

Guide to **Convict**  
Transportation Lists

Part 2: 1801-1812



an Unlock the Past  
guide book...

Carol Baxter —

## About the author



### Carol Baxter

Carol has been a genealogist for over three decades, having first become interested in family history research while still at school. Her career as a professional genealogist began when she was appointed Project Officer of the Australian Biographical and Genealogical Record (ABGR). In that role she edited six volumes of early New South Wales muster returns (similar to census returns) and later the convict indents for 1788-1812. She edited other record series when she became General Editor of the ABGR's new incarnation, the Biographical Database of Australia. She is a Fellow of the Society of Australian Genealogists and an adjunct lecturer at the University of New England, and is now a full-time writer and speaker. She has already spoken on two Unlock the

Past genealogy cruises and will be one of the lead presenters on our Baltic cruise in July 2015.

Carol began writing 'popular history' in 2004 and is the author of five 'true-crime thrillers'. *An irresistible temptation: the true story of Jane New and a colonial scandal* (2006), *Breaking the bank: an extraordinary colonial robbery* (2008), *Captain Thunderbolt and his Lady: the true story of bushrangers Frederick Ward and Mary Ann Bugg* (2011) and *Black Widow: the true story of Australia's first female serial killer* were all published by Allen & Unwin to critical acclaim while *The Lucretia Borgia of Botany Bay* will be published in 2015. Both *Breaking the bank* and *Captain Thunderbolt* received first prize in writing competitions. In 2013, Britain's Oneworld published *The peculiar case of the electric constable: a true tale of passion, poison and pursuit*. It has received international acclaim – Britain, America, Canada and Australia – with *The Times* (London) writing that it is 'as lively and readable as a crime novel' and Britain's *Independent* praising it as 'totally irresistible'. Carol has recently received a commission from Allen & Unwin to write another true-crime thriller which will be published in 2017.

'How to' genealogy books are among Carol's other works. *Writing interesting family histories* was published in 2009 and updated in 2010. She has two guidebooks being published by Unlock the Past in 2015. In 2015 she also published *Help! Historical and genealogical truth: how do I separate fact from fiction* and *Help! Why can't I find my ancestor's surname?*. Other 'how to' publications are in the pipeline.

Carol is also the author of *The History Detective* newsletter, a free email newsletter with tips on history, researching, writing and publishing along with information about her forthcoming publications (including pre-publication discount offers). You can subscribe to the newsletter and find out more about Carol and her books and talks via her website [www.carolbaxter.com](http://www.carolbaxter.com).



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Guide to  
**Convict Transportation Lists**

Part 2 — 1801-1812

Carol Baxter

2015



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Published in Australia by  
Unlock the Past  
PO Box 119  
St Agnes SA 5097  
[www.unlockthepast.com.au](http://www.unlockthepast.com.au)

ISBN: 978 1 921956 29 4 (book)  
ISBN: 978 1 925323 15 3 (ebook)

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Printed by Gould Digital, Ridgehaven, South Australia

**COVER PHOTO**

*Front cover: Lady Penrhyn*

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# Preface

Convict transportation to Australia began with the departure of the First Fleet from England in May 1787. Transportation to Australia continued for the following eight decades, although this publication focuses only on the years between 1801 and 1812.

The information contained in this publication was gathered at the time I edited the convict database published in *Convicts to New South Wales 1787-1812* (Society of Australian Genealogists, Sydney, 2002, CD-ROM). My original goal in producing this database was to transcribe each entry from the main series of Convict Indents (see Extant Lists) held by State Records of NSW so as to generate a searchable database of convict transportees for the first 25 years of transportation. I already knew that some lists were incomplete, which meant that I would need to find other sources to make up the deficiencies. Eventually, I decided to make the database a compilation rather than a simple transcription, incorporating information from all the convict transportation lists I could access—with relevant annotations to that effect.

The differences between the various lists made it necessary to analyse the lists themselves, both in terms of the big picture and for each individual transport so as to fully understand the differences and to determine the significance of those differences. As I checked each list, I made exhaustive notes about everything I discovered for each particular transport and for the convicts transported within.

For the convicts themselves, my conclusions were published in their own entries in the CD-ROM database. Researchers can use the search facilities in the CD-ROM to pull up the details for an individual convict, or for all convicts transported on a particular ship.

