ not ‘**Hannah YOUNG (nee MCGRATH)**’. His will also identifies his four surviving sons clearly as ‘**Edward, Alfred, Tasman and John**’ – which are not the names of the children of **Hannah MCGRATH** and the **Charles YOUNG** who was a Ticket of Leave man (their 1852 marriage). His death notice clearly links our **Charles YOUNG**, whose will is included, linking him also to **Captain William YOUNG (Senior)** as a brother and to **Samuel YOUNG**, William’s and Charles’ father.

251	26 December	Charles Young male 66 years	Farmers	Accident	Launceston	27 December	1888
✓	1888	Diagn. Hospital Hobart		Paralysis	Secretary General Hospital Launceston		
		Born Tasmania			Hobart		

- Like Samuel Young – at the end of his life Charles Young has a bit of numeric mismatch going on with sources – born in 1823, in 1888 – his death certificate has his age as 66 which seems accurate whereas the death/funeral notice lists him as 70 – it’s such fun isn’t it? Charles Young’s gravestone has his age as 65! 😊

Mercury (Hobart, Tas. : 1860 – 1954), Friday 28 December 1888, page 1  
National Library of Australia: <http://nla.gov.au/nla.news-article9203725>

### Deaths.

**BIRD.**—On December 24, Marian, the beloved wife of John Bird, aged 67 years. "Safe in the arms of Jesus."

**YOUNG.**—On December 26, 1888, Charles, youngest son of late Samuel Young, and brother to late Capt. William Young, of this city, aged 70 years. The funeral will leave Mr. Hurburgh's residence, 65, Goulburn-street, **THIS DAY (Friday)**, at 2.30 p.m., for Cornelian Bay Cemetery. Friends respectfully invited to attend. 1878

*'Tasmanian families are like a seamless web'* the historian Lloyd Robson, once said, *'they keep on going round and round.'*

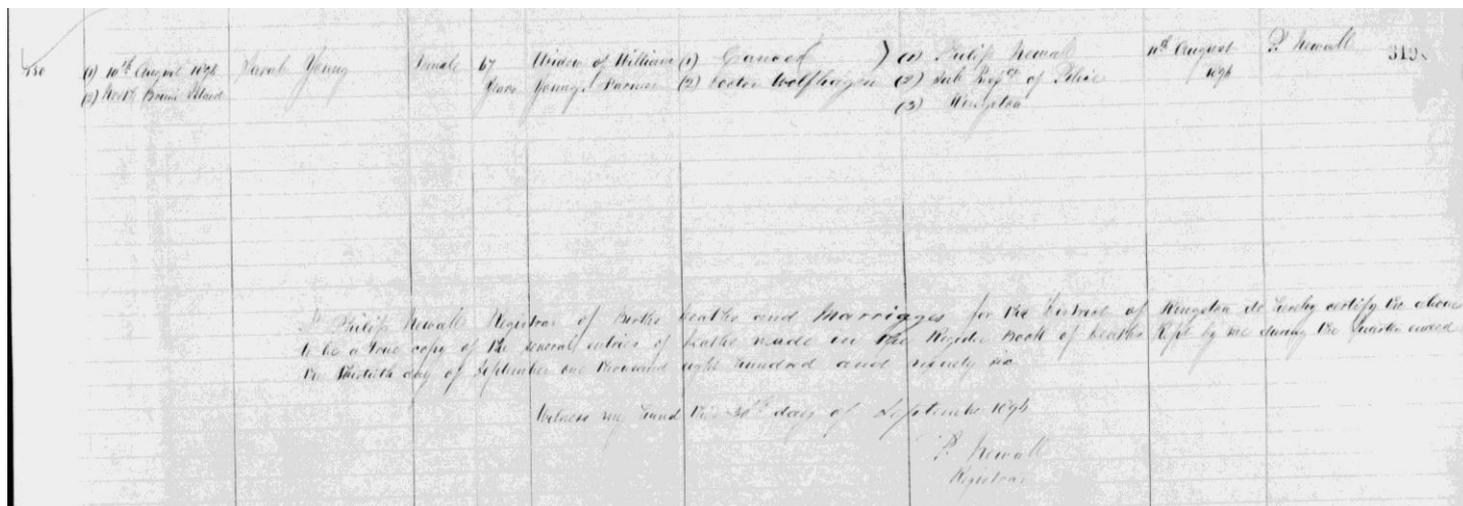
<http://www.tasmanianaboriginal.com.au/liapootah/bowen-reconciliation.htm>



Cornelian Bay  
Grave –  
Charles Young,  
Sarah Young  
and their  
grandson,  
Oscar Dixon  
Young with  
their son,  
Edward Phelps  
Young listed  
on the bottom  
of the  
tombstone

**Gravesites Of Tasmania**

- **Sarah Young's death** took place on 10 August, 1896 on North Bruny Island, according to her death certificate – oddly though, it listed 'William Young' as her deceased husband rather than 'Charles Young'



**However, SARAH YOUNG'S death/funeral notice in the Mercury, qualifies her as the 'RELICT OF THE LATE CHARLES YOUNG' as well as confirming her residence at 'Lennonville' on North Bruny.**

- **Sarah Young** identified herself as a widow and as living and dying at 'Leninville, Bruny Island' and her son Edward Phelps Young as co-executor of her will. She identified again her 'dear sons' – **John Charles Young, Edward Phelps Young, Tasman Young and Alfred Young** in the chronological order that they were born whereas Charles Young their father had placed their names in a very different order in his will.
- **Of the four surviving sons, only one seemed to strongly maintain a presence on North Bruny Island – Edward Phelps Young – whereas John Charles (Launceston) and Tasman Young (Sandy Bay/Battery Point, Hobart) both made their lives on the mainland. There appears to be some evidence that the youngest son, Alfred Young, did live on Bruny into adulthood but more research still needs to be done.**

\*\*\*\*\*

- **OF CHARLES AND SARAH YOUNG'S SURVIVING SONS – JOHN CHARLES YOUNG (1851-1920) - had family with Harriet Tattersall on the mainland/Woody Island (there is an Ancestry tree on John Charles Young – they were detailed in the Launceston area) – He and his wife had properties and were sheep farmers. Their children were born mostly on Woody Island (as it was known): **AMY YOUNG (b. 4.2.1882), MAURICE****

**JOHN YOUNG (b. 14.7.1883), ELSIE YOUNG (b. 23.8.1885), SAMUEL CHARLES YOUNG (b. 15.5.1887), VALENTINE KAY YOUNG (b. 18.3.1889), RICHARD ROYAL YOUNG (b. 4.8.1890), CHRISTABEL DOROTHEA YOUNG (b. 9.6.1892)** – the only child born outside Woody Island was **MAURICE JOHN**, who on his certificate was born at Sandy Bay. **VIRGINIA HENRY** has also included another sibling I was not aware of – **HARRIETTE YOUNG (b. 3.1.1897 in Gordon – d. 15 Nov 1934 (possibly); 37, never married?)**

- **EDWARD PHELPS YOUNG (1858 – 1899)** – with his wife, **TRESSA YOUNG (nee DAVIS)** endured the great tragedy of his son Oscar Dixon Young's 1895 death as a toddler of strychnine poisoning on Bruny where they lived at **Lennonville** – There is an impression that Edward Phelps Young and Alfred Young (the youngest of the five boys) are the only two sons who lived as adults on Bruny Island – **Edward's two surviving daughters (Vera Doris/Myrtle Irene and wife (Alice Theresa 'Tressa' Davis)** moved to Hobart in the early 1900s – I am currently in contact with **Bella Laughton-Clark who is a Davis descendant on Bruny Island** and she has helped me with understanding Davis Genealogy better...
- **We have only been able to find a touch of evidence on ALFRED YOUNG , the youngest of the five boys** – I have found a few references to him on Bruny Island there as possibly residing at **Mill's Beach/Reef** and belonging to the **Roads Trust** but have little idea of his life – Alfred was born on 28 Dec 1864 in Kingston, died at 83 New Town Road, Hobart (Moonah?), on 21 August, 1941; he was 76 and was buried on 23 Aug 1941 in Cornelian Bay, Cemetery - would love to know more...



- In terms of **TASMAN YOUNG (1855 – 1921) and SELINA YOUNG NEE BRADBURY** – We only have a little knowledge of Tasman’s younger days; know more of his life as an adult and a Captain – good outline of his ketches and of his sad passing at 65 (the inquest and drowning). Huge thanks to Young descendant/researcher **CAROL HARDWICK** for a beautiful



image of Tasman and Selina together (LEFT) as a couple!!! We had almost given up on finding one... They were married **on June 30, 1880 in the Congregational Church (Liverpool St, Hobart)**

- My mother has photographs from the Maritime Museum of Tasman’s ketches/ ships. My mother said that her grandfather **ALLAN DOUGLAS YOUNG** told her that when each of the boys (not sure about the daughters) left home, each son received a keepsake of the family linked to their father –

we have the **SILVER RACING CUP** my great grandfather was given which was won by **TASMAN YOUNG** in one of his sailing ships in the regattas that were such a part of Tasmania’s seascape. The silver trophy cup won as first prize in the **1886 Channel Regatta** race where also **A.Young raced on ‘Ella’ and I do wonder if this was Tasman’s younger brother Alfred** (brief excerpt below from the full article) - .

**SAILING BOATS,**  
Square sterned, not exceeding 20ft. overall.  
Open to all. Three to start. Course—  
Same as first race. First prize, a silver  
cup, presented by Mr. W. Golding, and £3;  
second, £2.

Loyal, 20ft.	...	...	...	(T. Young)	1
Sylph	...	...	...	(H. T. Denne)	2
Holly	...	...	...	(G. Behrens)	0
Ella	...	...	...	(A. Young)	0

Four boats started, the Fidget being the  
only absentee. When the steamer left the  
Loyal had crossed the line, the Ella being  
second, and Holly third. The Fidget gave  
up the first time round.

Mercury (Hobart, Tas. : 1860 - 1954), Saturday 27 February 1886, page 3

National Library of Australia

<http://nla.gov.au/nla.news-article9118248>



Two of the most well-known of Tasman Young's ships were the 'Birngana' and the 'Lenna'.

Mercury (Hobart, Tas. : 1860 - 1954), Friday 30 March 1894, page 2

#### A NEW KETCH.

A new addition was made on Wednesday to the fleet of ketches trading to Hobart, in the appearance of the *Berngana*, from Port Cygnet. "*Berngana*" is the native name for "*Chief*." This vessel was built at Port Cygnet by Mr. John Wilson, who is well known for his skill as a builder of vessels of this class. Messrs. McDougall Bros', Leillateah being of his construction, and the *Berngana* was built to the order of Mr. Tasman Young, of Hobart, who formerly owned the ketch *Thames*. Her planking and timbers are of hard wood and her decks and spars of pine. Her dimensions are—Length of keel, 50ft.; beam, 16ft.; depth of hold, 4ft. 6in. Her sails and rigging are by Messrs. Forsyth and Son, and she has the appearance of being likely to prove a fast sailer. Her owner intends running her in the Channel trade.

National Library of Australia

<http://nla.gov.au/nla.news-article13306599>



My mother Gail, sent me a copy of a tinted photograph of the '*Birngana*' (LEFT)

The other well-known ship of his which had great success in the Regattas, including the Hobart Regatta, was the '*Lenna*' which continued to serve a variety of purposes when it moved to New South Wales. In 2007, an attempt was made to rescue the surviving structure of the '*Lenna*' to transport it back to Tasmania to the Maritime Museum, but I am not certain what happened to the hull after that point.

Last I heard of the '*Lenna*', she was in Gosford, NSW and a desperate rescue was being attempted according to the following:

***"The trading ketch 'Lenna' was built at Port Cygnet in 1903 by John Wilson & Sons for Risby Brothers, with Tasmanian bluegum hull and kauri decks. She was built 'especially strong for Messrs Risby's logging trade' and was later operated by Henry Jones & Co.***

***Lenna worked in Tasmanian coastal waters until 1958. She was sold and went to the mainland where she has worked as a passenger vessel in Victoria and NSW.***

***Lenna was given a temporary reprieve from the breakers early last year, but her time may now be up. Her current owner, Alan Draper of Gosford, is keen for her to return to Tasmania. She is now on the shoreline near Gosford, with orders for her to be removed.***

***Unless funds can be found to bring her back to Tasmania, the hull of this fine ship is likely to be cut up and sent to the tip...***



***... Pre-eminent amongst the ketch builders were the Wilson family of Port Cygnet, who built many such vessels from 1870 until 1935. Well known amongst their vessels was the 75 feet ketch Lenna, built for Risby Brothers in 1903 and which traded until 1961, winning the last race for the class at the Royal Hobart Regatta in 1954, thus earning the final “Cock of the Derwent” trophy.***

***Lenna was subsequently a fishing boat, an excursion vessel named Lenna Bird at Lakes Entrance in Victoria and finally, renamed Lady Kendall, an excursion vessel operating from Gosford on Brisbane Water in New South Wales until decommissioned in 1999. Since that time the hull has been gradually stripped of items of value so that only the basic but original hull now remains. In August 2005 the vessel sank at the public wharf at Gosford, with local pressure on the owner for the vessel to be removed. Demolition in December 2005 was a distinct possibility, however a group of interested people from Tasmania, Victoria and NSW then committed to raise the vessel so it could be moved, thus buying time for arrangements for preservation to be made. Lenna was then raised and moved in March 2006...***

