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GENIE ALLERGY



Journal of Coffs Harbour District Family History Society Inc.



Coffs Harbour Jetty

Now published three times a year!

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Annual Membership Fees: Single \$50.00
Joint (2 persons at same address) \$70.00

*As from 1st July, a fee of \$15 will be charged if you would like your "Genie-Allergy" posted to you.
All members with an email address, will have their journal emailed to them.*

RESEARCH:

Library Hours: Tuesday, Wednesday & Thursday 10.00am to 3.00pm (CLOSED 2nd Thursday afternoon)
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Library Fees: Members - free on production of current membership card. Visitors - \$10 for half day or \$20 for whole day. Duty Monitors are available for advice and assistance.

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- * Bags to be left in area indicated by Monitor.
- * Pencils only to be used in Library.
- * Photocopies available through duty Monitor and will be charged according to price schedule
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Correspondence Inquiries: Research will be undertaken for a fee of \$30.00 per hour
For more information, email coffsgenie@gmail.com

Workshops: are held on 4th Saturday of each month or as otherwise advertised.

RECIPROCAL RIGHTS – Reciprocal rights are offered to members of all family history societies who visit our rooms to do research. Proof of current membership is required.

The Society does not hold itself responsible for statements made or opinions expressed by authors of the articles published in "Genie-Allergy". All care is taken to be accurate, however the Editor reserves the right to publish abridged articles/special features due to space constraints.

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Please contact Fiona or Cheryl if you are interested in filling the vacant positions on the Committee



Our President's report.....

Hello Everyone

We are halfway through the year already. I'm not sure where the time has disappeared to but no doubt the countdown to Christmas will start soon.

Our two cemetery walks, conducted in March and May, have proved to be very popular. Each walk had a mixture of members and non-members. Planning is well underway for a further walk in March 2027. Thank you Cheryl, Jill, Terry, Mike, Rosalie & Russell for your contributions. The Society is planning to produce a book relating the stories of those individuals whose graves were visited during our walks. (See Report)

I would like to take this opportunity to acknowledge the passing of former member Narelle Hoy recently. She was a longtime member of the Society and for many years she carried out the duties of Journal Editor. The Committee extends its condolences to her family at this difficult time.

Our June workshop with Debbie Campbell 'Unlocking the Mysteries of Trove' was well attended and proved to be very informative. Thank you Debbie for your presentation.

For those members interested in attending the State Conference in Port Macquarie, a reminder that registration is essential. Day 1 presentations are filling fast but there are still places available on Days 2 & 3. A full timetable of presentations is available on request from our rooms.

Results of the recent survey have been collated and will be discussed by the committee at its next meeting in July. Thank you to those members who participated and gave some interesting feedback.

Until next time, happy researching.

Fiona

WELCOME TO OUR NEW MEMBERS



A warm welcome to our new members. We hope you will make yourself at home and find us to be a friendly and helpful group. Don't be afraid to ask the Monitors on duty for help – they will do their best to steer you in the right direction with your research. We have an extensive Library available which is extremely beneficial for your research, as well as our computer software.

CEMETERY WALKS

The Coffs Harbour District Family History Society has recently held two cemetery walks around the Coffs Harbour Historic Cemetery visiting graves of people who were significant to Coffs.

The first walk was in the Catholic and Anglican sections while the second walk was in the Presbyterian, War Graves, Methodist/Uniting, Jehovah Witness and Un-denominational. We selected 20 graves for each walk, researched each person and located their graves. Among the graves selected were mayors, shop keepers, soldiers, mill owners, world champions in wood chopping and a murderer just to name a few. We had several speakers who spoke from personal association to the person interred or from our research.

The walks were well attended and received with many asking for more walks. We are planning our next walk for March 2027.

We wish to publish a book that will include photos and information on the graves we visit.

Thankyou to everyone who assisted in making the Cemetery walks such a success.

Cheryl Dal Pozzo No 1259
Secretary
Coffs Harbour District Family History Society

TROVE – Debby Campbell

On Saturday 27 th June 2026 we held a very well attended workshop in the Community Village where guest speaker Debbie Campbell spoke about the fabulous site called TROVE which is a free Australian based site but is available world wide. Website is <https://trove.nla.gov.au>

What is TROVE? Trove is a massive free online research site maintained by the National Library of Australia connecting Australian libraries, museums, universities and archives to give users access to over 14 billion digital items. These include newspapers, magazines, government gazettes, historical records (diaries, letters, manuscripts, maps and photographs), family history and research (family notices and stories). There are items from 1803 -1954 with some magazines spanning 1762-present day.

More items are being added once copyrights are no longer applicable. The HELP button is very informative when trying to navigate the site.

How to get the most out of Trove

1. Start with an All search to see the breadth of content Trove offers
 2. Look under the Help tab for the video and instructions on to find out how to refine searching techniques such as using double quotes to make sure words are found side by side or using double quotes, the tilde symbol and a number to find words close together in any order
 3. Remember that Trove matches against text corrections, tags and notes as well as the original text of digitised items
 4. Note the copyright details presented in every record. If permission was not granted, a record will be displayed but not the item itself
 5. Try the Advanced search available in each category for more granular searching by field.
Examples: put AJCP in the organizations field to narrow content to the pages of the Australian Joint Copying Project or to focus on a particular century or other time span, use the date/year range field
 6. Set up a personal profile to keep a record of your tags, notes, text corrections and lists, which then provides a shortcut back to previous searching
 7. Look under the News tab to find out what new content has been added each month
 8. Add your research to the National Electronic Deposit service @ ned.gov.au to make it discoverable in Trove
- The number of genealogists interested in Australian history has not ebbed, and those new to the field need an introduction to Trove, Australia's social and cultural record.

Hosted by the National Library of Australia since 2009, Trove was built on web services previously constructed according to content type.