My conclusions about both the records themselves and the convict lists surviving for each transport comprise the body of both this publication, *Guide to convict transportation lists: part 2 — 1801-1812* and its preceding publication, *Guide to convict transportation lists: part 1 — 1787-1800*.

Both publications are set out the same way, with two sections. The first discusses the surviving record series in general and where they can be accessed. The second discusses the records that have survived for each convict transport, along with an analysis of the number of convicts listed and whether or not these convicts actually arrived in Australia.

Since the text for this book was prepared in 2001-2, new online resources have become available. Digital images of some of the convict records mentioned in the following pages are now available on the website of State Records of New South Wales (Sentenced beyond the Seas: Australia's early convict records, 1788-1801) and on pay-per-view websites like Amazon.com.



## Acknowledgements

I wish to acknowledge the support and assistance of Keith Johnson and Malcolm Sainty, then of the Library of Australian History, Heather Garnsey of the Society of Australian Genealogists, Christine Yeats, then of State Records of NSW, and Graeme Powell, then Manuscripts Librarian at the Australian National Library, for providing the necessary permissions and support in the production of the database that was published in the CD-ROM *Convicts to New South Wales 1787-1812*. I wish also to thank Alan Phillips for allowing this manuscript to be published under the Unlock the Past imprint.

# Section 1: Sources relating to convict transports

## Introduction

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Between 1801 and 1812, 44 ships sailed for New South Wales with convicts on board, although one of these vessels never reached colonial shores.

More systematic records have survived for the convicts transported during this period than for the years 1788–1800, although not because the convict records that came with the transports were necessarily more systematic or comprehensive. Rather, at some later period—perhaps as late as the 1820s—colonial clerks extracted details of the convicts recorded in the indentures and other lists that travelled with their transports, and produced a single standardised list for each transport. These standardised lists have come to be known as the Convict Indents, although they were not technically the ‘convict indentures’ themselves.

The original convict indentures were contracts assigning the within-named convicts to the ‘contractor’, that is, the person or persons the government had agreed to pay to undertake the

responsibility of transporting the convicts to the colony. Upon their arrival in New South Wales, the contractor (or his agent, the master of the vessel) reassigned the convicts to the Governor. Any surviving convict indentures, or lists that travelled with the convict transportees, are now found among the series known as the *Musters and Papers* (see *Extant Lists*).

Most of the surviving lists recorded name, place of trial, date of trial, and sentence. Some provided more detailed information, including age, occupation and crime, while others included so little information that the colonial authorities had difficulty determining when a convict’s sentence was due to expire. The shiploads of Irish transportees were particularly poorly documented in the early years.

This section provides general information about the records themselves and the repositories that store them.

## General information

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### English transports

English convict transportees were generally documented more comprehensively than the Irish transportees—or, at least, more comprehensive records have survived. The main series of convict transportation records that reached New South Wales are loosely termed the ‘Convict Indents’—although the records themselves bear different official descriptions—and are held by State Records of NSW. Other lists can be found among the *Musters and Papers*, the *Transportation Registers*, and the *Colonial and Home Office returns*. Each record series is discussed in the *Extant Lists* section below. For most English transports, multiple lists of convict transportees have survived.

### Irish transports

Between 1801 and 1812, the following transports carried convicts from Ireland: *Anne* (1801), *Hercules* (1802), *Atlas 1 & 2* (1802), *Rolla* (1803), *Tellicherry* (1806), *Experiment* (1809), *Boyd* (1809) and *Providence* (1811).

For most of the early Irish transports, only one original list has survived, with little information being recorded. These lists are now stored among the *Musters and Papers*. Trial details rarely included the day of trial and often only included the year. For the *Anne* (1801) no trial details were recorded at all. Later Irish indents included more detailed information, often with ages.

The lists of convicts found in the *Convict Indents* were extracted from the original lists now stored

with the Musters and Papers. Each record series is discussed in more detail in the Extant Lists section below.

