

REMINISCENSES OF THE VOYAGE OF THE "GARLAND GROVE 2"  
BY ABRAHAM HARVEY, 2<sup>ND</sup> OFFICER. (AO Tas. Copy NS816)

---

August 1842, joined the above ship as second Officer, then fitting at Deptford to convey female convicts to Hobart Town, Van Diemen's Land. The fittings were in every respect similar to our emigrant ship, having two tiers of sleeping berths on each side, four abreast, each person with the addition of substantial triangular stanchions. Provided with separate bed and bedding around the hatchways from the lower to the upper decks. Communication being left in the main and after hatchways through two small strong doors, which were locked every night at 6 o'clock. To have the ship thoroughly ventilated being fitted with patent side scuttles and deck ventilators which were open during the day and secured at night. Also provided in the wind sails for the hatchway and provided with hanging stoves to burn coke to dry the between decks. Commodious hospital fitted at the stern of the ship in which and the main and after hatchway lights were kept burning during the night.

2.

Took in the ship's stores and shipped the crew consisting of 28, Officers, Men and Boys, besides the Commander. The ship being armed with 4 long 12lb guns, 3 doz. muskets and bayonets, boarding pike cutlasses, and blunderbusses, and the corresponding amount of powder and shot. The Government Agent for Transports came on board, and inspected the ship and found all correct, and gave the necessary order for the ship to proceed. Left Deptford in tow of a steam tug, and proceeded to Woolwich and moored at the Bony off the Butt at the lower part of the Arsenal to receive on board our living cargo. The Surgeon Superintendent Bland M.D. came on board, in whose charge was placed everything relating to the ship except the navigation of the same. He being vested with

3.

a discretionary power in case of sickness or want of water or putting into St. Jag, the Rio de Janeiro or the Cape of Good Hope. September, the women began to arrive on board slowly, being brought from all parts of England, Wales and Scotland, but principally from England, not more than a dozen from Scotland & Wales. Toward the latter part of the month they were all on board. To the best of my recollection, 189 women and about 25 children. Their sentences vary from 7 years to that of Life, they were some for the 1<sup>st</sup> offence and others for the 20<sup>th</sup>. During the time the ship remained at Woolwich, those truly heroic and self-denying ladies that formed the Committee for visiting the Metropolitan Prisons, under the direction of that truly philanthropic and benevolent Lady, Miss Elizabeth Fry. Among them was Lady Mayoress

4.

visited them almost daily and occasionally accompanied by a Minister of the Gospel who prayed with them, and expounded to them the Scriptures. And the ladies supplied the women with books, small bags containing patchwork, needles, threads etc. to amuse

themselves with during the voyage. And with small tin tickets numbered to carry around their necks to prevent calling them by name. And at their request, the Government kindly sent two ladies out in the ship to teach and read to them, especially the children. And I am certain that when the ship left, their prayers followed us, and thanks be to the Almighty. They were effectual, for I do not suppose, upon the whole, there ever was a finer passage than the one we had, for there was not a day but the greater part of the

5.

women could come on deck. The Sundays were particularly fine when we always had the Church Prayers at ½ past 10 in the morning. During our stay at Woolwich it was my duty to attend the gangway (x) (x is the place) to see who came on board or left the ship. During that time I witnessed many a heart-rending scene. Poor old men and women, some of them coming many miles to take a last farewell of their erring daughters, and in most cases, never more to see them again on earth. Some of them, I doubt, not gave promise of better things in their early years, and now look back with shame and sorrow upon the time when they first gave way to temptation. But I trust that the fall of many was the means of bringing them to a knowledge of the truth and it is in Christ Jesus. Their friends were allowed to bring them any little thing for

6.

their comfort. I remember a little boy bringing his sister a stick of Spanish-Sig [cigar] and saying he knew she liked it when she had a cough. And many other little acts of kindness on the part of their friends. These poor old creatures when leaving the ship, in most cases, they were so much affected that they scarce had strength to get into the boat. Oh, how careful children ought to be, and pay every attention to what their parents and Sunday School teachers tell them, and pray unto God that he will, for Christ's sake, keep you from falling into temptation, so that you may not, as in these cases, bring your fathers and mothers gray hairs with sorrow down to the grave. From what I could learn the most of these persons fell into crime, the younger portion in particular, through what,

7.

I am sorry to say, is prevalent very much ..... that is Sabbath-breaking. The love of dress and pleasure, going to fairs or wakes and theatres. I merely mention this by way of warning. I should hope there are none present that have given way to any of those vices, if so, I would have them pause and look to the end, and call on the Lord Jesus for strength and resolution to amend their ways before it be too late. And read their Bible prayerfully, which is the only preservation against all temptation, either it be from within or without. In it you have the promise of God, himself, by his Son, Jesus, that whatsoever you ask the Father in His name in faith, you shall receive. Sept. Wed. 28<sup>th</sup> – Having all on board and ready for sea, received our final orders to proceed on our voyage – Women 189. Children 29.

8.