Each content type is represented by the categories inside the all-search bar. It is useful to think about how to search it – some content is searchable as full text, some relies on its descriptive records. In both instances, people interacting with Trove can add more details to each of these, by adding tags, notes, lists, and where available, text corrections, to enhance the information available. The phrase “a rising tide lifts all boats” applies here – every small investment of time improves the outcome for every person who uses Trove. It is also worth remembering to check periodically for content which has been newly digitised and added to Trove. This may have some bearing on the results you see if you repeat your search strategy at intervals. Just look behind the News tab at the top of any Trove page.

Since 2019, there has been a new way to add value to Trove. The National Electronic Deposit service, hosted by the National Library with support from the State and Territory Libraries, provides an efficient process for capturing content to be shared globally through Trove. It's a great way to showcase Australia's intellectual output. Last but not least, if you haven't found what you are looking for, check out the details behind the Help tab. They can inspire you to approach Trove's content in different ways. It's there to be exploited!

trove.nla.gov.au

Debbie Campbell
Member, Coffs Harbour District Family History Group

COFFS HARBOUR JETTY (as on cover)

The Jetty is an icon for Coffs Harbour because it was part of the beginning of the city's economic growth. Before the jetty was built, logs were hauled to a site at the showground by bullock teams. From there they were rolled into Coffs Creek and floated to its mouth on the outgoing tide by using bullock teams, ropes and pulleys. The logs were manoeuvred through the water to waiting ships beyond the line of surf. Using ships' winches, the logs were hoisted aboard. The process of loading was difficult and hazardous and, as the industry grew, it was necessary to construct a suitable jetty.

The builder - A builder and contractor, Mr Thomas L Lawson, was the successful tenderer. Construction of the new jetty began in 1890. The original length was 1641 feet (500.17m). During construction a violent storm washed away 300 ft (91.5m) of the partially built structure. The total expenditure of the completed jetty in August 1892 was £12,482 1s 8d (\$24,964.10). The Public Works Department (PWD) accepted control of the jetty and was responsible for all future maintenance and improvements. The jetty was described in a newspaper article as 'an outlet for our produce and an inlet for our necessities'.

Opening of the Jetty - Adjacent to the shore end of the jetty were calf and sheep pens, a goods shed and a wharfinger's cottage. On completion of the goods shed the opening ceremony was arranged by Messrs Lee, Marles and Gill for Friday 5 August 1892. A beautiful arch was erected over the western end of the jetty and the goods shed was adorned with ferns, greenery and flags and delicious food was presented there. A banner suspended from the arch bore the words "Success to Coffs Harbor" while from a cord profusely decorated with flowers and ribbons hung the bottle of "fizz" with which the oldest resident of Coffs Harbour, Mr Peter Moller, was to perform the opening ceremony.

The arrival of Mr O. O. Dangar, Member of the Legislative Assembly, at 11.30am was received with cheers. A large crowd gathered to witness the ceremony which, after a few words from Mr Moller, was duly performed amid cheers. Mr James Gill, Wharfinger, then read an address to Mr Dangar on behalf of the residents. Mr Dangar responded to the speech congratulating the people on the completion of the work. After the speeches, the Coramba Brass Band played suitable music and then a special luncheon was held. At dusk, some people departed but others enjoyed a ball in the goods shed.

OPENING OF THE COFF'S HARBOUR JETTY.

COFF'S HARBOUR, FRIDAY.

A large number of people assembled to-day to witness the opening of the Coff's Harbour jetty. Ample provision to entertain all who might come was made by the residents. Mr. O. O. Dangar arrived at noon, when the tram truck was drawn up under the triumphal arch. Mr. P. Moller, the oldest resident, broke a bottle of champagne, and declared the jetty open. Mr. James Gill, wharfinger, then read an address to Mr. Dangar on behalf of the residents, thanking him for his persistent efforts in urging on the necessary works in the district, including the jetty. Mr. Dangar responded, and congratulated the people on the completion of the work, and said that thanks were largely due to Mr. Bruce Smith, who had sympathized with the people and granted sufficient money to carry on the work to completion. A special luncheon was afterwards laid out in the goods shed, when Mr. John Lee presided. Toasts ensued and several speeches were made, all expressive of satisfaction at the work then completed and the prospects of the district being so improved. Among the toasts proposed was the health of Mr. Bruce Smith, which was responded to by Mr. Dangar.

OPENING OF THE COFF'S HARBOUR JETTY. (1892, August 6). *The Sydney Morning Herald* (NSW : 1842 – 1954), p. 10. <http://nla.gov.au/nla.news-article13874247>

Development of the jetty - - In 1909 a new 80ft x 30 ft (24.38m x 9.14m) cargo shed was provided, as well as a large waiting shed at the outer end of the jetty and additional trollies. In 1909-10 the outer end of the jetty was widened and a duplicate tram line, laid. In 1911 the Public Works Department imported a new 1910 steam locomotive (Orenstein & Koppel No. 4365) and the jetty was strengthened to accommodate it. This replaced the

draught horses previously used to pull the trollies. In 1912 gas lighting was added to the jetty. In 1914 widening of the jetty to 41 feet (12.49m) and construction of 320 feet (97.53m) extension was completed. During 1915 the rails were converted to 4 ft 8 ½ in to be compatible with the new railway line being laid from Raleigh to Coffs Harbour.



Sleepers for New Zealand at Coffs Harbour jetty 28 August 1946, [Coffs Collections](#), mus07-5963

In April 1946 further extensions were completed. The jetty was widened at its base to accommodate a loop line to the new Northern Timber Depot and the track layout on the jetty was altered considerably.