***Name: Lenna***

***Type: Cargo/Fishing/Yacht/Ferry***

***Official No: 105697***

***Sail No: {42}***

***Later names: Lennabird-'66b76b82 Lady Kendall-'85b86b99***

***Builder: 1903 Wilson, John Port Cygnet, Tas***

***Material: Wood***

***Rig: Gaff ketch***

***Rig modifications: Aux ketch a10b17***

***Propulsion: Sail***

***Decks: 1Dk***

**Net tonnage: 41**

**Ports & owners: HOBART'04 Risby Bros (Arthur & Charles Risby): '04 Tasman Young:**

**'10b10 S.Purdon: HOBART'12b17b28b29 Sam.Purdon: '33b46 H.Jones &Co Pty Ltd: b57 IXL**

**Timber Pty Ltd: LAKES ENTRANCE, VIC@'61 Richard Robert Richey: '66 George Harold Peel:**

**GIPPSLAND LAKES@b73b76b82: b82 Peels Launches: BRISBANE WATER@'85b86b88**

**Starship Cruises (Alan & Warren Draper)**

**Dimensions registered (ft): 64.60 x 20.00 x 5.20**

**Bow: Clipper**

**Figurehead: Nil**

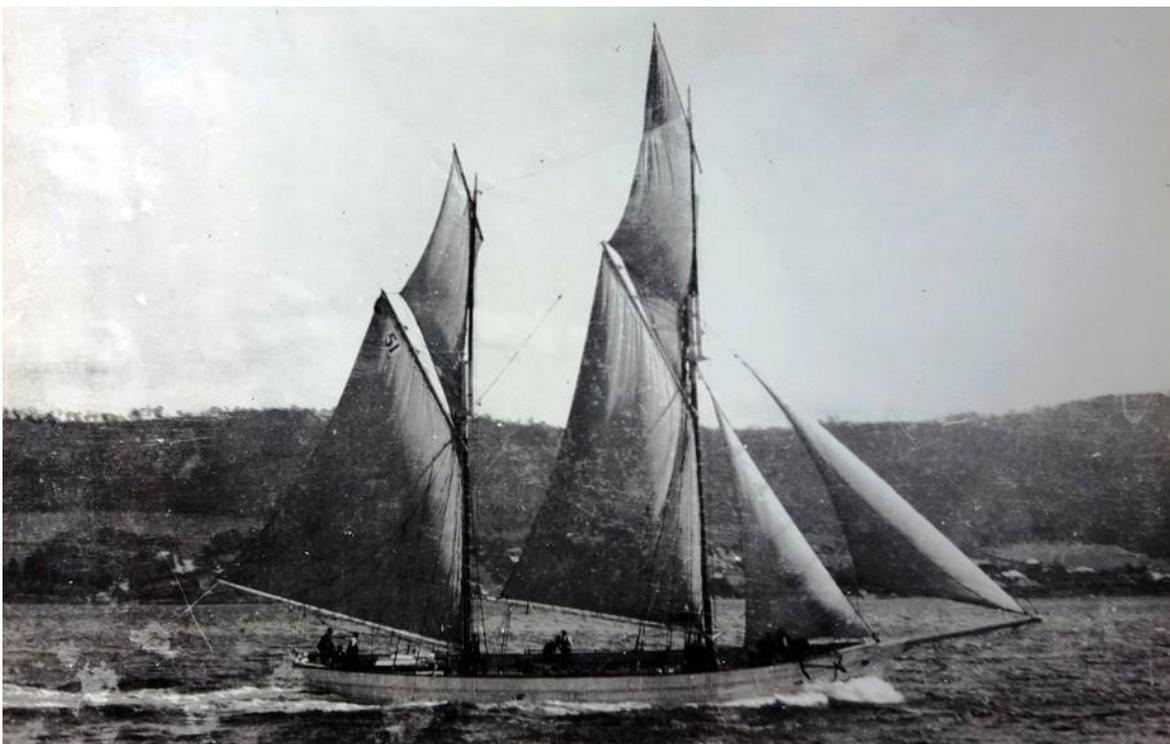
**Stern: Transom raked**

**Deck erections: Raised quarter deck & deckhouse abaft main mast**

**Fate: Stationary 2004, Lying at Gosford, NSW in deteriorated condition."**

<http://www.boatregister.net/Lenna.htm>

A photograph of the 'Lenna' in her hey-day my mother sent me **(BELOW)**:

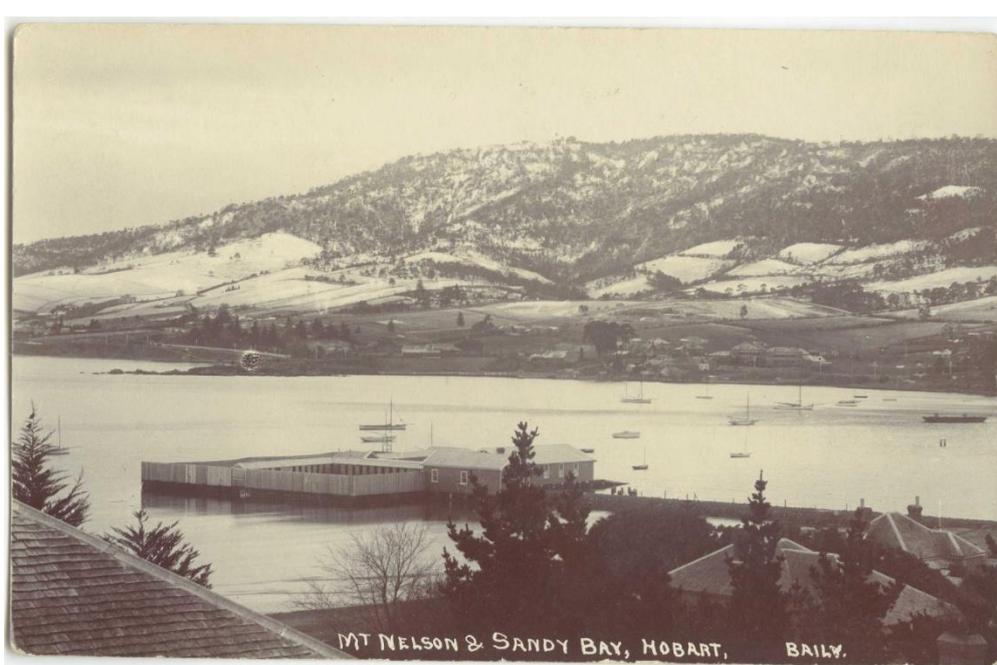


Sadly, the ship of Tasman's to make a lasting mark was the 'Rosebud' – the story of Tasman Young's death by drowning has been a story shared strongly down throughout the family descendants we've been fortunate to come into contact with.

**Sandy Bay Baths and Short Beach (c. 1885)**



<https://tasmanianbeaches.files.wordpress.com/2015/08/old-sandy-bay.jpg>



**‘Mt Nelson & Sandy Bay, Hobart, *by Baily*’,**

[https://stors.tas.gov.au/NS869-1-408\\$stream](https://stors.tas.gov.au/NS869-1-408$stream)

**A modern Google Maps image showing the brief distance from 7 Regent Street, Tasman YOUNG’s home, to Short Beach, where the Sandy Bay Baths extended from.**



Mercury (Hobart, Tas. : 1860 - 1954), Saturday 13 August 1921, page 8

## THE DROWNED BARGEMAN.

### EVIDENCE AT THE INQUEST.

### VERDICT OF ACCIDENTAL DEATH.

The inquest opened on Monday upon the body of Tasman Young, bargeman, aged 65 years, who mysteriously disappeared on July 10, after returning in his ketch from a channel trip with wood, and whose body was found in the water close to the Sandy Bay baths on August 7, was concluded at the City Police Court yesterday, before the Coroner (Mr. G. Crosby Gilmore). The proceedings were watched by the deceased's three sons, Inspector Hughes appearing for the police.

William John Horlock, boat builder, of Sandy Bay, said that the deceased was well known to him, having been at times in his employ. On July 7 he saw the deceased pass through his (witness's) property on the way to his boat, in which he sailed away soon afterwards. He never saw him again, although three days later he noticed the returned boat in close proximity to the baths. It would be difficult for an elderly man, such as the deceased, to pick up his usual moorings with a breeze blowing. Frequently he had observed him round up near to the baths, and come to his regular moorings when the wind fell. The deceased had been latterly in indifferent health. He did not know that the deceased was missing until his son Clifford called and asked him if he had seen anything of him. The damage done to the moulding on the deceased's boat, in witness's opinion, would result from contact with a bolt, or possibly with the strut on the south-west corner of the baths, and not from collision with another boat. He had no suspicion

Mercury (Hobart, Tas. : 1860 - 1954), Saturday 13 August 1921, page 8

another boat. He had no suspicion of anything in the nature of foul play. As far as he knew the deceased was not the sort of man to court enemies.

Richard Tinker, mechanic, stated that when going fishing with a companion on July 10 he saw the deceased's boat, with a dinghy astern, lying close to the walls. He was surprised to see it in that position, because if the wind swung round to the south it would not be too safe. He had frequently known the deceased to anchor in the vicinity, but not too close in. Until he heard that dragging operations had been instituted, he had no idea that anything was seriously wrong.

Charles Thomas Jones, railway clerk, resident at Sandy Bay, deposed that the deceased was a thoroughly good boat-hand. In his opinion, while beating up the river in the dark, he would have difficulty in finding his moorings. In his endeavour to bring up under the baths for breakwind and shelter, he probably had too much weigh on, and crashed into the walls. If standing on the guy to push off, the extra weight would end in its being carried away with the result of letting him in. The deceased was a popular man, and the fatality was certain to be the result of an accident.

Adelaide Prero, caretaker at the Sandy Bay baths, stated that shortly before midnight on July 10 she heard sounds as of someone calling in a low tone of voice. She made no mention of it at the time, but next morning commented upon it to her husband. It was not until two days later that she heard that the deceased was missing, and the occurrence came back to her. She could not say whether the sounds she heard came from the water or the shore.

Barton Bompas, cycle mechanic, gave evidence that last Sunday he was going out to get some mussels, when he



Mercury (Hobart, Tas. : 1860 - 1954), Saturday 13 August 1921, page 8

going out to get some mussels, when he noticed a body floating face downward in the water at a point twenty yards seawards from Battery Point, and sixty yards away from the beach. The body was fully clothed, and from one arm a bluey coat was hanging. Witness later assisted the police in bringing the body ashore.

Constable George Wright stated that on receiving information from the last witness he went to the baths, where the body had been towed to the landing stage of the baths. Witness conveyed the body to the morgue, and in the pocket of the waistcoat worn by the deceased found a watch, which had stopped at seven minutes to twelve. With the exception of his boots and hat the deceased was fully dressed, and the trailing bluey suggested that he had tried to free himself of it.

Dr. W. G. C. Clark gave particulars of his post mortem examination, and said that the deceased undoubtedly met his death by drowning, and to all appearances the body had been in the water for about five weeks.

The Coroner said that it was clear that the deceased met his death accidentally, probably through reaching over the edge of his boat. A verdict was entered accordingly.

National Library of Australia

<http://nla.gov.au/nla.news-article23476478>

The stopped watch just short of midnight and the one freed arm reaching for the surface imprints on my mind. I've also been sent an image of the 'Rosebud'

(LEFT) and I wonder what her fate was?



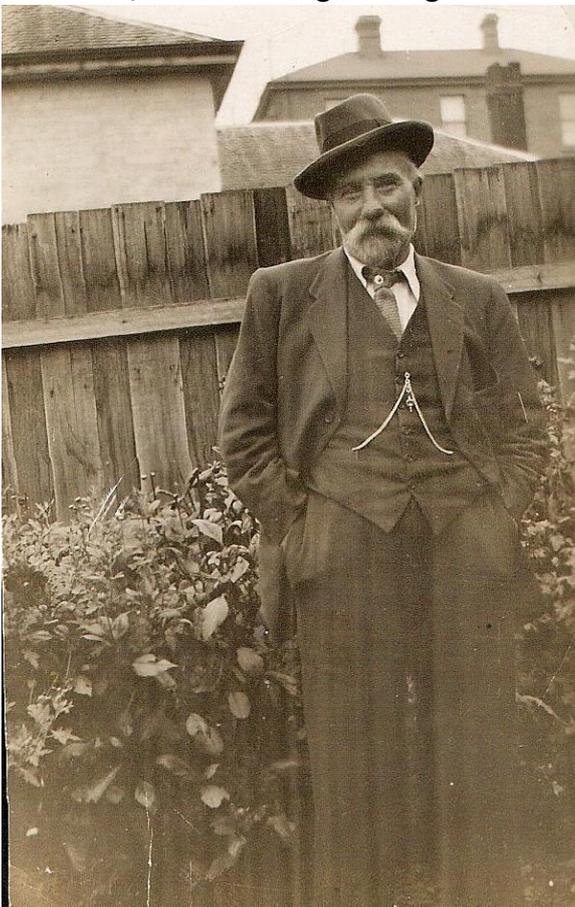
Of all the articles on Tasman's passing, in the one above – imagining his sons listening to the inquest – it would have been Charles Edward, Tasman Clifford and Edward Morris/Maurice – it would have needed a strong will.



**Taken sometime between 1910 – 1915, Tasmania, in happier times before the onset of World War I and the losses of Gilbert in 1917, Tasman Young in 1921 and Clifford (Cliff) Tasman Young in 1925 (Image thanks to Carol and Peter, Edward M. Young descendants).**



Selina R. Young with children outside her home at 7 Regent Street, Sandy Bay (CREDIT for sharing: Carol and Peter, Edward 'Budge' Young descendants) (children - L-R: possibly Allan, Selina, Edward Young?)



**LEFT – RIGHT** – TASMAN YOUNG and SELINA RACHEL YOUNG (NEE BRADBURY)



**TOP-BOTTOM:** Gilbert Stanley (Bert) Young – d. 1917 (listed on Menin Gate, Belgium, WWI), Tasman Young (d. 1921), Isabella Bowden (Bradbury nee Patterson), Selina’s mother (d. 1921) and Selina Young (nee Bradbury) (d. 1953)

- In terms of the 10 children of Tasman and Selina –

**YOUNG CHARLES EDWARD** 1881 (April 30) – married **Milly Caroline Crowhurst (23/6/1884 – 11/10/1948)**

**YOUNG DERWENT HENRY** 1882 (31 October) (also known as ‘Derb’ or ‘Harry’) – married **Ida Louise Wickins in Hobart** (father = Walter Frederick Wickins + mother = Eliza Wickins (nee Knowles) - Ida Louise, b. 8 August, 1883 - died 6.10.1961 (1961/B047439 in Brisbane)

**YOUNG TASMAN CLIFFORD** 1884 (16 July) – He married **Florence Lavinia PORTHOUSE** (b.26-6-1886-Hobart, d. November 1970)

**YOUNG EDWARD MORRIS/MAURICE** 1886 (22 February – d. Jun 1961) – known as ‘BUDGE’ – married **Ina Griffiths – KNOWN also as Ino Griffiths (b.6/6/1885 – d.July, 1974)** (second daughter of Mary and Arthur Griffiths )

**YOUNG M** 1888 (19 January – died 16 December, 1976) - Obviously we know him as **Allan Douglas Young**. He married **Sarah Eleanor Marden** (7<sup>th</sup> child of **James Charles Marden** (Hamburg) – mariner/sailor/later linesman/Brisbane GPO Postmaster and **Mary Burke** – from Cashel, County Tipperary, Ireland)

**YOUNG SELINA ISABEL** 1889 (27 November – 5 October, 1980) – Known as ‘Gladys’. She married **Arthur John Henry** when she was 23 in Hobart.