### Non-British 'transport's'

From 1807 onwards, a number of cargo ships travelled from India to Australia carrying a handful of convicts, mostly from within the ranks of the military. These were as follows: *Duchess of York* (1807), *Hunter* (1810), *Eagle* (1811), *Frederick and Maria* (1811), *Ruby* (1811), *Mangalore* (1811) and *Campbell Macquarie* (1812). The original returns are found among the Musters and Papers lists, while a separate set of standardised Convict Indents was prepared to cover ships bringing convicts from ports other than in Britain (see Non-British Convict Indents in Extant Lists).

### Male transports

In the early years of convict transportation, most transports carried only male convicts or both male and female convicts. The ships carrying only female convicts are listed under Female Transports (below). Those with large contingents of male convicts also carried a military guard to control the convicts and prevent mutinies. Upon arrival in Australia, the soldiers generally remained to serve with the regiment stationed in the relevant colony.

From 1806 onwards, most transports carried only a single gender, except for the occasional female transport that carried a handful of male convicts.

### Female transports

From the earliest years of transportations, ships were sent to Australia carrying only female convicts. Among other reasons, the authorities realised that it was cheaper to sex-segregate the transports as the female transports did not require a military guard. Female transports (or those carrying only a handful of male convicts) during the period 1801-1812 were: *Nile* (1801), *Experiment* (1804—plus two male convicts), *William Pitt* (1806—plus one male convict), *Alexander* (1806), *Sydney Cove* (1807—plus four male convicts), *Speke* (1808), *Aeolus* (1809), *Experiment* (1809),

*Indispensible* (1809), *Canada* (1810), *Friends* (1811), *Minstrel* (1812), and *Emu* (1812—never arrived).

Between the years 1801 and 1804, 14 official convict transports sailed from Britain, with six carrying large contingents of both male and female convicts, carrying male convicts only, and two carrying female convicts (14%). No transports arrived in 1805. In the six years from 1806 to 1812, 22 official convict transports sailed from Britain, with two carrying large contingents of both male and female convicts, nine carrying male convicts only, and 11 carrying female convicts only (50%). By comparison, in the six years from 1813 to 1819, 71 official convict transports sailed from Britain, with two carrying both male and female convicts, 58 male convicts only and 11 female convicts only (15%). It is evident that in the years between 1806 and 1812 the authorities were attempting to redress the imbalance between males and females in the colony, a concern regularly expressed in official circles.

### Transports to Victoria/Tasmania

The CD-ROM *Convicts to New South Wales 1787-1812* includes lists from two transports that did not disembark their convicts in Sydney. These records are held by State Records of NSW because the colony of NSW at that time covered all settlements in Australia.

The *Calcutta* sailed in 1803 as part of an expedition to establish a settlement at Port Philip (near what is now Melbourne, Victoria), however the location was not deemed suitable and the convicts were relocated to the Derwent River (near what is now Hobart, Tasmania). The *Indefatigable* (1812) also landed its convicts at Hobart.

### Non arrivals

Some convict transports sailed for Australia but never arrived. In the period 1801-1812, only the *Emu* suffered this fate. Although its transportees never landed on Australian soil, their fate could still be of interest to family historians or other researchers. Accordingly, entries for these convicts were included in the CD-ROM *Convicts to New South Wales 1787-1812*, with a notation to the effect that they did not reach Australia.

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## Extant lists

Most of the extant lists of convict transportees are found in Australian record repositories, although some have survived in English records (see Record Repositories below). The different series

of available lists are discussed below. The order in which they are discussed reflects the frequency with which such a source is found.

## Convict indents

From 1801 onwards, a greater uniformity exists in the nature of the surviving convict lists. The series generally known as the Convict Indents is the main series of colonial records relating to convict transportees held by State Records of New South Wales. Copies of these records are included in the Archives Resources Kit (see Records Collections). The full State Records source-reference begins with the colonial department responsible for the production, maintenance and storage of these records—that is, the Principal Superintendent of Convicts (as shown below)—however this departmental information was omitted from the source-references listed in Section 2 to reduce repetition and word-length:

Principal Superintendent of Convicts; Bound Manuscript Indents, 1801–1814, NRS 12188 [SRNSW ref: 4/4004; Reels 392-3; ARK Fiche 630-3]

Researchers often believe that this series represents the convict indentures that travelled with the transports. This conclusion is inaccurate. The consistency in handwriting indicates that these lists were extracted from other sources at some later date and copied into a standardised ledger. As to when that occurred, it is worth noting a comment made by Charles Bateson in his *Convict ships* (p.179):

As an interesting sidelight on the laxity of the Irish authorities, her indent papers, the official record of the prisoners' sentenced, which determined the dates of their release, were not forwarded to New South Wales until 1819—almost 19 years after the ship and her convicts had arrived!