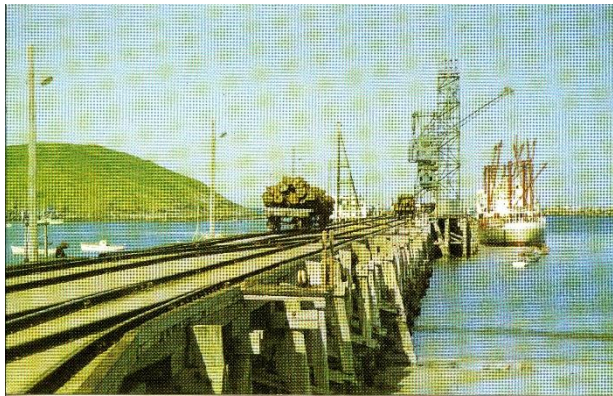
Jetty Cranes – A single railway line of 3ft 6in gauge was laid along the centre. A five-ton (4.53 tonnes) capacity steam derrick crane, built by Rogers of Newcastle, was erected near the end of the jetty for loading vessels. The first crane driver was Dan Shea. Pop Sampson and Cecil Owen Walsh were engine drivers. A number of small wooden trollies were provided for the conveyance of cargo along the jetty. In 1906-07 the crane was replaced by a 7 ½-ton (6.80 tonne) capacity steam derrick one from the Clarence Harbour Works, built by Ransomes and Rapier. By 1909, increased traffic at the port facilities necessitated the jetty to be upgraded. In 1914 a second steam crane (10-ton capacity) was erected at the outer end of the jetty.



Shipping timber at Coffs Jetty, 1908, [Coffs Collections](#), mus07-3893

Two new steam cranes were purchased for use on the jetty in 1928-29. The first was a five and a half ton (4.98 tonne) capacity crane at the base of the jetty and the second, a seven and a half ton (6.80 tonne) capacity travelling crane.

In 1947 a timber floodlighting tower was erected to facilitate night work. Two diesel electric travelling cranes, Nos 209 and 210, provided prominent landmarks in the port area. The cranes were constructed by Messrs. Stothert and Pitt of Bath, England in 1944 for use in the Normandy invasion of France. No. 210, which was bought from Evans, Deakin and Co Ltd of Brisbane, was erected on the jetty in December 1947 with special rails being laid for it.



Loading timber 1950, [Coffs Collections](#), mus07-2773

In 1949 electric travelling gear was installed on the crane. By July of that year the North Berth steam crane had been removed, leaving No. 210 as the sole operational crane. This was later joined by No. 209, the inner crane, identical to the other one, which was supplied by the State Dockyard. This crane became operational in August 1955. The main function of the cranes was to load timber onto ships but, they were also used for jetty maintenance, especially pile driving. With the cessation of regular shipping from Coffs Harbour in the mid-1970s they fell into disuse. After 1973 owners of fishing vessels relied on the cranes to lift their boats on and off the jetty for maintenance and servicing.

Shipping - The first cargo loaded at the jetty was a consignment of sugar from Alexander Herman's mill at Korora. Although the jetty was not completely finished, Mr Lawson allowed Mr Herman to use the builders' trucks to carry the sugar to a chute at the end of the structure, where it was loaded into the tiny ship "Byron" commanded by Captain Hunter. Over a ten-year period from 1906, more than 400 ships a year called at the jetty. During the following years, better rail transport and improved road conditions plus the build-up of sand in the harbour resulted in fewer ships calling at the jetty.



Passengers boarding the S.S. Fitzroy at Coffs Harbour jetty with Muttonbird Island in the background, circa 1920. [Coffs Collections](#), mus07-293

The most popular passenger vessel to leave Coffs Harbour for Sydney was the SS *Fitzroy*, commanded by Captain James Colvin. It left the jetty at 3pm every Sunday arriving in Sydney the next day.

Passengers were embarked in a large basket which was lifted from ship to jetty and back again by one of the jetty cranes.



Replica of the basket used for embarking / disembarking of passengers at the jetty
Photographer: Marie Davey, 2008

Inside the basket were two rows of seats facing each other which held a total of eight people. By the 1970s the jetty had begun to slip into a state of disrepair. The last regular trading vessel to call at Coffs Harbour, the “*Abel Tasman*”, paid its final visit in 1973. The “*Lorrana*” loaded the final commercial shipment on 22 July 1979, when it sailed for Lord Howe Island with a cargo of provisions.

End of Commercial Activity – In 1982 most of the railway track was removed to enable replacement of defective timber decking. Several sheds were demolished and two piles replaced. Due to their unsafe condition, the cranes were demolished by April 1984. Their removal ended nearly a hundred years of commercial activity on the jetty.

The Centenary – Residents dressed in period costume for the jetty centenary celebrations held on 2 August 1992. Bush ballad recitals, tug-o-wars, whip cracking, hay cart rides, buskers, model steam engines, vintage cars and historical photographic displays delighted the many people who came to witness the centenary of our icon. There was a working model of the Timmsvale sawmill brought to life by Dudley Timms from the original stationary mill built by his father 50 years previously. A short official ceremony on the jetty was held at 11am Sunday when a giant birthday cake was cut by special guest, Marjorie Nelson (nee Jackson). The week of festivities culminated in a Gala Ball held in the Town Hall on 8 August 1992.



And Beyond – The jetty became unsafe and was closed in 1990. A spirited campaign by local historian Naomi England sought to save it. It was listed under the Heritage Act and as it was the only remaining jetty on the

North Coast, the New South Wales Government decided to conserve it. A Save the Jetty Fund was launched in 1992 with its goal being \$100,000 towards the total cost. Work began in March 1996. Timber used was blackbutt, tallowwood and spotted gum. The original piles were made of turpentine. The decking was removed and replaced. A firefighting system was installed with safety fencing, lighting and seating benches. The final cost was \$3.8 million.



As the jetty was closed to commercial shipping for 20 years and to the general public since 1990, there were big festivities to celebrate the re-opening on 11 October 1997. Mayor Cr John Smith, and Andrew Fraser, Member for Coffs Harbour, officiated at the opening and the ribbon was cut by Carl Scully, Minister for Roads, NSW. A re-enactment of a scene depicting Captain Korff stepping off the steamboat *Mary* was the highlight. Sporting events, displays, food, drama and musical concerts were also enjoyed. There was a Best Decorated Boat competition and night entertainment including sky diving by Coffs City Skydivers and fireworks. Our jetty is now enjoyed by tourists and residents alike for recreational purposes – walking, swimming and fishing and will continue to be an icon for our city. More details are available in the Jetty's [entry](#) in the NSW State Heritage Register.