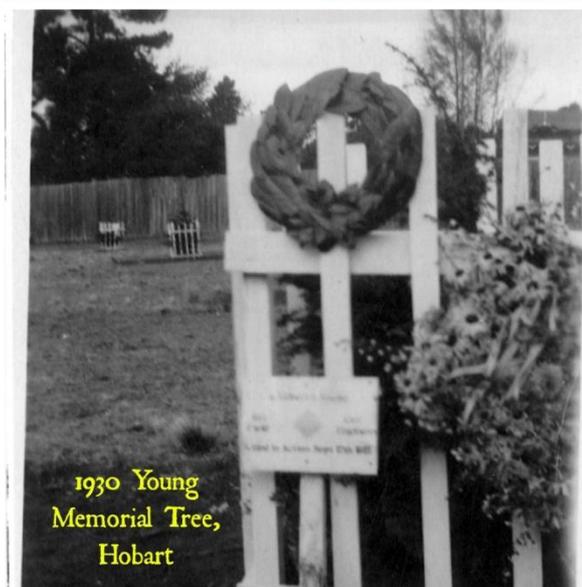
**YOUNG ELLA MAY** 1892 (15 December) – d. 17 July, 1964 – **Ella** married **William Benjamin Clark (b. 1885 – d. 14/4/1952)** in 1916

**YOUNG GILBERT STANLEY** 1895 (25 April) – 17 September, 1917 – died Westhoek Ridge, Belgium – He enlisted at the age of 19.



ALIAN WAR MEMORIAL

P0545



**YOUNG ALFRED LESLIE** 1898 (25 August) – **Alfred Leslie's marriage to Christina May Wilde: 20 August, 1919 at St Georges Church, Hobart.** Daisy Wilde was an English War Bride. Alfred enlisted in WWI at 17 with Gilbert.

**YOUNG KEITH VICTOR** 16.9.1900 (d.14.9.1982) –married to **Lillian May Smith** (b.27.1.1903 – d.6.10.1986) - Keith and Lillian (Lilly) married 10.3.1924 in Hobart before going to/living in Victoria.

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In terms of **SELINA RACHEL BRADBURY** (who married **TASMAN YOUNG**) –

## BRADBURY FAMILY OVERVIEW

- **Bradbury English history** – Selina Rachel Bradbury's father was John Henry (William) Bradbury and his father was **called John Bradbury**. John H.W. Bradbury may have been born in 1824 and christened on 12 December 1824 at **St. Mary's, Chatham, Kent, England**, residence: Chatham, Kent, England to parents, **John Bradbury and Eliza Bradbury (maiden name unknown)** (England Births and Christenings, 1538-1975) – Chatham was on the outskirts of London on the River Medway near the historic Docklands – seafaring influences would be close to home here

**Of interest but not confirmed** - John Bradbury (England Births and Christenings, 1538-1975) - christening: **26 March, 1800, Chatham, St Mary's, Kent, England** – his father was **ALSO John Bradbury**, with his mother listed as **Patience (maiden name unknown)**



- Selina Rachel Bradbury's mother's maiden name was **Isabella Patterson** and she married **on 8 August, 1853** to John Henry William Bradbury (England and Wales Marriage Registration Index, 1837-2005 - marriage: 1853, St. George In The East, London, England) - other: **Witnesses** - Frances Amelia Collett, Joseph Henry Falconer

"England and Wales Marriage Registration Index, 1837-2005," database, *FamilySearch* (<https://familysearch.org/ark:/61903/1:1:2DSJ-FSN> : 13 December 2014), John Henry William Bradbury, 1853; from "England & Wales Marriages, 1837-2005," database, *findmypast* (<http://www.findmypast.com> : 2012); citing 1853, quarter 3, vol. 1C, p. 891, St. George In The East, London, England, General Register Office, Southport, England.

- **Just an interesting aside** – the Falconer family of **Joseph Henry Falconer** (witness to the **BRADBURY** marriage) originated from the same part of England as **SAMUEL YOUNG (CONVICT)** around **Willingdon/Eastbourne** – the **Falconers** were from between **Willingdon, Mayfield and Horsted Keynes** which were all within 20 miles of each other. Joseph H. Falconer was born on 4 August 1795 in Mayfield, Sussex, England. Parents: Job Falconer and Emma Chillingworth. Job Falconer was born on 14 July 1763 in Horsted Keynes, Sussex, England. He died on 17 March 1821 at the age

of 57 in Horsted Keynes, Sussex, England. Emma Chillingworth was born on 23 June 1765 in Mayfield, Sussex, England. She died on 10 July 1809 at the age of 44 in Horsted Keynes, Sussex, England. Spouse: Job Falconer. Emma Chillingworth and Job Falconer were married on 27 June 1788 in Mayfield, Sussex, England. Children were: Anna Margaret Falconer, Saul George Falconer, Joseph Henry Falconer.

- One more interesting **FALCONER** name co-incident/appearance – the engineer-in-chief who oversaw the 1860 construction of the **KING ISLAND CAPE WICKHAM LIGHTHOUSE** – was **WILLIAM ROSE FALCONER** (no relationship with Bradbury wedding witness suggested by this comment)
- from Christine Ernesti's notes - **Selina Rachel Bradbury born on 28<sup>th</sup> February, 1856** in St George Middlesex England – and the family travelled to Tasmania on '**Aurora Australis**', arriving from London on **4 Jan, 1858**.

**Photo credits:** Virginia Henry (March, 2014)



**St George's-in-the-East, London where Isabella Patterson and**



**John Henry William Bradbury were married in 1853 (FREE BDM) – L – R front, entry, rear of Church**

**St George's Gardens**

**St George-in-the-East**

The church of St George-in-the-East was designed by Nicholas Hawksmoor. The foundations were laid in 1714, the building roofed in 1717, and the church was finally dedicated on 19 July 1729. The new parish was created out of the Parish of Stepney and named St George-in-the-East, in order to distinguish it from other parishes named after St George.

The church was built on a confined site hemmed in on its south side by the buildings which ran along the road now called The Highway. Hawksmoor designed the church to soar above these ensuring that much of the detail remained visible over the surrounding houses. The original building was in the form of a Greek cross within a rectangle. It had pepper-pot turrets over the gallery staircases and a tower at the west end that featured an open octagon top stage.

In the spring of 1941 the church was hit by an incendiary bomb and the interior was destroyed. The building remained a ruin until a smaller church, designed by Arthur Bailey, was built within the existing walls and dedicated in April 1964.

The church is open daily.



**Nicholas Hawksmoor**

Born in Northamptonshire in about 1661, Nicholas Hawksmoor was Sir Christopher Wren's assistant in the design and supervision of the building of St Paul's Cathedral, Chelsea Hospital, royal residences, and many City churches. Hawksmoor was made deputy surveyor of the works at Greenwich Hospital in 1705, and surveyor general at Westminster Abbey in 1723. He also worked with Sir John Vanbrugh on Castle Howard and Blenheim Palace.

Hawksmoor was appointed as one of the architects under the Act of Parliament of 1711 for Building Fifty New Churches. However, of the proposed fifty churches only twelve were completed and Hawksmoor designed six of these – St George-in-the-East; Christ Church, Spitalfields; St Anne's, Limehouse; St Alphege, Greenwich; St George's, Bloomsbury; and St Mary, Woolnoth. Hawksmoor's design style was very distinctive and he is considered a significant figure in the development of Baroque architecture.

Nicholas Hawksmoor died on 25 March 1736.





- According to “**Reminisces of Lillian Ina Crammond (nee Young)**”, (shared by **Carol Hardwick**), John H.W. Bradbury, ‘... had been a soldier (English) serving in India. His sword, which used to hang on the wall at my Grandmothers (sic) house, was given to the eldest son of the eldest son...’ – the oldest grandson of John Bradbury would have been CHARLES EDWARD Young, with the sword likely hanging in Selina Young’s house. The sword may have passed to ROBERT TASMAN Young, who then had a son GEOFF Young. Or, it may have moved off into its own history!
- The **Honourable East India Company ([H]EIC)** or as it was later often referred to – The **British East India Company** - held the Charter to represent the British Crown's merchant interests in India from 1612 until the Indian Rebellion of 1857 – for about the last 100 years of this power, the British Crown increased its oversight, with the EIC’s sole authority being eroded. Over this period, the EIC had to raise its own forces for defence, using a combination of local (often referred to as ‘Sepoy’) troops and British and European personnel, referred to as the **HEIC Presidency Armies** (of which there were three). The **British Army in India** was also present, quite different in its interests and structure and at this point, research is unclear which forces Bradbury served in.



IMAGE ABOVE - <http://i0.wp.com/sikhsangat.org/wp-content/uploads/2014/03/mutiny-1857.jpg?resize=480%2C330>

The photographs above give a sense of what the sword may have looked like.

- **JOHN HENRY WILLIAM BRADBURY's (b. 1824)** death certificate verified that a sailor, 44, died 20/12/1868 in Hobart (died at Battery Point/born in England) of “malignant disease of stomach”.
- In terms of **King Island Lighthouse** mentioned in **Selina's 90<sup>th</sup> birthday article in the Hobart Mercury** –there are wonderful newspaper accounts of shipwrecks and rescues involving the King Island lighthouse keepers, assistants and their families.
- Below is an article of the **BRADBURYs arrival on KING ISLAND in 1862 on the 'Circasian' WITH CAPTAIN SPONG** (in charge when the Netherby wrecked). which gives reason for why it was quite difficult to find information on the BRADBURYs life *actually* IN TASMANIA. Young Selina was **only SIX** when the family landed on the rocky shoreline.

Apprehensions are entertained respecting the safety of the schooner *Circasian*. She left Hobart Town on the 18th October for this port, intending to call at King's Island to land the Superintendent (Captain Spong) and three assistants, who were to take charge of the new lighthouse at that island, as well as a quantity of stores and necessaries. On the 24th October she was obliged to put into Circular Head on account of contrary winds. She set sail for the island on the 28th, and since then, a period of four weeks, has not been heard of.

- Launceston Examiner (Tas. : 1842 - 1899), Tuesday 25 November 1862, page 4

National Library of Australia

<http://nla.gov.au/nla.news-article41457290>

- The **Lighthouse Keeper's Logs** from the period of time when the Bradburys lived and worked on King Island detail the rhythms of their life from 1862-1868 – **John Bradbury** was a Lighthouse Keeper's Assistant from around November 1862 along with **William Hickmott**, his wife and daughter, **William Weight** and his family and a **Mr Jasper** and his family over the course of several years. The logs often detail how **JOHN BRADBURY** supplemented the diet of the lighthouse families by hunting wallabies on

the island on a weekly basis, as well as maintaining vegetable gardens with his family.

- In 1854, **William WEIGHT** as a passenger on the 'Brahmin' was shipwrecked on King Island. He lived for six years as a hunter with another sailor, William Osborne, until in 1861, when travelling in Melbourne, Weight convinced William Hickmott to join him on King Island in August that year. In November, 1861, the Cape Wickham Lighthouse shone its first beacon across the waves.
- **FATE OF WILLIAM WEIGHT** – *Dismissed for stealing salvage* from the wreck of the Arrow (1865) - FROM:  
<http://oceans1.customer.netSPACE.net.au/king-wrecks.html>
- "**Arrow**. Three masted schooner, 166 tons. Originally built for the South American copper trade, she later served for a number of years as the British Minister's yacht Dart at Valparaiso, during which period she had been armed with four large guns. Captain Dirk Cloosen. From Mauritius for Melbourne with a cargo including sugar, spices and merchandise, mistook the light on Cape Wickham for that on Cape Otway, and thus ran on to rocks, wrecked, at Fitzmaurice Bay, north-west King Island, 25 June 1865. Seas swept away the boats and trapped the crew on board; one seaman lost his life attempting to swim ashore, another made it safely. At low tide the remaining crew reached the shore, where they were met by hunters who remained with them until the schooner Sir Isaac Newton took them off and set sail for Queenscliff. When the Arrow struck she carried four brass howitzers on deck and also kept a stand of Enfield rifles. Captain R.Leggett, in the cutter Ben Bolt, arrived to recover the weapons, but they could not be found. *It was decided to open the grave of the sailor who had drowned attempting to swim ashore, and there were the missing 370 lb. brass guns. They were afterwards purchased by the Victorian Government and used on a training ship in Port Phillip Bay. The assistant light-keeper **William Weight** (himself a survivor of the Brahmin wrecked in 1854), was later arrested and sentenced to two years'*

***imprisonment and dismissed from the lighthouse service for obtaining goods, including furniture, illegally from the schooner.***

At an inquiry it was revealed that her master was navigating using an old Dutch chart on which the Wickham light was not marked. To this day the hull is occasionally exposed by movements in the beach sand. [TS1],[LK],[LM],[LV]”

Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Wednesday 25 April 1866, page 5

National Library of Australia

<http://nla.gov.au/nla.news-article72362207>

**Stealing from the Wreck of the Schooner Arrow.**

William Weight was charged with stealing a great variety of goods, brass and copper fittings, sails, &c., from the schooner Arrow at King's Island.