The *Anne's* entries were included in the standardised ledger, suggesting that the ledger was produced in the 1820s. Presumably a clerk employed by the Principal Superintendent of Convicts office in Sydney extracted the entries for the ledger from convict indentures or lists that travelled with the transports. The latter lists now form part of the series known as *Musters and Papers*.

A consistent format is found in this ledger, with the following information being recorded: name, place of conviction, date of conviction and sentence. Some of the original lists contained important information that was not transferred to this ledger, for example, age and crime.

At the right-hand side of each page in this ledger are columns that include references to tickets of leave, conditional pardons and absolute pardons. The notations scrawled to the left of many entries refer to Certificates of Freedom.

Another series of Convict Indents survived for the years 1800–1801, however these concerned only the *Canada*, *Minorca* and *Nile* (1801) so will be discussed in the relevant sections.

## Non-British convict indents

Convicts tried in India were not transported on vessels contracted for that purpose. They were instead sent on cargo ships plying their trade between India and NSW. As a result, details of these convicts are not included in the main series of Convict Indents.

For most of these convicts, details of their convictions were sent with the vessel and are found among the *Musters and Papers* lists. At some later stage, a list of the convicts sent from non-British ports was extracted from the *Musters and Papers* lists and is found at the following location:

Principal Superintendent of Convicts: Lists of convicts arriving in the colony from places other than the United Kingdom, 1807–1824, NRS 12188 [SRNSW ref: 4/4003a p.104; Reel 2662; ARK Fiche 627]

The reference to 'Principal Superintendent of Convicts' has again been omitted from the source-references within Section 2 to reduce repetition and word-length.

The information recorded in this series is similar to that found in the main series of convict indents.

## Musters and papers

Another series held by State Records of NSW is the *Musters and Papers* found at the following location:

Principal Superintendent of Convicts: *Musters and other papers* relating to convict ships, 1790–1849, NRS 1155 [SRNSW Ref: 2/8240-2/8282; Reels 2417-28]

The reference to 'Principal Superintendent of Convicts' has again been omitted from the source-references within Section 2 to reduce repetition and word-length.

The lists found in this source for transports arriving between 1801 and 1812 include the original convict indentures as well as other lists that travelled with the various transports.

The information from these lists was copied into a ledger to produce the standardised Convict Indents that form the main series of convict transportation records, however some of these original lists have not survived. In a number of cases, these lists include additional information—such as ages and crimes—that was not transferred to the Convict Indents.

## Transportation registers

Some convict lists remained in England and are now found in the collection of The National Archives, London. One such series is known as the Transportation Registers.

Convict lists were included in the Transportation Register only if the transport sailed from England. The paperwork associated with Irish convicts was different.

The transportation registers were microfilmed under the Australian Joint Copying Project, and copies are found in the Mitchell Library, Sydney, the National Library, Canberra and State Records of NSW, Kingswood. The original catalogue reference in The National Archives is listed below, along with the PRO Reel number. The latter reel numbers enable the microfilms to be located in the relevant Australian repositories:

Home Office—Criminal: Convict Transportation Registers—Convicts Transported 1787-1809 [TNA ref: HO 11/1; PRO Reel 87]

Home Office—Criminal: Convict Transportation Registers—Convicts transported 1810-1817 [TNA ref: HO 11/2; PRO Reel 87]

The Transportation Registers covering the period 1787-1809 were apparently copied from another source or sources. The handwriting indicates that the returns for this 22-year period were all written by one clerk over a very short period of time, probably in 1809 or 1810.

The source or sources used to prepare these lists have not been determined. These returns were not apparently copied from the records that travelled with the transports, as many discrepancies exist between the different lists. Curiously, the source of this information does not appear to have been standard, although the returns themselves have a standard format. I reached this conclusion when I noticed that the entries recorded in this list were sometimes extracted from an earlier and obsolete return and that a more up-to-date list survived in another source. In other instances, the Transportation Register provided the most up-to-date list of convicts transported on a particular vessel.