Sources

Ships and Timber – a short history of Coffs Harbour port and associated railways, Dr John Kramer, 1984, [994.43 KRA](#)

Coffs Harbour 100 years down the track, Jean Donn-Patterson, [994.43 DON](#)

OPENING OF COFFS HARBOR JETTY. (1892, August 10). *Macleay Argus (Kempsey, NSW : 1885 – 1907; 1909 – 1910; 1912 – 1913; 1915 – 1916; 1918 – 1954)*, p. 4. <http://nla.gov.au/nla.news-article234191457>

Reminiscences of Jetty Town, 2015, [994.43 REM](#)

The Advocate –

17 August 1956 First cargo

10 December 1981 Cranes on jetty

2 May 1992 Save the jetty fund

22 July 1992 Working model of Timmsvale Sawmill

31 July 1992 The Centenary

1 August 1992 Gala Ball for centenary

4 August 1992 Outlet for produce inlet for necessity

14 May 2001 PWD have control of jetty. Replacement of crane

Jetty Times, 9 March 1996 Jetty restoration

The Coffs Harbour Advocate, 14 October 1997 Re-opening ceremony

Acknowledgement Compiled by Museum volunteer, Marie Davey



Tell us your story!

Surely your research has provided you with a story to tell. I need your stories for our Journal and without them the “Genie-Allergy” will cease to exist.

- Perhaps you have a problem that someone can help you with.
- Perhaps you do have skeletons in the cupboard which makes life interesting.
- Did you have a convict in your family and what was his/her crime.
- Do you have nobility, aristocracy or royalty in your tree.
- Do you have an interesting story or an article to share? Include photos if you have them as they always add interest.
- You may want to share humble origins, or a grand adventure, wars, marriages or even why you became interested in Family History in the first place,

If you do, I would love to hear from you. Please email me on shaz@ingersole.com

THE HEMMING

Ebenezer Joseph HEMMING was born at Woodhouse in Yorkshire (near Sheffield) and was the son of Thirza FOSTER who was the sister of my great grandfather, Arthur Foster. Ebenezer emigrated to Canada in 1909.

John Bennett HEMMING was born in 1914 at Moose Jaw, Saskatchewan and was the son of Ebenezer Joseph Hemming (Joe) and his wife who was born Edith Alice PASCOE. According to Brother's Keeper, he was my second cousin once removed. Edith was born at Devonport, Plymouth and emigrated on 27th April 1913 with her sister to Quebec. They were both Barnardo migrants but I have no idea what happened to their parents.

In the 1926 Prairie Census, John (or Jack) was 11 and living with his parents, aged 40 and 41, and his two brothers and one sister. In 1931, John was 16 and his address was 119 5th Avenue. He was employed as a bookkeeper in the glass manufacturing industry. He was a wage or salary earner and his income was \$C720. It said he spoke English but not French. His religion was United Church.

In 1945 there was a John HEMMING in the Canada Voters' List at Moose Jaw. The reference number was M-4830 but there was no more information.

On April 1st 1946, he crossed into the United States at Loring in Montana. The form said that he had previously crossed in July 1942 at Detroit, Michigan. My mother said that a Canadian serviceman visited the family when they were playing cards at the home of Mary Foster HEMMING, the daughter of Thirza. We both thought that the person could be John Hemming, but until I find out where he was between 1942 and 1946 it remains unknown. Canada and the US were both involved in WW2 so presumably there will be service records somewhere.

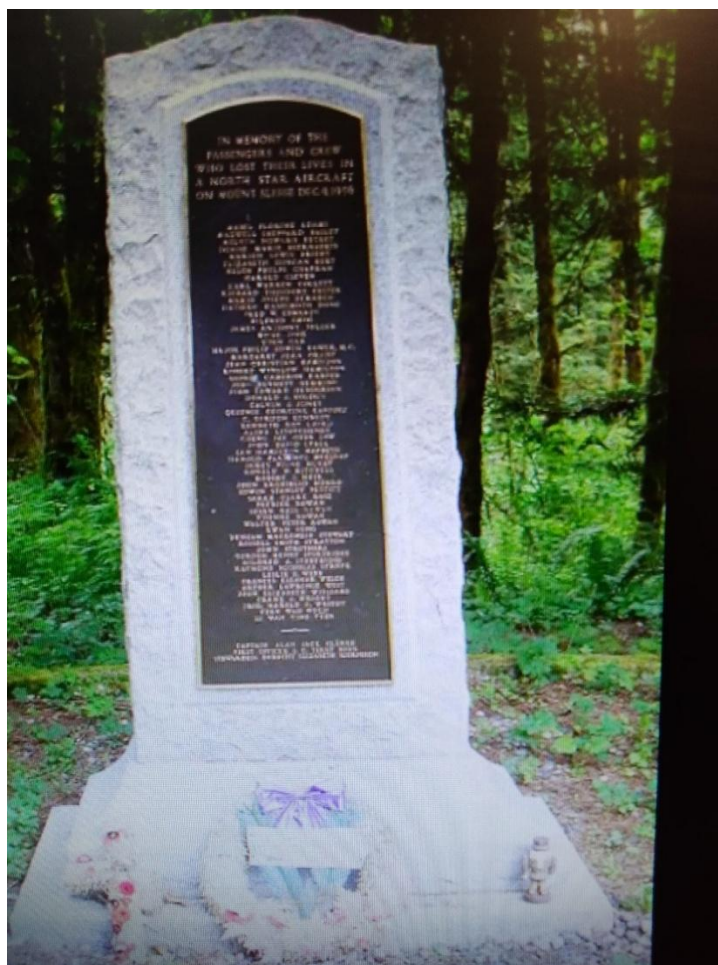
His mother died in 1953 and John and his brother Gordon were reported as both living in Calgary then.

On 9th December 1956 Trans Canada Airlines Flight 810-9 was on a flight from Vancouver to Regina via Calgary. It was delayed in taking off from Vancouver due to a snow storm and, shortly after taking off it crashed into the

side of Mount Slesse near Chilliwack “due to severe icing and turbulence”. There were 62 people on board including crew but there were no survivors.