Captain Leggett, deposed to having proceeded in the Cutter 'Ben Bo't' accompanied by Chief District Constable Lambert of George Town, to execute a search warrant at the premises occupied by the prisoner at King's Island. Observed him pass a signal to Lippiatt to keep out of the way. On searching the premises they found a considerable quantity of goods (produced) belonging to the wreck of the schooner Arrow which witness, Mr. Plock, and others had purchased in Melbourne. The prisoner had been left in charge of the wreck but instead of protecting it he and others had plundered

up, there being brass guns and about 150 brass belaying pins on board when the vessel was wrecked. When witness went aboard he only found one broken one; afterwards discovered fifty of them planted on the island, and other property, which must have been removed by the prisoner or with his consent. The prisoner had informed him and C. D. C. Lambert that if they had been twenty-four hours later they would have found nothing, as he intended to hand everything over to Lippiatt, having only taken charge of them for his brother Henry, who is in goal charged with the same offence, plundering the wreck of the "Arrow."

the vessel. The articles produced consisted of brass belaying pins, brass rowlocks, swing lamps, dishes, dish covers, bottles containing medicines studding sails, and a variety of other articles, some of them bearing the mark or brand of the schooner 'Arrow' Valparaiso. The vessel belonged to a Liverpool and Valparaiso firm, and was registered in their name.

The vessel had been splendidly fitted

***“POLICE COURT – MONDAY, April 23<sup>rd</sup> – Before William Gunn, Esq, P.M. – Stealing from the Wreck of the Schooner Arrow***

William Weight was charged with stealing a great variety of goods, brass and copper fittings, sails &s., from the schooner Arrow at King's Island. Captain Leggett, deposed to having proceeded in the Cutter 'Ben Bolt' accompanied by Chief District Constable Lambert of George Town, to execute a search warrant at the premises occupied by the prisoner at King's Island. Observed him pass a signal to Lippiatt to keep out of the way. On searching the premises they found a considerable quantity of goods (produced) belonging to the wreck of the schooner Arrow which witness, Mr. Plock, and others had purchased in Melbourne. The prisoner had been left in charge of the wreck but instead of protecting it he and others had plundered the vessel. The articles produced consisted of brass belaying pins, brass rowlocks, swing lamps, dishes, dish covers, bottles containing medicines, studding sails, and a variety of other articles, some of them bearing the mark or brand of the schooner 'Arrow' Valparaiso. The vessel belonged to a Liverpool and Valparaiso firm, and was registered in their name.

The vessel had been splendidly fitted up, there being brass guns and about 150 brass belaying pins on board when the vessel was wrecked. When witness went aboard he only found one broken one; afterwards discovered fifty of them planted on the island, and other property, which must have been removed by the prisoner or with his consent. The prisoner had informed him and C.D.C. Lambert that if they had been twenty-four hours later they would have found nothing, as he intended to hand everything over to Lippiatt, having only taken charge of them for his brother Henry, who is in gaol charged with the same offence, plundering the wreck of the "Arrow".

- For **John, Isabella and Selina Bradbury**, it would be supposed that remote life, daily survival and shipwrecks might have been enough drama to deal with but as the article below reveals far more sinister plots were afoot, as opportunism and smuggling presented a very real threat to the well-being of lighthouse staff who 'got in the way' – poison and murderous intent:
- **Henry Weight** was 27 at the time and **Emily Lippiatt**, wife of **Thomas Lippiatt** (Thomas and Emily were engaged as hunters of 'kangaroo' on King Island) from Melbourne, was 18. **Thomas Lippiatt** travelled to Melbourne with Leggett, one of the legitimate salvagers, and failed to return to King Island, leaving **William and Henry Weight**, and his wife **Emily**, to bear the brunt of the case.

Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Saturday 24 March 1866, page 4, National Archives of Australia, <http://nla.gov.au/nla.news-article72358708>

### TOWN TALK AND TABLE CHAT.

HENRY WEIGHT and Emily Lippiatt were brought up at the Police Office on Thursday, charged with stealing a quantity of goods from the wreck of the three-masted schooner "Arrow" on King's Island. The case was not gone into, and the accused were remanded for a week. The "Arrow" was wrecked on King's Island about nine months ago when bound to Sydney from the Mauritius. The Captain and crew were saved and they went on to Melbourne, leaving Weight, formerly an assistant at the Lighthouse, in charge of the wreck. The Captain made arrangements for the sale of the "Arrow" where she lay, and she was sold at Melbourne to Messrs Plock, Leggett, and Co., who formed a company for the purpose of realising as much as possible from the wreck. Thomas Lippiatt and his wife of Melbourne, were engaged hunting kangaroo and other wild animals on the island, and when Mr Leggett arrived there in the cutter "Ben Bolt" he found that Weight and Lippiatt had been plundering the wreck. Being at a great distance from any police or legal aid he offered to pay them for their labor in removing the property if they would give it up to him. This they flatly refused to do, and he remained to secure what he could from the wreck himself, with the aid of some seven or eight men. He paid several visits to Melbourne with the view of taking legal proceedings there, but found that the Island was not within the jurisdiction of Victoria, being a dependency of this colony, and a rather distant portion of the George Town Police District. Mr. Lippiatt went to Melbourne with Mr Leggett, but did not return with him, and Mr Leggett appearing to give up all claim to the wreck, contracted to repair the lighthouse. When he had completed the work, Weight and Mrs. Lippiatt engaged him to take them in the "Ben Bolt" to Melbourne, and paid him with a compass and other articles

him with a compass and other articles taken from the "Arrow," and consequently the property of his company. They put some goods from the wreck aboard, and sailed from King's Island on Sunday last, but instead of making for Melbourne, Mr. Leggett steered for the Tamar Heads, where he said he wished to land a sick passenger from the Island Lighthouse. The cutter entered the Heads on Monday evening, and Mr. Leggett after landing and communicating with George Town, made some fresh excuse for coming on to Launceston, where he arrived on Tuesday, and communicated with the Police. D.C. White went on board in the capacity of a Custom House Officer, and enquired to whom the goods belonged, and of what they consisted. Some of them were owned by Weight, and others by Mrs. Lippiatt, who were then apprehended on the charge of stealing them from the wreck. The goods on board the "Arrow" are valued at about £75, but Mr. Leggett has reason to believe there are £250 worth more planted on King's Island. Mr. Leggett brought two horses to King's Island, for the purpose of aiding in the removal of goods from the wreck to a convenient place of shipment to Melbourne. Both the horses died, and there is reason to believe they were intentionally poisoned, as one of the hunters went out to stab the horses on one occasion, but was prevented by some of Mr. Leggett's men being at hand. This is a most extraordinary case, and the evidence will be looked forward to with great interest, as Mrs. Lippiatt asserted at the Lighthouse on one occasion, when she had a dispute with the hunters, that they intended to poison Mr. Leggett and all his men, and turn the "Ben Bolt" adrift, so as to lead to the supposition that they had been drowned; and she was afraid of her own life being taken, as they had threatened to give her such a dose of chloroform as would quiet her. On searching Weight's and Lippiatt's boxes, brought here in the Ben Bolt, a quantity of chloroform and different sorts of poisons were

roform and different sorts of poisons were found in them. It appears that these people have also been in the practice of displaying lights on King's Island for the purpose of attracting vessels, and drawing them on to destruction. Amongst some of the articles stolen from the wreck of the Arrow was four elegantly finished brass guns, which Mr. Leggett found planted about two miles from the wreck, and they are now on board the naval training ship at Melbourne, having been sold by him to the Victorian Government.

### **BELOW – WEIGHT VERDICT DELIVERED BY SUPREME COURT –**

The Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Sat 28 Apr 1866, Page 5  
<http://trove.nla.gov.au/newspaper/article/72359648/6952908>

**Henry Weight, convicted of larceny from a wreck, four years' imprisonment.  
William Weight, convicted of feloniously receiving goods stolen from a wreck, two years' imprisonment.**

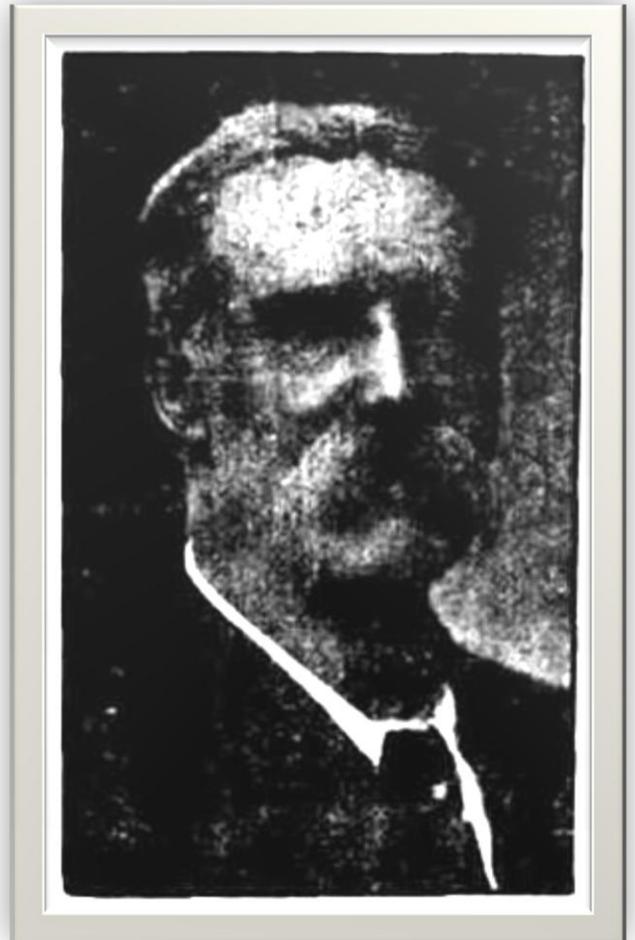
- **“Telegraph Laid**

In 1859 a telegraph line was laid across the island from Cape Wickham to Sea Elephant Bay, being portion of the initial connection by electric telegraph between Tasmania and Victoria. The line was from Circular Head thence, alternatively, via the small islands and cable to King island, and then by cable again to Cape Otway. Its life was but three years, as the cable chafed through on the Navarin Reef, two miles off Cape Wickham, and it was not relaid, the cable from Flinders to Low Head being substituted in 1869.”

Examiner (Launceston, Tas. : 1900 - 1954), Saturday 27 February 1937, page 5  
<http://trove.nla.gov.au/newspaper/rendition/nla.news-article52126306.txt>

**THIS WAS THE CABLE LAID BY DIXON DESCENDANT - Mr Kynaston Lathrop Murray**

- King Island News (Currie, King Island : 1912 - 1954), Wednesday 16 December 1925, page 4 –
- **BELOW - PORTRAIT OF WILLIAM HICKMOTT** who worked alongside the Bradburys during their six year service – He passed at the age of 85 on King Island in 1925 having built a house whose timbers were salvaged from wrecks. A granddaughter of Hickmott, married one of **William YOUNG's** Bruny Island grandsons
- **LESLIE RICHARD YOUNG** (b. 19/3/1877), son of **SAMUEL THOMAS YOUNG** (1841 – 1885) (son of **WILLIAM YOUNG, CHARLES YOUNG'S OLDER BROTHER** and a grandnephew to CHARLES YOUNG) married **LOUISE HICKMOTT GRAVE** on 14/12/1903. Leslie Richard Young's mother scarily enough was **SUSANNAH LAWRENCE** (1839 – 1875) youngest daughter of **CAPT. WILLIAM LAWRENCE** – It was her older sister **MARY LAWRENCE** (1834 – 1891) who married the **BRADBURYS KING ISLAND 'boss', CAPT. EDWARD NASH SPONG** (1818 – 1907)!!!!
- The middle entry **BELOW** dated for September 23<sup>rd</sup>, 1864, 'King's Island' by Captain Spong – details how **CAPTAIN SPONG, WILLIAM HICKMOTT** and **JOHN BRADBURY** were involved in the the clearing of land around the lighthouse to plant **AMERICAN PRAIRIE GRASS SEED** as it was considered to provide better feed for animals. **JOHN BRADBURY** is identified by name as being involved in "hoeing" and "hunting". The daily intensity of maintaining the equipment in pristine condition and keeping a constant 'weather eye' are carefully detailed. This is one example of many, many entries around the Bradbury family. In August each year, as the weather headed into Spring – time/leave would be given from lighthouse duties for each family to put in and fence gardens growing fresh produce to supply the dry stores delivered twice a year.





King's Island 1864

Dusted zones, cleaned lantern, lit up, and set watch. 10 Relieved <sup>do</sup> and shifted lamps. Wind all well in Force. Calm and fog. little surf this day. Oil expended 2 Gallons.

4 P.M. 29.98<sup>1</sup>53 <sup>W</sup> - 26      10 P.M. 29.96<sup>1</sup>58 <sup>W</sup> - 13      Oct 29.92<sup>1</sup>53 <sup>R</sup> - 26

Fr<sup>y</sup> September 23<sup>rd</sup>. A.M. Light winds & breeze 2 shifted lamps, and relieved watch. Sunrise out light, all well in Force, cleaned light apparatus, and Force stairs and landings from lantern, to base this day. 9 employed clearing to new Paddock, and sowing American Prairie Grass seed. Noon fresh breeze and fine. Sunset dusted zones, cleaned lantern, lit up, and set watch. 10 Relieved <sup>do</sup> and shifted lamps. Wind all well in Force. thick hazy weather. Mod surf this day. Oil expended .2 Gall

4 P.M. 29.86<sup>1</sup>57 <sup>W</sup> - 26      10 P.M. 29.84<sup>1</sup>58 <sup>W</sup> - 26      Oct 29.85<sup>1</sup>54 <sup>W</sup> - 52

Sat<sup>ur</sup> September 24<sup>th</sup>. A.M. Fresh Gale and hazy 2 shifted lamps, and relieved watch. Sunrise out light, all well in Force, cleaned light apparatus. 9 John Bradbury being in Paddock, having had head to hurt on Wednesday. Noon <sup>do</sup> and squalls. Sunset dusted zones, cleaned lantern, lit up, and set watch, 10 Relieved <sup>do</sup> and shifted lamps. Wind all well in Force. Mod surf this day. Oil expended 2 Gall. You have to G. Corb. then to hunt this day.

4 P.M. 29.84<sup>1</sup>50 <sup>W</sup> - 53      10 P.M. 29.85<sup>1</sup>56 260      Oct 29.88<sup>1</sup>54 <sup>W</sup> - 52

## The Wreck of the Netherby on King Island.

BY ONE WHO WAS THERE.

