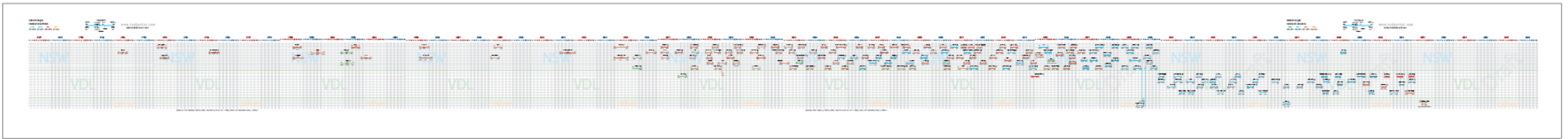


THE WRECK OF THE NEVA

THE HORRIFYING FATE
OF A CONVICT SHIP AND THE
IRISH WOMEN ABOARD

CAL MCCARTHY & KEVIN TODD

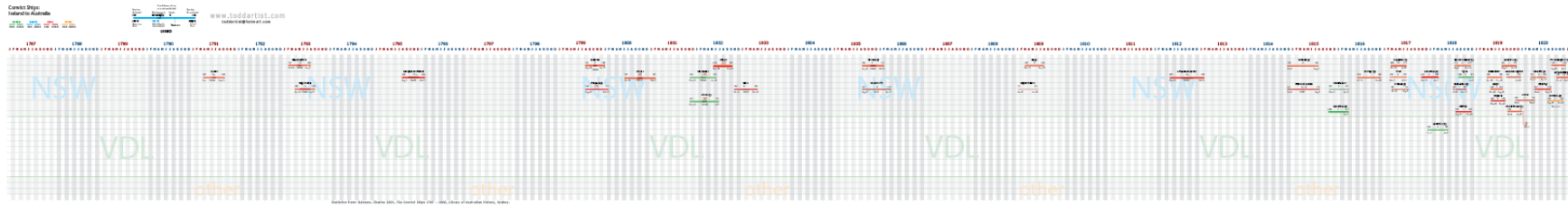




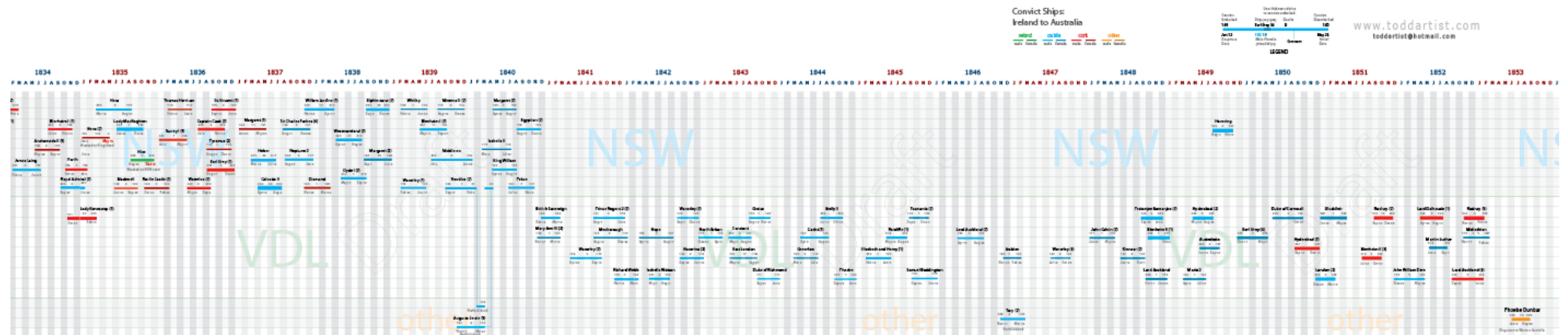
Timeline

Convicts Embarked	Ship (voyages)	Deaths	Convicts Disembarked
149	Earl Grey (4)	9	140
Jan 12	130 19	Comment	May 26
Deaprture Date	Male / Female (mixed ships)		Arrival Date

Line thickness relative to convicts embarked.