“Due to the remoteness and difficulty of the terrain, the crash site was not located until the following May. Among the victims were five professional Canadian football players on their way home from the annual Shrine Game between the East and west all-stars in Vancouver. The remains are in a highly inaccessible area and are protected from disturbance.”

There is a memorial on the site where the plane crashed and one of the passengers was John Bennet HEMMING. There were 3 crew and 59 passengers on board the plane and their remains were never recovered.

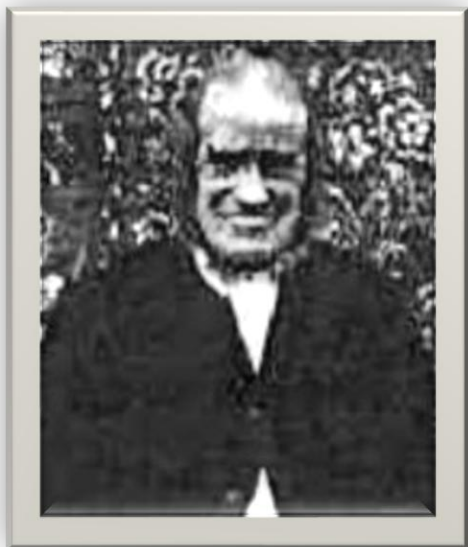


Ebenezer Joseph died on 13th April 1964 at Matsqui in British Columbia, although he wasn't buried there. He was buried at Moose Jaw Saskatchewan as he requested. Edith Alice died on 9th August 1953 at Matsqui. (Source 5309 008068).

William Harold (b. 17th January 1913) died on 16th October 1986 at Vancouver Island British Columbia (source details 016879). Beatrice Mary Plewes died on 5th February 2012 at Nainamo British Columbia and was buried at the First Memorial Garden of Memories at Victoria, British Columbia. Her memorial Id is 177296077 and she was 92 when she died. She was apparently a music lover and philanthropist. Her husband Kenneth Plewes died in 2004.

Submitted by Stephen Goundry Member 1372

OUR CONVICT HERITAGE – THE BUNT FAMILY & FREE SETTLERS FAIRALL FAMILY



JOHN BUNT 1809-1866

CONVICT



ANN BUNT Nee FAIRALL 1821-FREE SETTLER 1905

JOHN BUNT – One of 260 Convicts Transported to NSW on “Surrey I” 1834: Sentenced to 7 years at Bodmin Quarter Session

NAME: JOHN BUNT - AGE: About 24 – Born 2 November 1809 Died: 26 March 1866, aged 56 years; buried at Berrima-NSW – no headstone

NSW BDMS: John Bunt, son of Philip/Ann, Berrima (Reg No 3253/1866)

TRIED: 31 December 1833, Bodmin-Cornwall Quarter Session SENTENCE: 7 Years

CRIME: Stealing a fustian coat

UK NATIONAL ARCHIVES: Bodmin Quarter Sessions 31 Dec 1833 (QS/1/12/370) John Bunt of Liskeard, lab, indicted for stealing fustian coat, property of Henry Hill; transported for seven years.

HULK REGISTER: Jno BUNT, aged 24, born about 1810, convicted 31 December 1833 at Bodmin, received aboard the prison hulk “Leviathan” moored at Portsmouth on 12 March 1834. Also received aboard the prison hulk “Captivity” moored at Woolwich and Devonport

SHIP: “Surrey I” (eighth voyage) – departed Plymouth 7 April 1834, arrived Sydney 17 August 1834, a voyage of 132 days, carrying 260 male convicts (260 landed); Master Charles Kemp, Surgeon John Smith.

FAMILY – (Information found on the IGI) – Father: PHILIP BUNT baptised 30 March 1783, Saint Cleer-Cornwall; buried 10 Dec 1871, Liskeard. Mother: ELIZABETH ANN JAMES, b.1788 St Cleer-Cornwall; buried 5 July 1815, Liskeard. Married: 19 January 1809, Liskeard-Cornwall

Children:

John Bunt – born 2 November 1809 Liskeard; baptised 26 December 1809 Liskeard; died 26 March 1866, Sutton Forest-NSW. Married: 21 July 1841 (age 31) at Berrima NSW.

Spouse: **Ann FAIRALL.** 1821-1905

NEWSPAPER REPORTS –

ROYAL CORNWALL GAZETTE, 7 JANUARY 1834 – SENTENCES OF THE PRISONERS

To be transported for 7 Years – JOHN BUNT (Bart) for stealing a fustian jacket belonging to H. Hill, The prisoner bears a very bad character.

JOHN BUNT

Item: Sessions held at Bodmin - ref. QS/1/11/658-694 - date: 19 October 1830 [from Scope and Content JOHN BUNT and JAMES HARRIS, both of St.Cleer, labs., indicted for stealing a bag, 5 lbs. of tallow, 2 lbs. of tea, 6 yards of cotton and six loaves, property of John Trevean: both received twelve months' hard labour in Bodmin gaol.

[BUNT 1 18 Feb 2005.FTW] FILE - Quarter Sessions Order Book - ref. QS/1/12 - date: Apr 1831-Mar 1836 item: Sessions held at Bodmin - ref. QS/1/12/352-381 - date: 31st December 1833 [from Scope and Content] JOHN BUNT of Liskeard, lab. indicted for stealing fustian coat, property of HENRY HILL: transported for seven years.

John was the only child and was born a day or two before the 2nd November 1809. His birth date 2/11/1809 appears to be right & his Parents were a PHILIP BUNT & ELIZABETH ANN JAMES of Liskeard. He was baptised twice. The first baptism was a private baptism, usually in the home, presumably because he was a delicate baby and was not expected to survive. But survived he did, and was presented in the parish church for a second baptism on the 26th December 1809. His mother died when he was just six years old. His father remarried on 18th January 1816.