Sept. Thurs. 29<sup>th</sup>. Morning proceeded down the River [Thames] in tow of a steamer and in charge of Mr. Deane, Tug Pilot. Blowing hard from the N.E. Noon, anchored at Gravesend [Kent]. Fri. 30<sup>th</sup>, morning, still blow very hard, proceeded in tow. 1,

afternoon, anchored at the top of the sea reach. During the night the wind moderated. Sat. Oct. 1<sup>st</sup>, wind N.E., moderate and fine afternoon. Sailed under all plain sail at night and at the Nob, that is opposite the Reculvers [Kent], which I dare say, some of you have observed on your way to Margate by the steamboat. Sun. Oct. 2<sup>nd</sup>, morn., sailed Herne [Bay, Kent], N.N.E. mod. & fine and proceeded through the Queen's Channel. Afternoon off Margate [Kent], here are always boats from Deal [Kent] anxious to be engaged to land the Pilot in the Downs. But as most ships have a regular boat engaged, they keep all others off, and when you get your

9.

own man on board he hoists his jacket up as a signal for all others to keep off. 4 o'clock, rounded the North Foreland [Kent] and made sail. 6, the Pilot left the ship. Midnight off Dungeness [Kent]. Monday Oct. 3, N.E. fine. Noon, off the Isle of White. Twenty, Oct. 4<sup>th</sup>. Noon, do weather. Took our departure from the land of Old England. We, as a matter of business, looking forward through the blessings of the Almighty, to return in safety to enjoy the blessings of the land with the fruits of our honest industry, but far different those poor creatures composing our cargo. They, not one in fifty, would ever behold again the land of birth. We had a fine run through the Bay of Biscay [Spain, Atlantic Ocean] and arrived off the west end of Madeira [Africa, Atlantic Ocean] in exactly a week, a distance of about 1100 miles. Here the wind became light and variable. On 15<sup>th</sup> arrived off Palma, of the Canaries [Africa, Atlantic Ocean]. We were in the neighbourhood of these islands until the 19<sup>th</sup>. On the 27<sup>th</sup> arrived off the Island of St. Vincent's [Sao Vicente], one of the Cape Verde's [Africa, Atlantic Ocean].

10.

Hereabouts occurred our first funeral. It was that of a poor woman who died the night before. 6 o'clock in the evening the ship was hove too, the body brought to the lee-gangway, placed on a grating in presence of most of the women. And the ship's crew covered with the Union Jack for a pall, it was a solemn and affecting sight. The burial service was read by the Commander, and I officiated as Clerk. When we came to, "we therefore commit her body to the deep, to be surrendered into corruption, looking for the resurrection of the body when the sea shall give up her dead" and "the life of the world to come, through our Lord, Jesus Christ", the body was launched into the deep, a universal shudder came over all present.

11.

Passed close to the Island of Fogo [Cape Verde] on the night of the 28<sup>th</sup>, also one of the Cape Verde's, and had a good run to the Lat. 11, which was reached on the 30<sup>th</sup>. From then until 10<sup>th</sup> of November we experienced calms, light variable winds, and squally weather with heavy rain at times. One morning I remembered about 6 o'clock, we had a very heavy squall. The Captain was on deck, the ship was snug, and when the squall had passed, as is usual with sailors, I said it was all over. The women heard it down below and they did screech and were very much frightened thinking the ship was sinking. 10<sup>th</sup> Nov. caught the S.E. Trades in about the Lat. of 4o. North. Stood to the S.West wind on the night of the 12<sup>th</sup>, crossed the Line in Long. 24o. W. – dispensing with the customary vessel of Old Neptune and the shaving of his new children, it having led to acts of great

debauchery in ships of this description. Now we bid adieu to the Pole Star for some months. On the 18<sup>th</sup> we reached the most western part of the passage which was

12.

30o and in Lat. ... 30 South. 21<sup>st</sup> at 1pm, passed in sight to the eastwards of the Rock, Martin Vaz, Lat. 20.10, Long. 28. A small Rock rising to height of about 100 feet, it is not far from the Island of Trindade off the Coast of Brazil. Wind getting N. of East. 24<sup>th</sup> 27.30 South got the Westerly winds. Dec. 4<sup>th</sup> re-crossed the Meridian of Greenwich in Lat. 38S. 9<sup>th</sup> in the Long. of the Cape of Good Hope & Lat. 39. Hereabouts we had a gale from the Westward reduced to 2<sup>nd</sup> reef. M.T.S. [Main Top Sail]. Took in Miz. [Mizen] T.S. [Top Sail] close reefed F.T.S. [Fore Top Sail]. Shipping much water on M. [Main] deck. The women had to go on the poop and that would have given you a good idea of a slave ship of the old time. The difference being ours were huddled together on deck and theirs in the hold. 25<sup>th</sup> Christmas day keep as usual on board ship. Killed a pig for the sailors and extra grog. 26<sup>th</sup>, passed close to the South of the small Island of Ile Saint Paul [Indian Ocean] Long. 78E, 39S. Jan. 8<sup>th</sup>, 43 in Long. of King George's Sound, Western Australia and .... about 180 – Wind N.E. stood to the S.E. to Lat. 43.30S. On the 12<sup>th</sup> – 18<sup>th</sup> in the evening saw the S.Western part of

13.

Van Diemen's Land. Here the wind fell light and variable with fine weather. 19<sup>th</sup>, do weather. Getting on slowly and catching plenty of fish. There are several rocks that lie a considerable distance from the land but they are high out of the water. 20<sup>th</sup> Noon, off the West head of Storm Bay, becalmed and the ship drifting towards the land. Lowered the boats to tow the ship. 2pm, sea breeze sprang up, up boats and trimmed sails. 4pm, blew hard, carried away the flying jib boom in all small sails and reefed T.S. [Top Sail] 5.30 passed Adventure Bay, took a Pilot for Hobart Town. The women cheering most lustily at the thought of being so near the end of their journey. 9pm, anchored at Hobart Town, set the watch. During the passage down, we passed almost daily whaling ships. They principally belong to the New England Ports of the U.S.

(Transcribed by Christine Walsh)