I had always been fond of an open air life, so, while most colonials forty years ago were pushing their way into new regions, I elected to go even further from the haunts of man. My fate brought me to King Island, a wild place it was too in '61, not because there were savage beasts there, nor anything to hurt a man, except snakes, but because it was a solitary place. Ships were still wrecked on the west coast, and had it not been for a few hunters I might have been Robinson Crusoe. There was, however, a lighthouse at the northern end of my domain, at Cape Wickham, and the day came when I gave up hunting and became one of the light keepers. The great temptation in the way of us chaps was the hunting. My word! but there were kangaroos and wallaby in plenty. My best day was 51. It was a common thing for me to get 25 or 30, and many a time I have camped for the night in one of the "mi-mis" left standing by the two black women who used to hunt for old David Howie. Three of these I found on the Lagoons, and the last of them was still standing in 1863. Our boss at the lights had orders given him to parade us men half an hour before sunset in the lighthouse every day to make sure we were not miles away getting skins. Of course, in spite of this, we did very well in the time at our disposal. One day, it was in 1866, I was some little distance from the lighthouse station, Wickham, when suddenly three men came down upon me armed with guns, their ammunition belts showing out over their coats. I stared at them and they made for me. At first I thought they might be bushrangers, but I didn't suppose they wanted to capture the Light, and there was nothing else to take. As soon as they came up I saw that they were tired. "Good morning, mates, where do you come from?" "What island is this?" "Who are you?" "This is King Island,

"Who are you?" "This is King Island, and that's the Wickham Light." "We are glad to meet you and no mistake; a big ship has been wrecked down the coast, the Netherby, 101 days out, 500 on board, mostly women, and food running very short. For God's sake tell us what to do for 'em." They informed me they were part of a succour party of ten who had left the wreck to seek for assistance, and had with them a letter from the captain of the wrecked ship, asking anybody they found to send help and relief to 500 shipwrecked people. "Can you help us?" "Come along," I said, "we'll make for the Light and lose no time."

As we trudged along, the fellows said they had been unable for three weeks to take observations, and had no idea where in the world they were; they thought it must be the coast of Australia, and expected to meet natives, and possibly to have to defend the women, who had all come ashore. They had been four days in the bush; not knowing where they were they had not dared to go inland, but had followed the coast all round; that, you know, is no joke on our western side, for you have to go in and out of dozens of bays.

Well, we got to the Light, and Captain Spong, he was just about excited, 500 people to feed, most of 'em women, and we were four families with rations which came only twice a year. When the last of the succour party had arrived and had a good substantial meal, Captain Spong decided to equip the whaleboat with water, provisions, and everything necessary for a run across to the Victorian coast, and about noon, or soon after, away went the boat in charge of Mr Perry, second mate of the wrecked ship, who was in reality head of the succour party. He took only four with him, the remaining five being too knocked up.

At sundown, from the Lighthouse, we could discern the boat about 15 or 20 miles on her course by the aid of the powerful telescope kept there; the wind was light and favorable, and having provided them with plenty of rations, cooked wallaby, etc., we felt no concern for their safety. All of

with plenty of provisions, cooked victuals, etc., we felt no concern for their safety. All of a sudden we espied a boat coming up from the direction of the wreck. This proved to be the captain's gig, and a crew of sailors. The captain had become anxious about Mr Parry and his nine companions, being then five days away from the scene of the wreck, and no tidings of them. They succeeded in beaching all safely through the surf, and soon were comfortably housed in the various quarters. The boat itself was a sight. It had been so knocked about in coming ashore that her stem was gone, and in place of it a wide strip of canvas was fastened on either side of her planking, and stuffed liberally with common soap, they also brought a small copper pump, which was of material assistance in keeping her free of water.

You may imagine the captain was anxious. He had got all his people ashore; but they were in the bush. There was not much chance of good discipline with hundreds of women no longer under control; then there were the sailors and male passengers all camped out together in the scrub. This was bad enough; and the natives he thought might come down upon them. Every time the boat went to the wreck it was impossible to prevent liquors from being brought ashore. We pitied the captain, for it was a pretty mixed state of things. He was anxious, too, about the

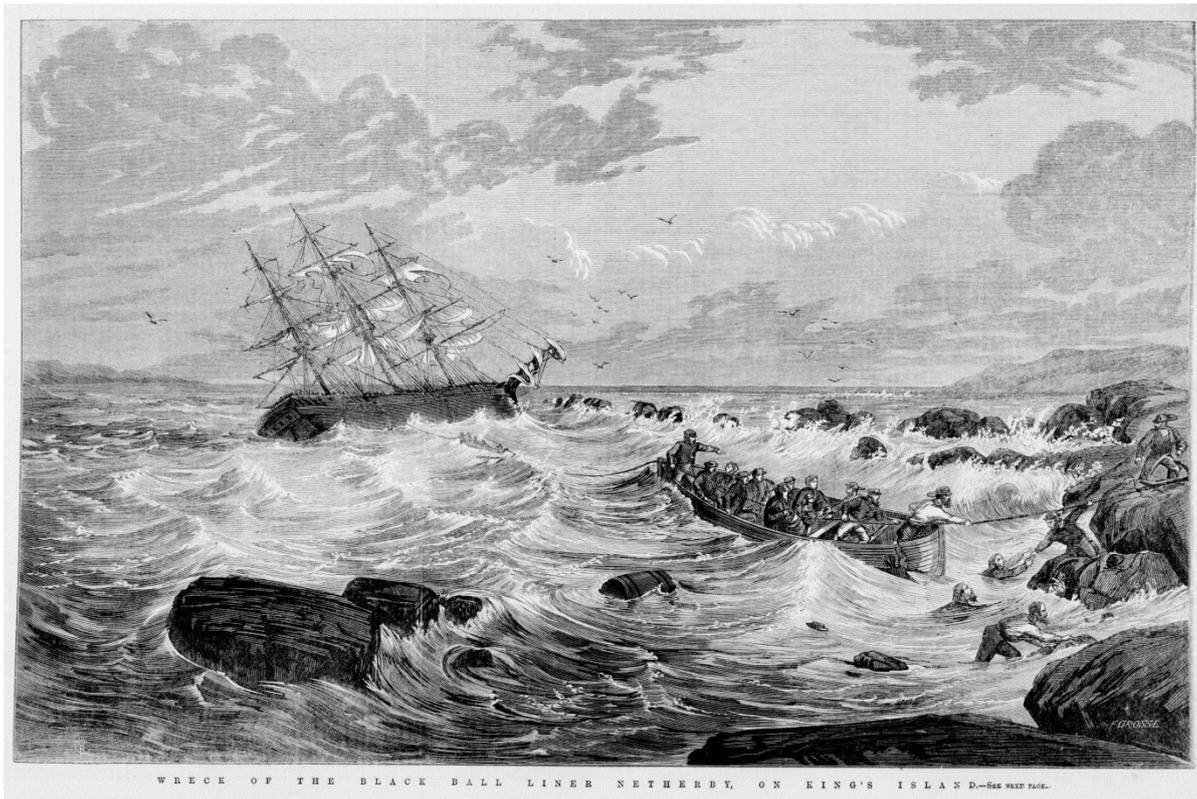
tucker; all had been put on an allowance of one pannikin of flour and a packet of cocoa; but if no more could be obtained the prospects were not bright. Of course, we chaps could not leave the island and the Light except under great necessity. Captain Spong had ordered that I should start at once for the wreck, as I knew the island best, and the captain of the *Netherby* added—"All right, and if you can get there in 24 hours I'll give you a couple of sovereigns." Now the difficulty was to know where the wrecked ship lay. The men who had come by land could give no information; the captain knew a little better. I told him—"Captain, I can't tell you how long I shall be getting there, for I don't know where your ship is; but I can promise you I can walk for 24 hours if

**Critic (Hobart, Tas. : 1907 - 1924), Saturday 23 May 1908, page 4 –**

This first person account was attributed to William Hickmott, who was a lighthouse assistant with John Bradbury, both witnesses to the July 14 *Netherby* disaster in 1866 and its aftermath

***Netherby***. Wooden ship, 944 tons. # 20745. Built at Sunderland, 1858; reg. Liverpool 97/1860, in the name of James Baines & Co. (Black Ball Line). Lbd 176 x 33 x 22 ft. Captain Owen Owens. From London to Brisbane carrying a crew of 50 and 452 passengers, she was 120 days out when without warning, struck on the east coast of King Island, 14 July 1866. All reached the shore using a boat hauled back and forth along a rope fastened from the ship to a rock on the beach. Surprisingly, considering the previous cost of lives on this inhospitable coast, not one life was lost indeed, two were gained when a female passenger gave birth to twins soon after landing. A camp was set up using tents made from the ship's sails and rough shelters built from boughs of trees. On the second day after the wreck, a child was born. Food was strictly rationed. After five days a party reached Cape Wickham lighthouse. The lighthouse whaleboat was equipped and set off for the Victorian coast where the wreck was reported. The Government steamers *Victoria* and *Pharos* were sent to pick up the survivors, who were housed at the Exhibition Building while an appeal was opened to assist them reach their destinations. Most of them had been brought out under the Queensland Government's system of assisted emigration, but many elected to remain in Victoria. The schooner *Lady Don* was sent to recover the salvage, but she collided with the pilot schooner at Port Phillip Heads and had to return. The cutter *Ben Bolt* was then sent. The loss of the *Netherby* was, however, not to be without loss of life. During salvage operations a heavy bar of iron slipped from the slings and passed through a boat containing six men. Three men struggled ashore but the others were never seen again. "The water was tinged with blood and it was thought they had been torn to pieces by sharks".

[LK],[LM],[NH],[ASW6],[TS1],[CWR],[LV],[LAH]  
<http://oceans1.customer.netspace.net.au/king-main.html>



1866, English,  
Art work  
edition:  
WRECK OF  
THE BLACK  
BALL LINER  
NETHERBY,  
ON KING'S  
ISLAND.  
[picture].  
[Grosse,](#)  
[Frederick,](#)  
[1828-1894,](#)  
[\(engraver.\)](#)  
Melbourne :  
Ebenezer and  
David Syme,  
August 27,  
1866.

<http://trove.nla.gov.au/version/182145895>

- The Bradbury family were part of the LIGHTHOUSE staff who cared for the survivors of the **1866 NETHERBY wreck** which had its **150 anniversary in 2016** – The organisers of this event also co-ordinate '*The Netherby Shipwreck*' website - <http://netherby.homestead.com/> which will feature a page dedicated to the **Lighthouse Keepers/Assistants**, including the **Bradbury family**.
- **ARTICLE RIGHT** - Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Saturday 4 August 1866, page 2 (EXCERPT)
- **SELINA BRADBURY** grew up for a period with LIGHTHOUSE KEEPER **CAPTAIN EDWARD SPONG's** five children. **EDWARD NASH SPONG**

similar manner. At the light house station every care and attention was paid to the comfort of the shipwrecked people, not only by Mr. Spong himself, but also by his three assistants. A number of the most respectable of the lot was quartered in the superintendent's own house, while others were similarly treated by the three assistants, who not only gave up their own rooms, but put themselves to much trouble and and great inconvenience, which in every instance, I am afraid, was not repaid by the recipients of so much real kindness and true hospitality. A small chapel and the telegraph station was filled with men, so that one and all had quarters alike comfortable and commodious. The King's Island light-house is virtually under the control of the Tasmanian Government, although provided for jointly by the Governments of Tasmania and Victoria. The stores for the use of those employed in minding the light, are furnished only twice in the course of the year, and it is perhaps a fortunate circumstance that the half-yearly supplies had only recently been received, so that the

was married to **MARY SPONG (nee Lawrence) (c.1834 - 1891) FROM BRUNI ISLAND** – the Lawrence family was connected by marriage to **WILLIAM YOUNG’S BRUNI IS. FAMILY.** MARY SPONG went on to become a well known naturalist and amateur botanist of note. Interestingly, the SPONG family also had land on **BRUNY ISLAND** where **TASMAN YOUNG** grew up with his family (SEE **EARLIER MAP OF CHARLES YOUNG’S LAND HOLDINGS ON BRUNY ISLAND** – **pg. 11 of this OVERVIEW**). I do wonder if this earlier relationship on King Island might have been part of a connection with **SELINA BRADBURY meeting TASMAN YOUNG.**

**SPONG FAMILY:** The material below was sourced from the Online Newsletter of *‘Lighthouses of Australia Inc Bulletin’*, (No 5/2004 - Sept/October 2004) with sources and commentary compiled by **Malcolm MACDONALD** (editor). His response was in reply to an email from a Spong descendant - **Malcolm MATHIESEN:**

- “These are the Spongs that served in Tasmania: **SPONG E N** and sons, **SPONG Algernon** and **SPONG Harold**
- **Kath Stanley in her book *“Guiding Lights”* refers to **E N (Nash)** as well as **Algernon at King Island (Cape Wickham):****
- John Durgan, the first Superintendent, had four assistants but one was withdrawn after five months when the settlement was considered well established. Durgan resigned after a year but later withdrew his resignation and served in other areas. His successor was **Edward Nash Spong** who held the position for 20 years. Much of the early history of the station is also the story of the endeavours of this one man and his staff.
- There was scarcely a handful of other residents on the whole of King Island at this time except sealers, fishermen, prospectors and hunters who had camps in various places which they visited and occupied spasmodically. Spong set an example in energetic self-sufficiency. He lost no time in fencing around the houses and encouraging the keepers to plant vegetable gardens and to keep a cow and poultry. He himself began at once to cover the area with English including good stands of grain. The wild animals of the region began to take advantage of the first-class forage in the gardens. Kangaroos and wallabies were sometimes found on cold mornings huddled outside the chimneys of the cottages. The domestic animals could not be allowed to range freely for cattle, sheep and goats were inclined to graze at certain seasons on a plant known locally as ‘coastal pea’ which caused them to lose condition rapidly and to die if they could not be rounded up and kept on the good pasture. Moreover, it



**Cape Wickham**  
**Lighthouse** where Nash Spong and his sons were stationed

*Photo: Brian Lord*

was essential to keep the milking cows close to the houses since there were usually several small children to be fed. The search for strayed milkers could take a whole day or even longer. The fences had to be made stronger with driftwood, wreckage, old staves and the gnarled timber that the scrub provided - unsightly but effective. Horses and pigs did well, apparently untroubled by the 'pea'. Lighthouse inspectors were very favourably impressed by the pioneering work done by Spong and his staff and, before long, it was recommended to the Marine Board that, when the horses were worn out, the station be supplied with bullocks and a light cart and that replacement animals be purchased from Spong, saving the cost of having them transported from the mainland and ensuring that strong and healthy beasts were chosen.