John Bunt late of the parish of Liskeard in the county Labourer was at this session indicated, tried and convicted for the feloniously stealing one fustian coat of the value of one shilling of the proper goods and chattels of HENRY HILL. It is therefore ordered that the said offence he, the said JOHN BUNT be transported to such parts beyond the seas as His Majesty with the advice of the Privy Council shall direct for the term of seven years. Such as was the judgement passed at the Cornwall Quarter Sessions held in Bodmin on the 31st December 1833. An extremely petty crime by today's standards but a crime that meant transportation in those days. The repercussion of that act lead to the first ancestors to arrive in Australia and the only one to arrive as a convict. At the time of conviction he was a farm servant, single, was of the protestant faith and could read. He had no former convictions.

He was only a short man (5ft 4in) with ruddy complexion, dark brown hair and hazel eyes. He also had eyebrows which meet, a scar on the right side of his neck and a small wart on the back of his left thumb. His voyage to Australia was aboard one of the most famous convict ships the "Surrey"

This ship completed 11 voyages to Australia carrying convicts. This was more than any other ship. It was built in 1811 at Harwich and was owned by the London firm of Mangles. JOHN BUNT was aboard the "Surrey's" 8th voyage which sailed from Plymouth on the 7th April 1834. The master of the voyage was CHARLES KEMP and the surgeon super intendant was John Smith. This ship completed 11 voyages to Australia carrying convicts. She was a fully square-rigged ship with overall length of 117 feet 6 inches and a breadth of 29 feet 6 inches above the wales. She was copper-sheathed and had quarter galleries with a Minerva bust figure head. As originally built, the Surrey had 2 decks with a height between decks of 5 feet 8 inch, but was rebuilt about 1818 and from the following years is shown in the registers and having three decks. She rated for many years as a first class Ship built of first class materials. Until then, John BUNT had been kept in a hulk at Davenport. The master of this voyage was Charles KEMP. It was relatively good voyage of 132 days although it was carrying 260 male convicts which was the most ever carried. There were no deaths on this voyage. After John's arrival in Australia he was assigned to JOHN NICHOLSON Junior who was granted a 700 acre property in 1822. . It was a reward for raising the sunken "Lady Nelson" when he went to Newcastle with Macquarie while Harbour Master at Port Jackson.

He called this property "Newberry" at Sutton Forest. He did this when he heard from a friend and neighbour, JAMES AKINSON, was calling his place "Oldbury". JOHN NICHOLSON took up residence in 1842 and in 1863 he died.

John resumed his old occupation as a farm servant and served his time there until his certificate of Freedom (no, C41/767) was issued on the 14th June 1841. Five weeks later he married ANN FAIRALL.

THE MARRIAGE OF JOHN BUNT & ANN FAIRALL. Just five weeks after John obtained his Certificate, he married Ann Fairall on the 21st July 1841 by George Vidal minister of Berrima and Sutton Forest.

It was in the original weatherboard chapel named All Saints, Sutton Forest which was opened on 10 January 1830 by Arch deacon Broughton. Twelve children were born in this union, the youngest being only one year old when John died of Rheumatism on the 20th March 1866 aged 56 years. At the time of his death, his occupation was a Gardener (Death Registration 5681) It was not known how Ann and the 12 children managed to survive or where exactly in Sutton Forest they were living.

In 1867 Ann was listed as in the Post Office Directory as being a needle woman at Sutton Forest. It is also believed that her son Charles shared a small cottage on the corner of the property and Ann continued there after Charles built another house for his own family. Ann also helped to rear a number of her grand children, particularly the children of her first daughter, Sarah who died at the age of 31. She lived to see most of her grandchildren which number more than 100 born. Ann died of Cerebral Apoplexy on the 11th November 1905 and is buried with her husband at All Saints Cemetery. It appears that neither of their graves were marked or if they were, headstones then they have not survived the ravages of time.

Spouse **Ann Fairall**. Birth 18 April 1821. Death 1905. Married 21 July 1841 Berrima NSW.

Children.

1. **Sarah Fairall**. Birth 1840 to ANN FAIRALL and HENRY PHILPOTT one year before Ann married JOHN BUNT. Sarah married Francis Walker in 1858. Sarah died 1871.

2. **Henry Bunt**. Birth 7 June 1842. Death. 1927 NSW. Spouse CATHERINE MITCHELL. 1838-1907 Married Reg 1491/1862) Berrima NSW.

Children

Catherine Bunt Birth 1877 Death 1909 Spouse EDWARD SAMUEL MCGUINNESS 1897

3. **Henry Bunt**. Birth 1865 Death 1929 Spouse JANE SMALL. Married 1888

4. **Phillip Bunt**. Birth 17 October 1843. Death 1926 Barcaldine Queensland. Married 19 March 1862, Camden, NSW #, to [EMMA WILSON](#) 1841-1922

5 **Ann (Anne) Bunt**. Birth 21 April 1845 Death 1925. Ann married **WILLIAM BYRNE** 1863 Sutton Forest.

Ann's father arrived in NSW in 1834 as a convict, sentenced at the Cornwall Quarter Sessions to 7 years deportation for stealing a coat. Ann's mother had experienced shipwreck on the way out from England on the 'Julianna' and finally completed the voyage in the 'Morayshire'. Ann was adopted by John Horam and on the death of Mrs Horam she came into a considerable amount of property including the Royal Hotel at Sutton Forest which she and William ran until about 1920. Ann died in Goulburn Base Hospital.