LEGEND

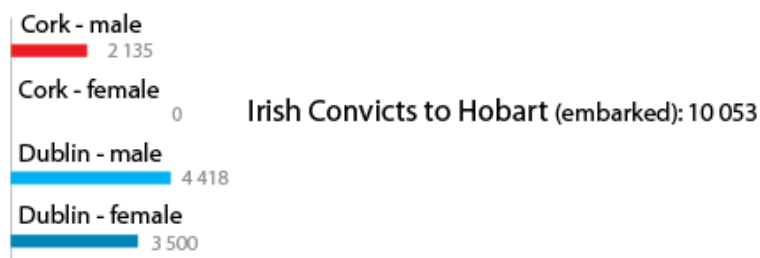


Convicts to Sydney and Hobart from Britain and Ireland



804 (843) Ships
From Britain and Ireland to Australia

211 Ships from Ireland to Australia - 26%



326 Ships From Britain and Ireland direct to VDL - 40%

52 Ships From Ireland direct to VDL -15%



Approx 31% of convicts were shipped from Ireland

22% for males, 36% for females.

An additional maybe 6% of convicts were Irish sent from Britain

5 Ships Sank

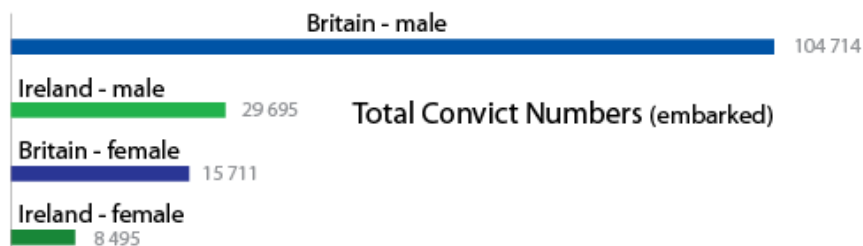
Amphitrite - 1833 133 died

George III - 1835 139 of 220 died

Neva - 1835 224 deaths

Hive - 1835 no deaths

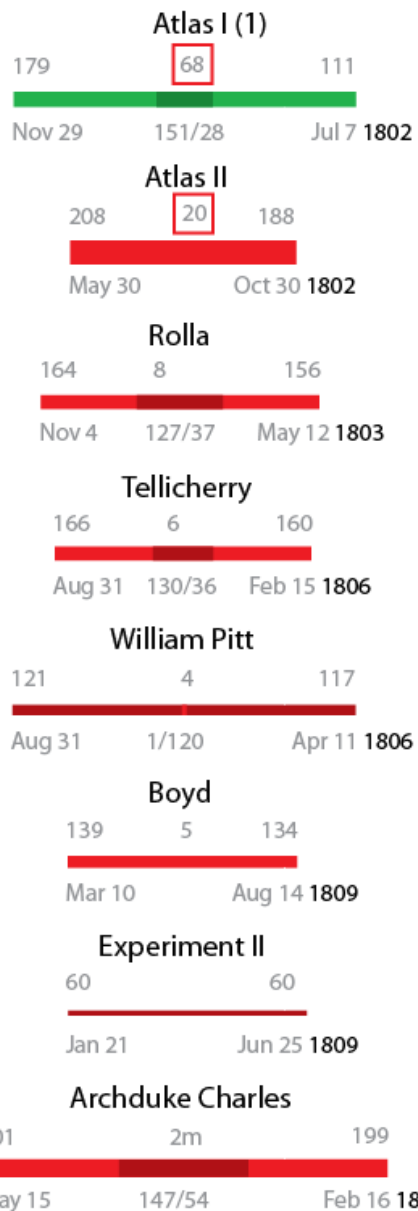
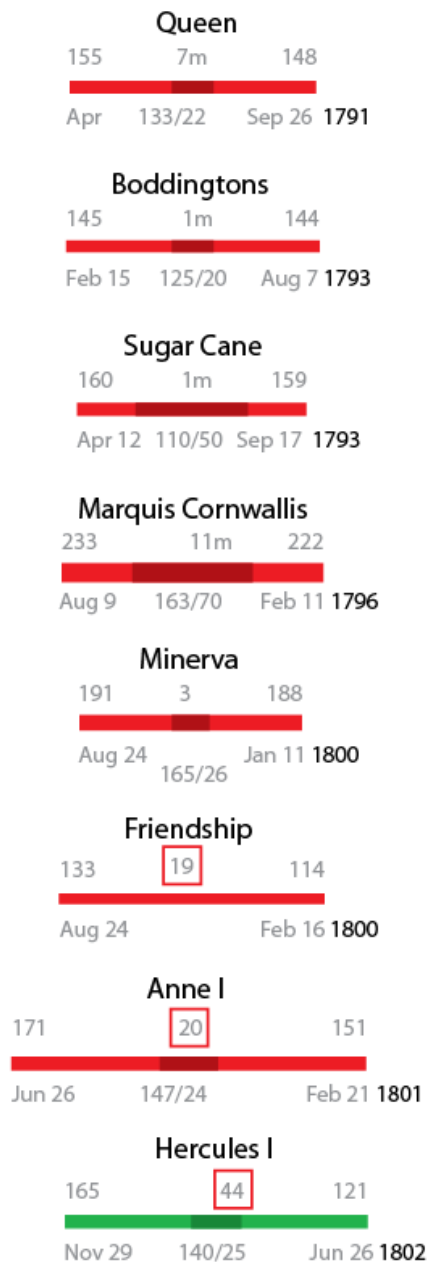
Waterloo -1842 189 deaths