- By 1870 the roofs of the houses were leaking and the surfboat had been repaired so often that it was becoming too heavy to handle. False roofs had to be added to the dwellings with a sharper pitch so that moisture could run off. Spong asked for a fourth assistant, estimating that Cape Wickham required more work than any other station. His especial worry was the landing of stores which had to be brought a considerable distance through the surf. The rough conditions required six men for the surfboat and the store vessel could only supply two. Hence the whole staff, including the Superintendent were needed to complete the crew. As on other stations, regulations absolutely forbade all the staff to be off the station at one time. If there should be a serious accident to the boat, the station would be totally unmanned. The fourth assistant was allowed on condition that Spong personally paid half his salary while the Marine Board paid the other half. Probably he spent half of his time working privately for Spong on the farm. Later the Marine Board decided that it would be more satisfactory to send two extra hands with the stores to assist with the landing.

- Roving bands of hunters began trespassing on the lighthouse reserve and making free use of the comforts the keepers had painstakingly provided for themselves. Some of them refused to leave when directed to do so and animosity developed between these and the families who lived there. One report, in 1873, outlined the difficulties:

*There are certain lawless men who have taken up their residence on the island who make a practice of annoying the Superintendent in every possible way, destroying his cattle, pulling down the fences and taking his hay and in fact they say they are determined to make the place too hot for him, and I much fear it will end in some serious injury to the station or perhaps to the light itself.*

- When men had leave or needed medical attention away from the station, it was customary for a son of one of the keepers, if available, to fill the temporary vacancy. If there was no young man belonging to one of the families available, a local person known to the Superintendent and approved by him would be appointed. At one time both Algernon Spong, the Superintendent's son, aged 17 and described as a farmer, and Samuel Martin Jnr, the son of one of the assistants, were temporarily employed. Unfortunately Martin 'got some alcohol somewhere', became abusive and was discharged, to be replaced by another of Spong's sons. This was a matter of necessity rather than nepotism since the few locals who might have been available were not the persons one would choose for the serious responsibility that would be theirs. Indeed for quite some time the 'pool' of temporary replacements was so low that at the end of 1873 the Harbour Master of the Hobart Marine Board, J.H.

**Babington**, had stood a short stint as Acting Superintendent to allow Spong to take leave.

- It appears from this account that both Algernon and Harold were E N's sons.
- Here as a later extract from the above book:

*Though Spong had won respect throughout his administration and had contributed extensively to the well-being not only of the station staff and those whom the fury of the elements threw upon his charge but also of the early settlement of King Island in general, he had some unpleasant experiences. There was the continuing animosity of the itinerant hunters and fishermen who thought themselves entitled to appropriate anything that appealed to them. Spong was prepared for this. But it must have been a shock when members of his own staff made complaints against him. When confronted by Spong they withdrew their allegations and left the station. Fortunately they were replaced by thoroughly loyal and dependable men - Nilsson, Taylor and Howard. Taylor became assistant at the Currie Harbour light on its inauguration.*

- It was about the same time that it was discovered that the wooden handrail on the balcony outside the lantern had partially rotted away. To find oneself 44 metres (145 feet) above the ground in a thick fog or a howling gale with only the wall of the tower on one side and a rotting handrail on the other would be a supreme test of equanimity. His request for an iron railing was not considered unreasonable.
- Earlier in his tenure **Spong** had to report that one of his assistants had been arrested for plundering and stealing from the wreck of the Arrow. When the man was to leave for his trial in Melbourne, he was found to be so intoxicated that he had to be carried aboard the vessel. His furniture and other effects had to be left behind.
- Spong's successor, in 1882, Superintendent Garroway, must have wondered at the non-appearance of his newly appointed assistant, George Johnston, who had the reputation of being reliable.
- Here are a few more extracts from an AMSA document drawn from the following references:
  - **King Island - C. Sullivan**  
**Lighthouse Logbooks - Archives Tasmania**  
**King Island Story - R. Hooper**
- ... After one year Capt. Duigan's place was taken by **Capt. Edward Nash Spong**, who with his wife Mary from Bruny Island, lived there for twenty years from 1862-1882. They had two children when they arrived, a daughter Edith was born in 1866 and a son Edgar in 1868 ...
- ... William Hickmott, together with others on the island helped the survivors of many shipwrecks. When the news of the "Netherby" was brought to Cape Wickham by Parry, the midshipman and nine other men, William Hickmott walked back to the wreck. He left Wickham at 10 p.m. and arrived at the wreck, near Currie Harbour, at 2 p.m. the next day. He later said that it was the blackest night he had ever known. He

then led 117 men back to Wickham where they were accommodated in the keepers' quarters, the telegraph house and the church. Mrs Spong's baby daughter Edith, was just one month old at that time.



Headstones like this are a reminder of some of the wrecks the Spongs had to deal with

*Photo: Ed Kavaluinas*

- Life was not always well ordered at the lighthouse station, there were still groups of itinerants on the islands who were a law unto themselves. Mr. Spong reported that he was often in fear for his life. Food and goods from shipwrecks were stolen sometimes even when they were being salvaged ...
- ... Another major shipwreck at Cape Wickham was that of the "Loch Leven", 1439 tons, with the first cargo of wool for England from Geelong in 1871.
- When it went aground on Harbinger reef on a morning of thick fog all the crew of 32 and Capt. William Branscombe came safely ashore at Victoria Cove. They were taken to the lighthouse station for breakfast, then Capt. Branscombe decided to go back to the ship for the ship's papers.
- In spite of Capt. Spong's advice that it would be dangerous to do so because of a "high and irregular surf", they set out. Disaster occurred when the boat was swamped by a ten foot wave which overturned the boat throwing them into the water. They were all knocked about by the oars and tossed against the boat. It is probable that Capt. Branscombe was stunned at this time as the second Officer's attempts to help him were unsuccessful. His death was a needless tragedy but mercifully all the others reached the shore safely.
- A coffin was made of spare boat planks and the body buried the next day in the church enclosure, Capt. Spong reading the burial service. The stone marking his grave can be seen together with that of George Hickmott, William Hickmott's uncle, who died on Dec. 4th 1880. These graves were reconstructed by three concerned residents in 1961 ...
- REPORT on the King's Island Lighthouses, presented to the Board by the Master Warden July 2, 1880:
- ... The Superintendent has a considerable number of cattle and pigs running in the neighbourhood, which seemed to be doing well. It is curious that whilst cattle thrive at King's Island neither sheep nor goats succeed, but after two or three years die off from what is called the "coast disease." Horses also, Mr. Spong informed me, have to be kept stabled during a certain time of the year to prevent them from eating a wild pea which induces a species of madness. The soil in the neighbourhood of Cape Wickham is good, and in places rich, and all sorts of grain and vegetables are easily grown. In the Superintendent's store we saw fine potatoes and onions; and in the garden, which is of considerable extent, there were carrots, turnips, and marigolds growing to a large size."
- <http://www.lighthouses.org.au/lights/bulletin/0410/Bulletin%20Oct%2004.htm#Spong>





<http://www.gravesoftas.com.au/> - E.N. SPONG, Master Mariner, was buried at Cornelian Bay, Hobart in 1907 – eventually many of the King Island comrades of the light would come to rest together one last time

- For six years the **Bradbury family lived in one of the four room assistants' attached cottages, with the three featured in the photograph BELOW** (a version of this is available through the King Island Historical Museum, but the historical photographs of the lighthouse, surrounds and the original plans of the dwellings were shared by **GARRY SEARLE of Seaside Lights (Online)**, an historian and lighthouse researcher). They also feature in his book, **"First Order – Australia's Highway of Lighthouses"**.
- The following photographs were taken in 1887, 19 years after the Bradburys left. Sadly, when the lighthouse was automated in 1918, then

'de-manned' in 1921, the Superintendent's house and Lighthouse Assistants' cottages were demolished around this time. **Garry Searle** explained that the **footings of the Bradbury cottage** were still evident when he last visited King Island.

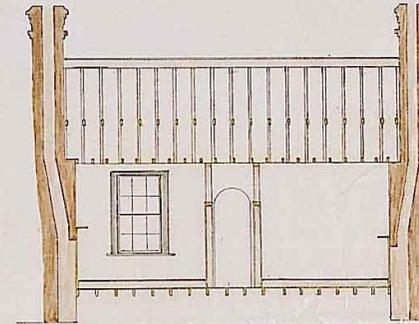
- The original plans for the cottages held by the **National Archives of Australia** show the compact life the three main assistants' families lived – the Weights, Hickmotts and Bradburys. It makes it even more incredible that the large party of men who survived the Netherby wreck were housed in the assistants' and superintendent's accommodations. The **American Prairie Grass** featured in the photographs was painstakingly sown by the lighthouse workers. This grass as pasture also became an important mainstay in the later establishment of King Island Dairy and the King Island beef industry.
- The **vegetable gardens behind the cottages** were carefully tended to provide a vital balance to the dry stores delivered twice yearly. **John Bradbury** in particular, early in the 1860s negotiated greater time from Captain Spong to be spent on the preparation, planting and maintenance of the kitchen gardens.
- The **extensive lines of fencing** were constructed by **John Bradbury** and his associates over years, however itinerant hunters over the years took to ripping down sections to cause issues for the lighthouse staff, especially with livestock – so maintenance was an on-going issue.



NAA:  
4957183,  
Wickham  
1861 –  
from the  
collections  
of the  
National  
Archives  
of  
Australia

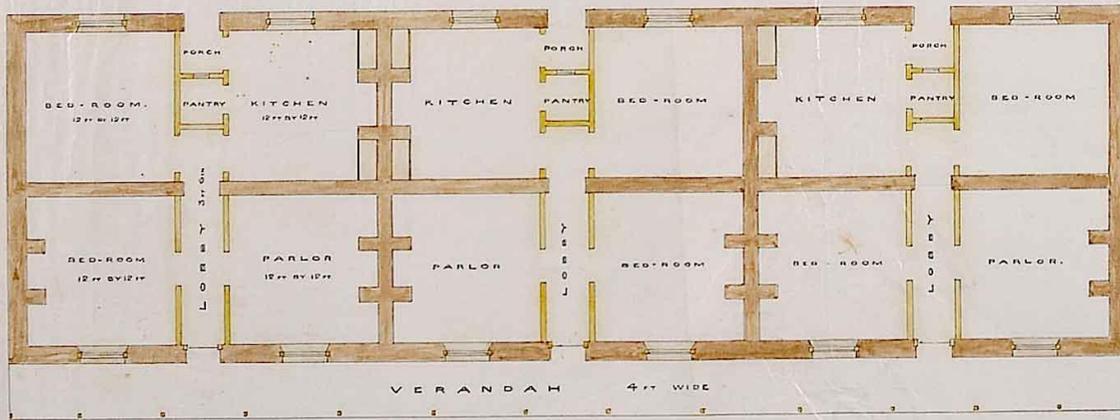


FRONT ELEVATION.

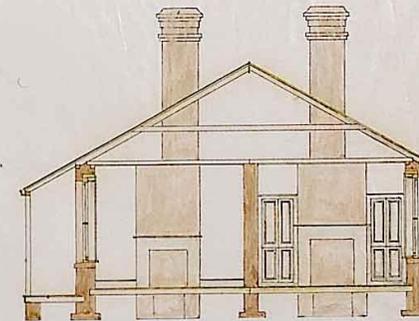


LONGITUDINAL SECTION  
FROM A TO B

SCALE  $\frac{1}{4}$  OF AN INCH TO ONE FOOT.



PLAN



TRANSVERSE SECTION  
C TO D

Comparison With Old Photographs  
Indicates That This Is Almost Certainly  
The Original Buildings At Cape Wickham.  
18-8-1966



**ABOVE - The Superintendent's House – Captain Spong, Mary Spong and their five children lived here – Photograph taken: 1887 + BELOW – Light, chapel, housing and gardens – the world of the Bradburys on King Island**  
(<http://www.seasidelights.com.au/au/tas/wickham.asp?fState=Tas>)





**Cape Wickham Lighthouse overlooking Bass Strait**  
*Photograph: Robert Cook*

“The impressive Cape Wickham Lighthouse, at 48 metres, is Australia's tallest lighthouse, and is also the tallest in

the Southern Hemisphere... The light was demanned in 1921 after which the Superintendent's house and the three cottages were demolished. The light is now tended by the lightkeeper from Currie. It was Australia's largest maritime disaster, the wrecking of the *Cataraqui* with losses of 402 lives in 1845, that eventually led to the establishment of Cape Wickham. An earlier loss of the *Neva* with 225 lives, mainly convict women and children in 1835, had brought no reaction from authorities.

Even after the establishment of the light there were still wrecks as some ship's masters mistook the light for Cape Otway. One such ship was the *Netherby*, wrecked near the current Currie Lighthouse in 1866, amazingly without loss of life. This was followed by the *Loch Leven* in 1871, and the *Anna* in 1873, and led to the establishment of the Currie Lighthouse. At these times the Cape Wickham Lighthouse became a refuge to the survivors and a final resting place to the victims. Near the



lighthouse are the unmarked graves of many of the *Neva*'s victims and the marked graves of some later mariners, including the master of the clipper *Loch Leven*, that attest to these tragedies...

There are few remaining buildings besides the tower itself - one of which is an old church. Three graves with headstones were recently restored by locals.”

**Headstones at Cape Wickham**  
*Photograph: Ed Kavaliunas”*



**Aerial view of Cape Wickham Lighthouse**

*Photograph: Ed Kavaliunas*

**The Cape Wickham Lighthouse and remaining buildings**



*Photograph: Ed Kavaliunas*

**TWO PHOTOGRAPHS ABOVE:** Bulletin Feb 03,  
<http://www.lighthouses.org.au/lights/TAS/Cape%20Wickham/Cape%20Wickham.htm>

Every Sunday without fail, everyone in the lighthouse precinct was expected to attend “Divine Service” conducted by Captain Spong, according to the rites of the Church of England. As one of the eldest children of all the families between 1862 – 1868, it is likely that also as a girl of the times, **SELINA BRADBURY** may have actively looked after and helped with the care of the younger children of the **WEIGHT (later Mr Jasper and family), HICKMOTT and SPONG** families. Schooling, such as it was, would have been conducted under the instruction of whichever parent was literate and able to find the time to encourage ‘reading, ‘riting and ‘rithmetic’.