6 **John Bunt**. Birth 6 February 1847. Death 1915 Married 23 September 1867, Berrima, NSW #1600_1867, to [Sarah Ann Beaver](#) 1843-1874 Married in 1881, Adelong, NSW #6022_1881, to [Anne Simpson](#) 1830-1919

7 **Mary Bunt**. Birth 1848 Death 1899

8 **William Thomas Joseph Bunt.** Birth 31 May 1850. Death 1930 Married 3 June 1876, Berrima, NSW #2083_1876, to [HARRIET](#) DITTON 1858-1890

9. **George Bunt.** Birth 13 July 1852 Death 1943 Married in 1879, Cootamundra, NSW #3382_1879, to BRIDGET HANNA HANNON 1858-1917

10. **Thomas William Bunt.** Birth 1855 Death 1859 Aged 4 years

11. **Ellen Bunt.** Birth 24 March 1857 Death 1943 Married 22 January 1872, Young, NSW #3872_1872, SAMSON HENRY SAMUEL NORRIS 1850-1917

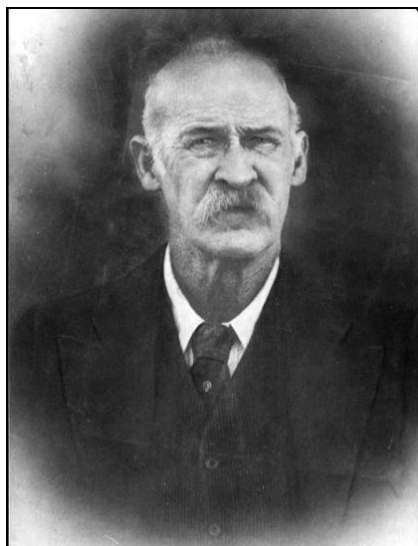
12. **Charles Raymond Bunt.** Birth 4 February 1860 Death 1929 Married in 1881, Robertson, NSW #3439_1881, to CHARLOTTE MERCY DITTON 1862-1881

13. **Hannah Bunt.** Birth 4 June 1862 Death 1927, Married in 1880, Berrima, NSW #2726_1880, to [THOMAS PARKER](#) DITTON 1856-1902. Married in 1903 to CHARLES FREDERICK SMITH

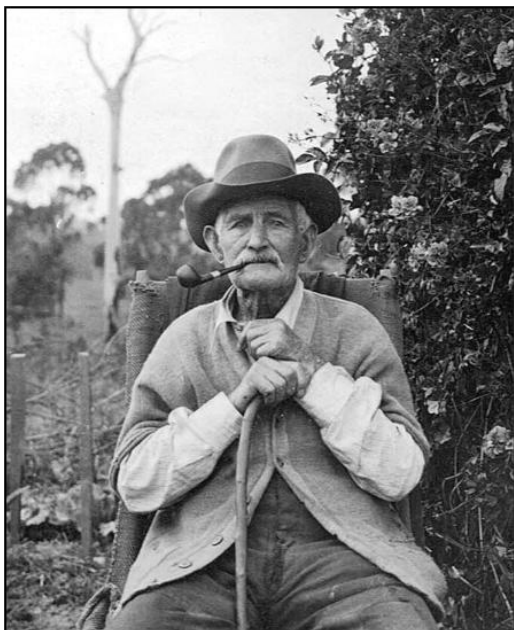
14. **Levi Bunt.** Birth 20 November 1864 Death 1933 Married 24 September 1884, Berrima, NSW to HANNAH LOUISA POPE 1863-1946



John and Ann Bunt



George Bunt 1852 – 1943 son of John and Ann Bunt. Married in 1879, Cootamundra, NSW 1879, to Bridget Hannah Hannan Hannon 1858-1917



Levi Bunt 1864 – 1933 son of John and Ann Bunt
Married 24 September 1884, Berrima, NSW to Hannah Louisa Pope 1863-1946



Henry Bunt 1842-1927
Son of John and Ann



Catherine Bunt nee Mitchell 1838-1907



Royal Hotel, Sutton Forest



All Saints C of E, Sutton Forest



Henry Bunt 1865-1929 and Jane Bunt nee Small 1866-1952. Married 1888
Son of Henry Bunt and Catherine Bunt

FAIRALL FAMILY - FREESETTLERS

WILLIAM FAIRALL. Abt 1787 – 1864 Married **HANNAH WELLER** 1792 – 1864
All the Family was born in England

Children

1. **William Fairall.** Birth 1811. Married **CHARLOTTE LAVENDER.** Death 1898 Paterson, NSW
2. **Rebecca Fairall.** Birth 1812
Death 1880 Icklesham, Sussex, England
3. **John Fairall.** Birth 1814 Death 1857 (Reg 253/1857) Camden, NSW.
4. **Hannah Fairall.** Birth 1817
Death 1837 Icklesham, Sussex, England
5. **Mary Fairall.** Birth 1819
Death 1885 Icklesham, Sussex, England
6. **Ann (Anne) Fairall.** Birth 18 April 1821 Icklesham Sussex, England . Death 11 November 1905 Sutton Forest
Ann had a relationship with **HENRY PHILPOTT**, a convict stone cutter of Sydney, resulting in the birth of her daughter Sarah, who was baptised in May 1840 at All Saints Church of England, Sutton Forest, NSW Married John Bunt 21 July 1841, All Saints Church of England, Sutton Forest.

Sarah Fairall was born to **ANNE FAIRALL** in 1840 at Sutton Forest, the year before Ann married **John Bunt**. Sarah may not be John's child, but probably is, based on the custom of the time in penal colony New South Wales that convicts (John) were granted permission to marry after they had received a ticket-of-leave or conditional pardon. John was granted his ticket-of-leave in January 1841.

7. **George Fairall**. Birth 1826 Death 1886 (Reg. 2974/1886) Married **FRANCES ROUGHKIN**

8. **Grace Fairall**. Birth 1829 Death 1909 Murrumburrah, NSW Married **SAMUEL CLARK** 1846



Grace Clark nee Fairall 1829-1909
Married Samuel Clark 1846

9. **Valentine Fairall**. Birth 1831 Death 1864 (Reg 2995/1864) Married **HANNAH FUNNELL** 21 September 1853

10. **Edward Fairall**. Birth 1834
Death 1893 (Reg 8666/1893)

11. **Sarah Fairall**. Birth 1835
Death 1835 Icklesham, Sussex, England

12. **Ellen Fairall**. Birth 1837 Death 1872 Camden NSW. Married **JOHN SMITH** 1854

This family retained their surname as recorded by the shipping clerk, and have been the base of the major Fairall family name in Australia, settling initially in the southern highlands of New South Wales.