From 1810 onwards, the different handwriting styles and formats indicate that the lists were probably prepared around the time of the transport's departure.

The images from the pages of the Transportation Registers are available online through Ancestry.com (see Record Collections).

## Colonial Office and Home Office lists

A number of additional convict transportation lists are found in letters and returns now held by The National Archives, London. No consistency exists between these lists, with some proving to be more up-to-date than the lists that travelled with the respective vessels. References to surviving lists for a particular transport are included in Section 2: Individual convict transports.

## Record repositories

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The original returns for the lists discussed in this publication are found in one or other of the following repositories:

### Mitchell and State Libraries of New South Wales, Sydney, NSW

The State Library of New South Wales (SL) is the state's copyright library and also has a huge collection of other works. The neighbouring Mitchell Library (ML) holds the Australiana collection, including many original records from private sources and a sizeable microform collection.

Copies of all records microfilmed under the Australian Joint Copying Project (see Record Collections) are found in the Mitchell Library's collection. Use the 'PRO Reel' number mentioned in the relevant source-references to access the microfilms. Copies of some important State

Records convict records, particularly those found in the Archives Resources Kit (see Record Collections), are found in the State Library's Family History Service Centre.

### National Library, Canberra, ACT

The National Library is Australia's main copyright library. It also holds copies of all records microfilmed under the Australian Joint Copying Project (see Record Collections). Use the 'PRO Reel' number to access these microfilms.

### State Records of New South Wales, Kingswood, NSW

State Records of New South Wales (SRNSW) holds government records for the state of NSW. Accordingly, it is the main storage repository for documents that travelled with the convict transports and remained in New South Wales. The

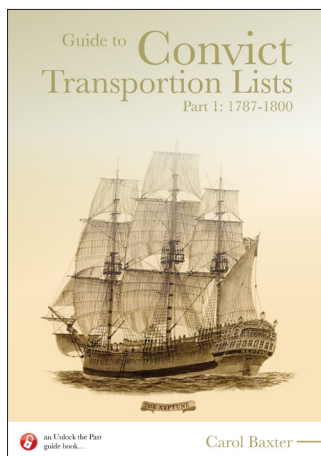
## More Unlock the Past guide books

### **Guide to convict transportation lists: part 1 — 1787–1800**

by Carol Baxter

Between 1787 and 1812, 88 ships sailed for Australia carrying convicts sentenced to transportation. Even though many different lists of transported convicts have survived, few actually identify all those who embarked, sailed, died, escaped, or disembarked in Australia. So how do researchers know who actually came to Australia? And if different lists contain different trial or personal details or even ship of arrival for a transportee, how do researchers know which list is more likely to be accurate?

Carol Baxter's *Guide to convict transportation lists: part 1 — 1787–1800* and *part 2 — 1801–1812* were prepared while she was editing the convict indents database published on the *Convicts to New South Wales 1787–1812* CD-ROM (Society of Australian Genealogists, 2002). This *Guide*, however, has never previously been published. It contains a ship-by-ship analysis of the surviving transportation lists as well as her conclusions regarding the preparation of the lists and the likely number of transportees on each vessel. It is an important resource for those interested in the early years of convict transportation to Australia.



### **Where do I start? A brief guide to researching your family in Australia and New Zealand**

by Shauna Hicks

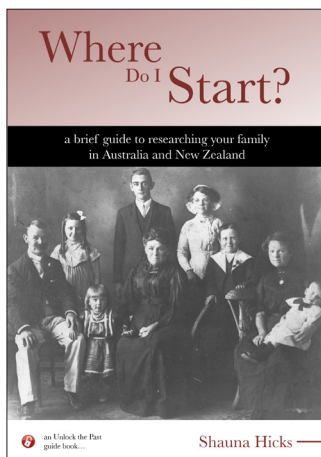
Where do I start? is perhaps one of the most frequently asked questions from people interested in learning more about their family history. I decided to write this research guide to present together in one place methodology and resources mentioned in my presentations to societies and libraries.

Using various internet resources you can usually build a family pedigree quickly going back several generations. Then you confirm what you discovered and spend more time filling in the details and getting to know your ancestors lives and the communities in which they lived.