**KING ISLAND MARITIME TRAIL  
KING ISLAND REGIONAL DEVELOPMENT  
ORGANISATION**

***“ A LIFE OF WATCHFULNESS AND ATTENTION***

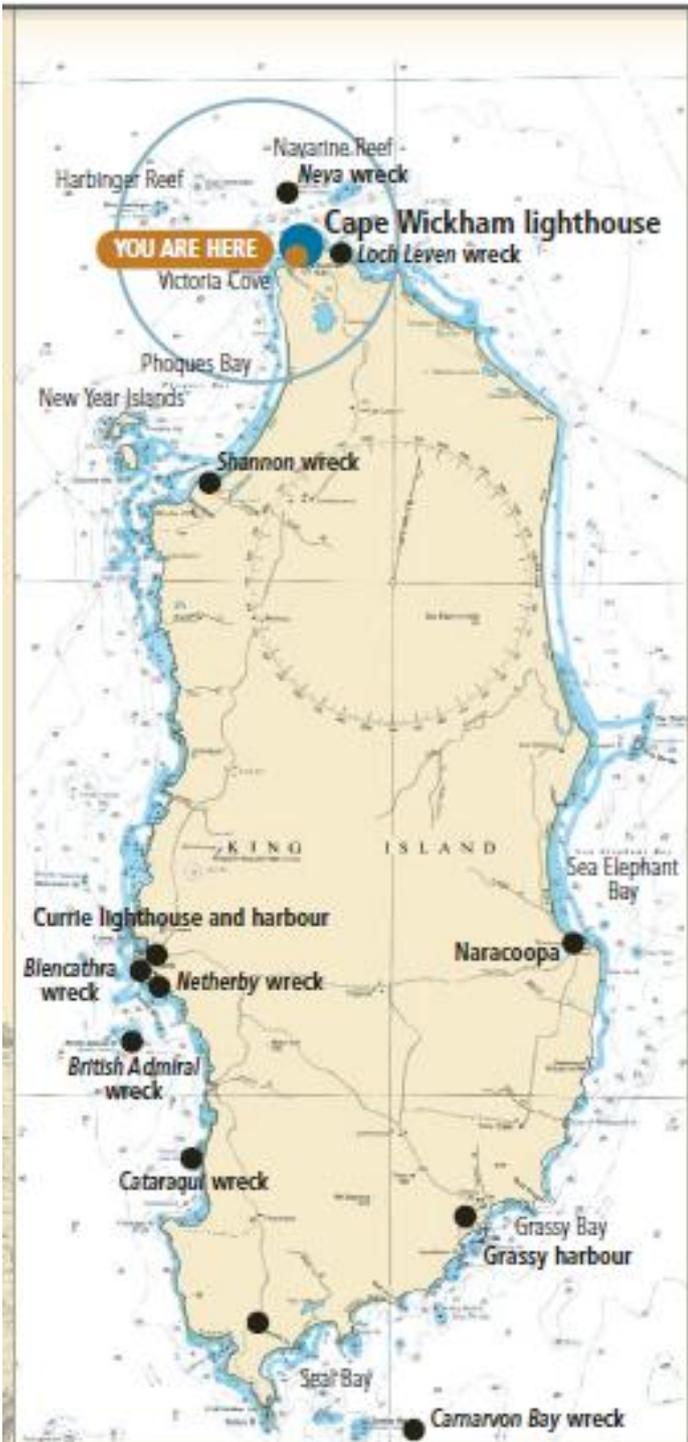
**Spare a thought for the keepers at Cape Wickham, manning the tallest lighthouse in the southern hemisphere. At the start of each shift they had to climb eleven flights of stairs, each with twenty steps.**

**Then there was the unloading of stores. The supply ship called every three months or so, and the men were required to row the surfboat out through the breakers to collect them. Since their boat needed six men to handle these rough conditions, the entire lighthouse staff—including the superintendent—would have to pitch in. This contravened the strict rule that the lighthouse must always have at least one keeper on hand. After all, if the surfboat were to capsize, the lighthouse would be left unmanned.**

**Eventually the superintendent was granted his request that another staff member be employed—but only if he personally paid half the man’s salary!**

**There were some perks to the job, however. William Hickmott, a keeper at Wickham during the 1860s, named the house he built ‘Loch Leven Castle’, after the shipwreck from which he obtained the timber.”**

<http://www.kingislandmaritimetrail.com/info/cape-wickham-lighthouse.pdf>

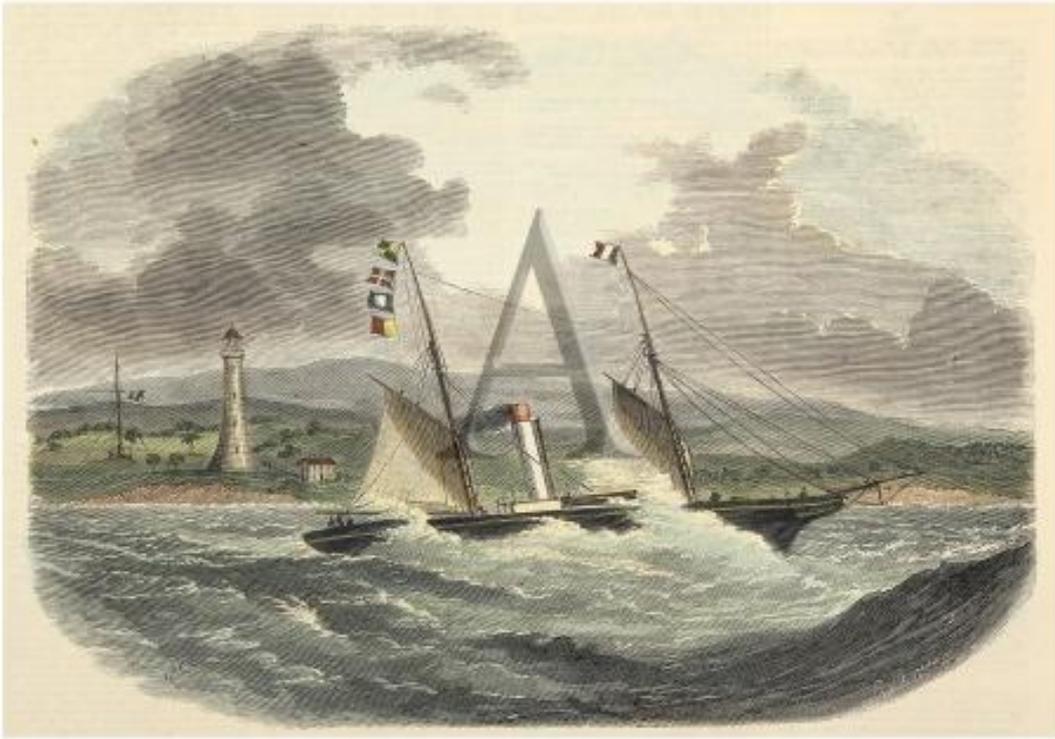




**THE FINAL SHIPWRECK OF THE BRADBURYs on KING ISLAND – The ‘Mary Ann’**  
**The wreck of the ‘Mary Ann’ and the final journey of JOHN BRADBURY on the**  
**‘Seymour’ (where yet another wreck – The ‘Royal Exchange’ followed)**

***Mary Ann. Schooner***, 52 tons. # 41453. Built at the Williams River, NSW, 1841: reg. Melbourne 21/1853. Lbd 53.8 x 16.0 x 8.2 ft. Master-owner Captain Matthew Absom. Sailed with timber from Corner Inlet, Victoria, for Melbourne on 18 May 1868 with captain and four crew but failed to arrive. After she was several weeks overdue the Victorian Government sent its SS Pharos to conduct a search but returned without success. The Pharos had not visited King Island as it was considered to be too far off the vessel’s course, but public opinion was not satisfied and the Pharos was sent of to investigate again, and there found the missing schooner’s crew safe and well at New Years Island. In heavy weather, she had been blown well south of her intended course, sprang a leak, and finally foundered fifteen miles north-east off Cape Wickham, 28 May 1868. The schooner Dove and returned to New Years Islands.

[TS1],[LK - 42 tons, abandoned off Disappointment Bay],[LPA - 116 tons]  
KING ISLAND SHIPWRECKS - <http://oceans1.customer.netspace.net.au/king-main.html>



Title: The Government Steamer Pharos Cruising off King's Island in Search of a Wreck.

Date: C1868

Artist: Albert Charles Cooke (1836 - 1902)

Image Size: 165mm x 225mm

Condition: In good condition

Technique: Hand coloured engraving

Description: Rare engraving showing the steamer searching for the schooner the *Mary Ann*, that had foundered just off the King Island lighthouse.

From the original edition of the *Illustrated Australian News*.

<https://antiqueprintmaproom.com/church-of-st-mary-caulfield-30018>

- From the start of 1868, **JOHN BRADBURY** was suffering almost continuous, severe health problems. Over the years he had documented bouts of illness that rendered him unable to hunt or complete duties beyond the keeping of the watch, usually for weeks at a time. By the start of this final year, John's health issues were now confining him for months at a time. **On Thursday 30<sup>th</sup> April, 1868**, while John had recovered enough that he was keeping the midnight watch. Superintendent Spong climbed the 220 stairs of the tower and the two men spoke. **Spong advised Bradbury to return to "town" or Hobart given his ill-health and Bradbury replied that he "wished to do so"**. Spong then wrote to the Marine Board to advise them and request a replacement Keeper's Assistant.

King's Island 1868.

Thurs April 30<sup>th</sup> A.M. Fresh gale and squalls with rain. I shifted lamps and cleaned watch. I missed out the oil, kept in open, cleaned light apparatus. The gas pipe kept muddled watch for John Bradbury sick. I disconnected all gear of fire and run the oil off out to sea and cleaned all machinery. I connected gear, polished cylinder, and set all horizontal with spirit level. I missed lamp for centre and 10000 with cross lines. I had three in the fish traps and dock, supplied with hay water and a morning wash daily. I had in the spear grass and dock supplied with hay and water. Sowing grass seed this day soon strong gale and squalls. Sunset of schooner at anchor 4 miles down the North Coast. I mile off shore, dusted eyes lit up, and set watch. I had gas pipe watch and shifted lamps. I had Super on visiting the order spoke to John Bradbury on watch of his continued ill health, advising him to go to town if possible in June, he said he wished to go to the Chairman of the Marine Board to that effect. I had Super on visiting this day. Oil used 15 Gall. Sid 12m 29.74 + 49.50 10m 29.91 + 53.50 Sid 2m 30.02 + 49.50 Sid

- As the **Lighthouse Keeper's Return** below, dated **Thursday 30<sup>th</sup> July, 1868** shows following the wreck of the '**Mary Ann**' (detailed above), the barge "**Seymour**" chartered by the government to service the lighthouses, had anchored off-shore the previous day, the Marine Board signals were hoisted and **William Hickmott** was despatched. Meanwhile the Bradburys and Jasper family finalised their leave-taking – the last goodbyes to their isolated home and comrades, the gathering of their lives and the travel by horse and waggon to the rocky shore where their baggage would be stored overnight in the Boatshed.
- Those of a superstitious or sentimental bent might notice that while the new Lighthouse Keeper's Assistants were able to alight from the "**Seymour**", the families of **Thomas Jones** and **Thomas David Roberts** and their baggage, in a relatively straight forward manner on **July 30<sup>th</sup>** – The next day on **Friday 31<sup>st</sup> July**, it was almost as if King's Island did not wish to be quit of the **Bradburys**, with the surfboat being turned back, loaded and unloaded and loaded again, against heavy surf. **At 2.30pm**, having loaded and unloaded the surfboat again, Capt. Spong sent the Bradburys and Jasper families "home" that night for a crowded handing-over of duties.

2 00 210025140 2 00  
 Thrus July 30<sup>th</sup> A.M. Left Mirinda and fired  
 2 attended watch 4 shifted. Lamps  
 sunnied out light all well in Jones's  
 cleared light apparatus. Hoisted  
 signal for "Seymour" to come into the  
 Com. 10<sup>th</sup> boarded her with whale boat  
 and brought on shore some baggage  
 also met Assistants with their wives  
 and children 14 in all in the boat  
 surf uncertain with high breakers  
 at times, landed all safely - My gasper  
 and John Bradbury received this  
 day. Thomas Jones and Thomas  
 David Roberts commencing their  
 duties as super Assistants and  
 William Thickmott as head Assistant.  
 From hauled boat up, and Seymour  
 worked down to the New Year. Clouds  
 sunset dusted zones, cleared lantern  
 lit up and set watch Super in Jones  
 with two Assistants during first and  
 middle watch. 10 shifted lamps. Mid  
 all well in Jones's high surf this day  
 with short smoothies. Put in 1 1/2 Gall  
 Feb 30 24 43 25 10 Feb 30-25 43 52 Dec 30-24 45 55

Feb 1 July 31<sup>st</sup> A.M. Hooperate been and fire  
 2 attended watch and shifted. Lamps  
 sunnied out light all well in Jones's  
 cleared light apparatus. "Seymour"  
 off the Cape, hoisted signal for landing  
 when she anchored, launched the  
 surf boat and loaded her with the  
 baggage, Assistants about leaving  
 surf rising fast and breaking heavily  
 100 yards off shore at times tried to get  
 her out, but shipping some heavy seas

were compelled to beach her again and unload her soon fine weather but heavy surf. U.B. dogs attended the surf boat for a chance to get off until 2.30, when finding the surf in boat house, and sent Assistant home. Sunset dusted zones later, and set watch. In morning at 10 am ship in Cove, 10 relieved watch and shifted Camp. Midnight all well in. In evening high surf this day. October 25<sup>th</sup> 1868  
 2 Am 30 25 44 - 20 10 M 30 25 30 - 30 20 S 30 23 45 - 20  
 2 August 1<sup>st</sup> U.B. Light winds of fine breeze and watch, and shifted Camp in morning at 10 am. In evening high surf and heavy surf. U.B. dogs attended the surf boat for a chance to get off until 2.30, when finding the surf in boat house, and sent Assistant home. Sunset dusted zones later, and set watch. In morning at 10 am ship in Cove, 10 relieved watch and shifted Camp. Midnight all well in. In evening high surf this day. October 25<sup>th</sup> 1868  
 2 Am 30 25 44 - 20 10 M 30 25 30 - 30 20 S 30 23 45 - 20

- **Saturday 2<sup>nd</sup> August, 1868** would be the final Cape Wickham Lighthouse Keeper's Return to concern itself with the Bradbury family. As the rhythm of watches, maintenance and duties continued around them – by **“2.30 left with the last boat load of baggage, together with relieved assistants, their wives & children”**... **“3.30 landed with the last load of stores and placed them in the Boathouse, everything landed in fair condition”** – Have to wonder how “relieved” the assistants were...