About ANN BUNT nee FAIRALL 1821-1905, Free Settler "Juliana" "Morayshire" 1839

Eighteen-year-old Ann migrated with her family as Bounty Immigrants (Government assisted) on the 'Julianna' and arrived in Sydney on the ship 'Morayshire' on the 20th of May 1839. Her two elder married sisters (Rebecca and Mary) remained in England. Ann and the rest of her family, her father and mother William and Hannah, and brothers and sisters, John (25 years) George (13 years) Grace (10 years), Valentine aged 8, Edward aged 5 and Ellen aged 2 years sailed with her.

The voyage was a challenge to say the least; the Fairall family had originally set sail from Gravesend England on the 'Julianna' on the 20th of October 1838. On board were 244 men, women and children.

At Green's Point, Table Bay, off the Cape of Good Hope on the 19th of January 1839 the 'Julianna' was wrecked. Thirteen children and nine adults lost their lives, all the Fairall's survived.

The Fairall family continued their voyage aboard the sailing ship 'Morayshire' on the 29th of March 1839 landing in Sydney on the 20th of May 1839. Ten families remained at the Cape of Good Hope afraid to continue their journey. Ann had a relationship with Henry Philpott, a convict stone cutter of Sydney, resulting in the birth of her daughter Sarah, who was baptised in May 1840 at All Saints Church of England, Sutton Forest, NSW, Australia. Her family settled in the Sutton Forest area where Ann married John Bunt and lived the remainder of her life.

It is not known how Ann and their 12 children managed to survive after John's death or where exactly in Sutton Forest they were living. In 1867 Ann was listed in the Post Office Directory as being a needle woman at Sutton Forest. It is believed she shared a small cottage on the corner of the property with her son Charles. After Charles built another house for his own family Ann continued in the cottage. Ann also helped to rear a number of her grandchildren, particularly the children of her first daughter, Sarah who died at the age of 31. Ann lived to see most of her grandchildren, which numbered more than 100 born.

Ann is buried with John at All Saints Church of England Cemetery, Berrima, Australia. Their headstones no longer exist.

Ann, the times she lived in: At first sight there does not seem to be much to - an intersection on the Illawarra Highway between the Freeway and Moss Vale. Today few people live in Sutton Forest (although that is changing quickly in 2005 with new urban development) there are only a few houses, now off the main road; the rest live on properties which spread out towards Moss Vale, Berrima, and Exeter. However, the name is famous and the entire area between the Bong Bong River (a few kilometres north of Moss Vale) and Paddy's Creek (about ten minutes' drive toward and along the freeway south) was once called Sutton Forest.

The beautiful rolling green hills and trees seen today are not part of the original Sutton Forest. They are the result of land clearing and pasture improvement over a hundred years, and the plantings by former residents wishing to recreate the idyllic landscape of England. Like other parts of the Highlands, the pines, poplars, elms, and other European trees provide a modern panorama, as do the magnificent gardens surrounding many of the old homesteads.

Hundreds of convicts laboured in road gangs to build the South Road which passed by there, and many were indentured to settlers to clear land and act as domestic servants.

Considerable grants of land were given to early settlers in the Sutton Forest area, some of whom built substantial Georgian and Victorian homes. Sutton Forest has a significant place in early Australian history. First settled in the 1820's it was then on the very outer limits of the colony.

There are four 'Sutton Forests'. The first is the area described above - from the Throsby estate at Bong Bong, south west to Paddy's River. It was also referred to as "Argyle"! The second Sutton Forest was a government village surveyed about a kilometre east of the present village centre in 1854, it did not come to anything. The third Sutton Forest grew up as a private village in the 1830's near land made available for a cemetery (1828) on the banks of the Medway River by one of the early settlers. A wooden chapel was erected nearby, the only one south of Camden. Later an Anglican school, at least three inns, a store, and a few houses followed, only the remains of this village can be seen today on entering Sutton Forest from Moss Vale.

In front of the hotel at Sutton Forest is a memorial to the first explorer in the region (1798) - the convict John Wilson and his party - who had been sent inland by Governor Hunter to prove to the convict population of Sydney that they could not escape over the mountains to China and freedom!

NAME (Hus.) **FAIRHALL, William** 1838 / 1839
 OCCUPATION _____
 REL _____ AGE _____ R.W. _____
 NATIVE PLACE _____
 FATHER _____
 MOTHER _____

NAME (Wife) **FAIRHALL, Hannah**
 OCCUPATION _____
 REL _____ AGE _____ R.W. _____
 NATIVE PLACE _____
 FATHER _____
 MOTHER _____

CHILDREN John; Ann; George; Grace; Valentine;
 Edward; Ellen. The "JULIANA" sailed from
 Gravesend 20 Oct 1838; was wrecked at Green's
 Pt, Table Bay, Cape of Good Hope 19 Jan 1839
 SHIP DATE OF ARRIVAL 20 May 1839 VOL 20
 50 souls remained at the Cape. "MORAYSHIRE"
 & "MARY HAY" were chartered to take passengers
 to N.S.W.

NAME (Hus.) **FAIRHALL, William** 1838 / 1839
 OCCUPATION _____
 REL _____ AGE _____ R.W. _____
 NATIVE PLACE _____
 FATHER _____
 MOTHER _____

NAME (Wife) **FAIRHALL, Charlotte**
 OCCUPATION _____
 REL _____ AGE _____ R.W. _____
 NATIVE PLACE _____
 FATHER _____
 MOTHER _____

The "JULIANA" sailed from Gravesend 20 Oct 1838
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 were chartered to take passengers to N.S.W.
 SHIP DATE OF ARRIVAL 20 May 1839 VOL 20

Submitted by Sergio Spagnolo Member 1493

Dates for your Diary....

July 25th – 4 members speaking on – Ruth Dorward on Finances

Sergio Spagnoli on Photo Book tips

Gail Buckingham on Convicts

Anthony Jackson on Photo restoration

August 1st – Book Launch “The Sawmiller’s Daughter” by Sarah Smith at
 Yarilla at 11.00am

August 22nd – Trip to Nambucca Museum

September 26th – AGM

October 24th - Seminar on Convicts by Vicki Osborne

November 28th – Workshop with Di Smith on DNA followed by our Xmas afternoon tea