It is definitely not all online and this guide highlights some of the archives and libraries that you will become familiar with as you research your family history.

As a beginner's guide it has been hard to keep it simple as there are just so many resources that can be used for genealogy and family history. While I have tried not to overwhelm those just starting out, I have also tried to make people aware that there are many ways to research and record your family history.

It is a learning process and you will acquire new skills and knowledge as you progress. This book is the first step to discovering your family history.



These and other Unlock the Past guidebooks are available in print and ebook editions from  
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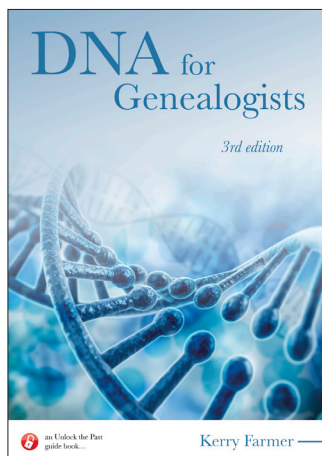
### **DNA for genealogists** (3rd edition)

by *Kerry Farmer*

As well as providing information about ourselves, DNA testing allows us to find others who share our ancestors, and also to confirm or challenge apparently known relationships. Such tests can provide evidence of relationship even when no documents exist. Previously available only to medical and law-enforcement professionals, commercial testing companies now make genetic testing directly available to anyone who is interested.

DNA testing will not replace the more familiar genealogical research techniques of gathering oral and documentary evidence and compiling family trees. Instead it offers entirely new research tools – more information to augment the documents and oral histories – as well as a way of testing family trees, to see if conclusions drawn are confirmed by this new evidence. This book shows how you can use DNA to harness this exciting new range of genealogical research tools.

The amount of scientific jargon associated with genetics can be intimidating. This publication provides a contextual understanding of DNA suitable for genealogists and discusses the currently available tests that are likely to be of interest to family historians, especially those wanting to prove (or disprove) compiled family trees, to connect ‘new’ relatives by means of inherited genetic material and to draw conclusions about where we fit into the greater human family.



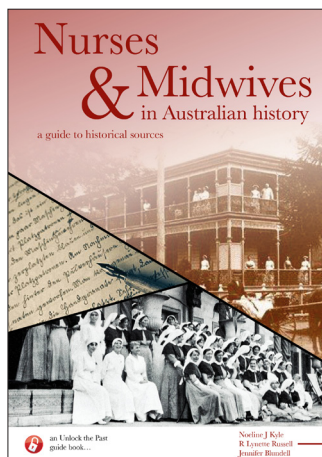
### **Nurses & midwives in Australian history: a guide historical sources**

by *Noeline Kyle*

Nursing and midwifery have been the occupations of women for centuries and almost every one of us will find an ancestor who engaged in these traditional feminine pursuits. This book, written by experts in nursing history, women’s history and family history, provides practical advice on how to research the lives of nurses and midwives, the hospitals they trained and worked in, and is a guide to the many public and private repositories where sources are found in Australia, New Zealand and the United Kingdom.

Nurses and midwives worked in hospitals, refuges, asylums, prisons, charitable institutions and were pioneers of bush nursing, established maternity hospitals and were often important health providers in small communities in past decades.

The records of their lives are found in a wide range of places, and as well as online and digitised records, this book also points the researcher toward the myriad of documentary and private records which are useful for writing their lives.



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Between 1787 and 1812, 88 ships sailed for Australia carrying convicts sentenced to transportation. Even though many different lists of transported convicts have survived, few actually identify all those who embarked, sailed, died, escaped, or disembarked in Australia. So how do researchers know who actually came to Australia? And if different lists contain different trial or personal details or even ship of arrival for a transportee, how do researchers know which list is more likely to be accurate?

Carol Baxter's *Guide to convict transportation lists: part 1 — 1787–1800 and part 2 — 1801–1812* were prepared while she was editing the convict indents database published on the *Convicts to New South Wales 1787–1812* CD-ROM (Society of Australian Genealogists, 2002). This *Guide*, however, has never previously been published. It contains a ship-by-ship analysis of the surviving transportation lists as well as her conclusions regarding the preparation of the lists and the likely number of transportees on each vessel. It is an important resource for those interested in the early years of convict transportation to Australia.