- The **“Seymour”** was despatched to King Island on **Saturday 18<sup>th</sup> July** and left King’s Island (King Island) on **Saturday 2<sup>nd</sup> August** with the **severely ill John Bradbury**, his wife Isabella and their teenage daughter, Selina. It had taken far longer than the predicted three weeks for a return journey.

Tasmanian Times (Hobart Town, Tas. : 1867 - 1870), Monday 20 July 1868, page 2

National Library of Australia

<http://nla.gov.au/nla.news-article232861806>

### MISCELLANEOUS SHIPPING.

**The barge Seymour, chartered by the owners to the Marine Board, to convey stores and passengers to the various light-houses on the coast, sailed on Saturday afternoon with a large cargo of stores. She had also 21 passengers, viz., five men, six women and eleven children, to leave at different stations. She will proceed first to the Swan Island station, thence the Goose Island light, and thence to Kent’s Group, finishing her round at King’s Island. It is expected she will be away about three weeks.**

- The return journey from King Island to Hobart was no smoother than the attempts to embark had been for the Bradburys. The **“Seymour”** was still expected to conduct and stop for government business along the way despite John’s ill-health and the crowded barge. Matters became far more complicated when the brig **“Royal Exchange”** was wrecked off the coast of Swan Island and its lighthouse and the **“Seymour”**, already loaded with coal and passengers, was required to take on board the Captain, wife and crew of the stricken brig. It would have been a highly charged journey from **Swan Island to Hobart**, arriving on **Friday, August 21<sup>st</sup>**, some **twenty days** since it had left King Island.

Mercury (Hobart, Tas. : 1860 - 1954), Saturday 22 August 1868, page 2

National Library of Australia

<http://nla.gov.au/nla.news-article8854131>

**THE barge Seymour arrived from the Seymour coal mines yesterday afternoon, bringing a cargo of coals, and a considerable number of passengers, including the captain and crew of the wrecked brig Royal Exchange. The Seymour berthed in the Dock soon after 3 o’clock. She had been detained several days by light winds.**

## WRECK OF THE BRIG ROYAL EXCHANGE.

The following particulars of the wreck of the brig Royal Exchange on a sunken reef off Swan Island, which we chronicled a few days ago, we are enabled to give from the log book of the vessel which has been brought to town by Captain Hill, who with his wife and the crew arrived by the barge Seymour yesterday:—The Royal Exchange was an American built vessel of 222 tons register, and she was jointly owned by Captain Hill and her first officer Mr. Wood. She was laden with a full cargo of oats at the time she struck, and as neither vessel nor cargo were insured, the loss which her owners have sustained is very heavy. The crew numbered nine men all told, and Mrs. Hill, the captain's wife, was also on board at the time of the wreck. The extracts which we have taken from the log are as follows:—“Thursday, August 6th, 10 a.m.—Light breeze and fine weather, all sails set. Tacked ship, heading S. by W. 10.45 a.m.—The master having been up all the previous night, went below to take a sleep, leaving Mr. Wood, the mate, in charge of the vessel. 11.45 a.m.—The vessel struck on a sunken reef off Swan Island lighthouse, bearing S.E. by S., distant 1½ miles, ship's head S. by W., there not being a sign of a ripple on the water to indicate a reef being there, and it being the top of high water. The moment the vessel struck the helm was put down, and the vessel brought round on the other tack. She struck four or five times heavily, and became unmanageable, the captain doing all in his power to keep her heading out from the reef, but to no purpose, the tide ebbing so fast, and the vessel thumping and rolling heavily. She then headed in shore, and again struck on the reef. The master gave orders to try the pumps. She was then making water fast. The superintendent of the lighthouse and two men came off from Swan Island to render us all the assistance they could in getting the ship's stores and other things on shore. She was then lurching very heavily, and we expected the masts to go over the side every minute. We kept at the pumps until five p.m., the master intending to stop by the pumps all night to try and keep her free, but the superintendent of the lighthouse told the master it would be dangerous. The wind was then from the westward, and likely to blow heavily, and if it did there was no chance of saving our lives. 5.30 p.m.—Let go both anchors to keep her on the reef. There was then six feet of water in the hold. It was then getting dark, we all left her and went on shore to Swan Island. Friday, 7th August, daylight.—Fine weather. The master and all hands went off to the vessel, and found her full of water, and the sea breaking over her. We managed to cut the jibs and maintopsails down. We then went on shore and came off at low water. We then managed to unbend all the sails, and got several other small articles and took them on shore. Saturday, August 8th.—Daylight, fine weather; went off to the vessel. Her bottom was then out, and the coat of the mainmast three feet above the deck, and sprung half-way up. Cut the starboard rigging, and let the mast fall over the side in case of accident. Sent down the head yards, blocks, and running gear, besides other small articles, and took them on shore. Went off again to the ship, but did not succeed in saving anything.”

- Between her marriages, Isabella and daughter Selina worked for a Hobart businessman **Mr Henry Hopkins** as a cook and children's nurse at **Westella**, a home he built in Elizabeth Street, Hobart.

### HOBART TOWN.

From the Hobart Town *Mercury* we learn that the will of the late Mr Henry Hopkins was proved in the Supreme Court on the 6th instant by the executors and trustees, the Rev. George Clarke, and Messrs Henry Hopkins and Arthur Hopkins. The personality is sworn under £36,500. The will

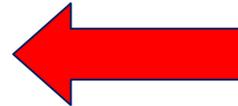
(dated 3rd June, 1870, and witnessed by Charles Butler and Edward Butler), appoints John Rout Hopkins trustee and executor of deceased's Victorian property, and contains a disposition of the real and personal estate upon the various trusts enumerated. The New Town estate (with furniture), goes to Mrs. Oakes, one of testator's daughters, for life, with certain provisions, and the house on Langlow's Hill, with furniture, and cottage at Mount Pleasant, to Henry Hopkins for life, on condition that he keep up the establishment, with power to relinquish it within three months, and then to receive £3000 in lieu thereof; the house, furniture, and cottage then to go to Arthur Hopkins, with certain provisions set forth in the will at length. There are specific legacies of Commercial Bank and Van Diemen's Land Bank shares to the sons and daughters; legacies to a brother of deceased in California, and to another brother in England; a legacy of six bank shares to his housekeeper. The testator's plate is equally divided between the sons and daughters. To his daughter, Martha Clarke Clarke, he gives the portraits

With the death of **John Bradbury** in 1868, the Congregational Church of Hobart in which Henry Hopkins was instrumental – as both an instigator and patron – provided supports to widows in particular. With the death of Hopkins towards the end of 1870, **Isabella and Selina Bradbury** may have been beneficiaries of Hopkins' will which bequeathed "*to each of his servants who have been in his employ twelve months prior to his death, he gives £10 each*"

LEFT - Cornwall Advertiser (Launceston, Tas. : 1870 - 1877), Tuesday 11 October 1870, page 2  
National Library of Australia  
<http://nla.gov.au/nla.news-article232998375>



**Martha Clarke Clarke, he gives the portraits of himself and wife ; to the Rev. John Nisbet, the portraits of himself (Mr Nisbet). The carriage and horses, &c., go to Martha Clarke Clarke. To the British and Foreign Bible Society he gives £200, and an additional sum of £100 for a supply of Testaments to the children of Tasmania ; to the London Missionary Society, £1,000 ; Congregational Union and Home Mission, Tasmania, £100 ; Hobart Town Ragged School Association, £100 ; Hobart Town Benevolent Society, £100 ; Hobart Town Dorcas Society, £100 ; Boys' Home, Hobart Town, £100 ; Ministers' Widows' Fund, £100 ; to each of his servants who have been in his employ twelve months prior to his death, he gives £10 each ; £100 to the widow of the late Rev. F. Miller ; £100 to the widow of the late Rev. W. Day ; £100 to the widow of the late Rev. M. Parker ; £100 to Mrs. Gladwin ; and several other legacies of a like nature.**



'On the Convict Trail: Westella Mansion', [http://4.bp.blogspot.com/-a7-2vOa5\\_rw/Uwm4N7\\_2zZI/AAAAAAAAGOs/6R7AQndktj8/s1600/PH3012992.jpg](http://4.bp.blogspot.com/-a7-2vOa5_rw/Uwm4N7_2zZI/AAAAAAAAGOs/6R7AQndktj8/s1600/PH3012992.jpg)



Shared from **JOHN GILLHAM (WILLIAM YOUNG DESCENDANT) RESEARCH** –

Interesting connection between **CAPTAIN HENRY BOWDEN AND WILLIAM YOUNG JNR (Charles Young's nephew), who OWNED THE LADY EMMA BARQUE**, as his father had before him - "At 8 a.m. on 29 August 1879 the barque Lady Emma sailed from Southport to Adelaide with timber under the command of *Captain Bowden*, but at 2.30pm hit the Actaeon Reef, striking heavily four or five times before carrying over, leaking severely. After being beached at Recherche Bay with four feet of water in hold the ketch Esther lightered off 16,000ft. of timber and sailed for Hobart where her master informed the barque's owners of the mishap. They sent the river steamer Emu to assist, but when she was forced back by bad weather they engaged the SS Southern Cross, which left at 2 a.m. on the 31st with salvage gear and, despite the early hour, a full load of press representatives and sight-seers. The steamer took the damaged barque in tow at 8am and, after some adventures with broken hawsers, which nearly saw both vessels end up on the Actaeon Reef, arrived at Hobart at 8.15pm When the Lady Emma was slipped at Battery Point it was found that she had been damaged beyond economical repair, and she was abandoned to underwriters who eventually sold her to John Perkins for £100. After being stripped of anything of value the hull was beached on the northern side of Sandy Bay, where the Yacht Club of Tasmania now stands, and her remains were visible there for many years. Lady Emma, O.N. 32,020, was a barque of 202 tons, 95.4 x 25.3 x 12.8ft. built at Hobart by Peter Degraeves in 1848, and was registered at Hobart in the name of -John Fisher.

{Ref : Shipping Arrivals and Departures Tasmania Vol 3 1843-1850 : G Broxam :  
Tasmanian Shipwrecks – Vol 1 1797-1899 : G Broxam & M Nash }

My mother sent me a beautiful photograph of **ISABELLA BRADBURY nee PATTERSON (see RIGHT) mother of SELINA RACHEL BRADBURY** – suspect it might be post-1878 when she married **Captain Henry Bowden**? She has a look of determination about her (which may be the look you need when you continue to marry sea-faring men...)



## DEATHS.

**BOWDEN**—On August 28, 1921, at 7 Regent-street, Sandy Bay, Isabell, relict of the late Henry Bowden, Master Mariner, in the 89th year of her age.

National Library of Australia

<http://nla.gov.au/nla.news-article23499234>

Mercury (Hobart, Tas. : 1860 - 1954), Tuesday 30 August 1921, page 1

## FUNERAL NOTICES.

**BOWDEN.**—Funeral of the late Isabell Bowden, of 7 Regent-street, Sandy Bay, will arrive at Cornelian Bay Cemetery on Tuesday (This Day), the 30th inst., at 9.30 a.m.

**ALEX. CLARK AND SON LTD.,**  
Undertakers.

168 and 170 Collins-st. 'Phone 270.

**BROCK.**—Funeral of the late Mary Elizabeth Brock will move from her late residence, 16 Forster-street, New Town, on Thursday next, the 1st September, at 11.30 a.m. Bellerive 1 p.m., arriving at Rokeby Church of England Cemetery at 2 p.m.

**ALEX. CLARK AND SON LTD.,**  
Undertakers.

168 and 170 Collins-st. 'Phone 270.

## 90 YEARS OLD

The Mercury (Hobart, Tas. : 1860 - 1954),  
Friday 1 March 1946, page 13



**MRS SELINA YOUNG**  
of 129 Park St., Hobart, who  
yesterday celebrated her 90th  
birthday, and received many  
messages of congratulation.

Mrs Young is the widow of Capt  
Tasman Young, who was well-known  
on the Hobart waterfront, and at  
one time owned the ketch Lenna.  
She came from England at the age  
of nine, and lived many years on  
King Island, where her father was  
lighthouse keeper. When first mar-  
ried, she lived at Gordon. Eight of  
her family of ten are living. There  
are 29 grandchildren and 23 great  
grandchildren.

National Library of Australia

<http://nla.gov.au/nla.news-article26173071>

- As we know, **Selina** passed on in July, 1953 in Hobart at the grand old age of 97 – an eventful life and a very full one...

- Anyway – this is an overview of where we are up to at the moment with our Young/Bradbury lighthouse and mariner families of Tasmania

I live with my two children (**daughter - Sabriyya Jade Kennedy (b. 2005) – 12 + son - Joss Tait Kennedy (b. 2009) – 7**) and my partner, **Peter Terence Kennedy (b. 1977)**, in Far North Queensland. As a History Teacher by trade – I have been collecting as many sources to support our stories/family traditions as I can.

Many thanks again,  
Karen van Harskamp



26/9/2015 – Young/Bradbury descendants – L – R - Gail Patricia Dack (previously van Harskamp/nee Gebhart, daughter of Dulcie May Young/Reginald William Gebhart) and daughters Elizabeth Anne van Harskamp and Karen Leonie van Harskamp – Bentley Park, Queensland, Australia