1419 male Irish convicts died during voyages.

413 female Irish convicts died.

Convict ships directly to Sydney from Ireland to 1813 - first 25 years of the colony.



Sydney Population 1820: 12,000

Convicts sent directly from Ireland:
2 372 male
518 female

Only 3 convict ships directly to VDL from Ireland 1803 - 1841.



TOTAL: 563 male.

Tasmania (Muster) Population 1835:

Free: 21,991

Convicts: 16,968

TOTAL: 38,959 (11 967 in 1824)

Hobart: 13 826

Launceston: 6 000

Frist emigrant ship from England: 1816

First convict ship direct from England: 1817

VDL independent from NSW in 1825

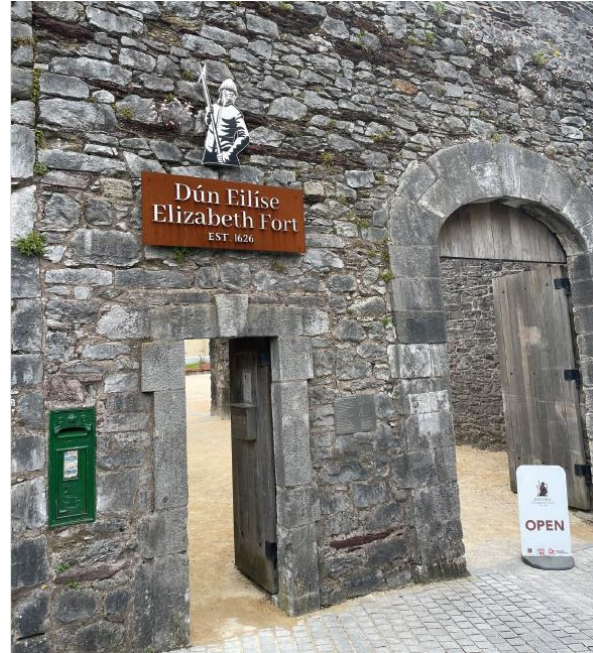
Ireland Population 1834: 7.95 million

Cork City and County: 854,000

9 490 (3 500 Female) between 1841 and early 1853.



Kilmainham Jail, Dublin where convicts were kept awaiting transportation.



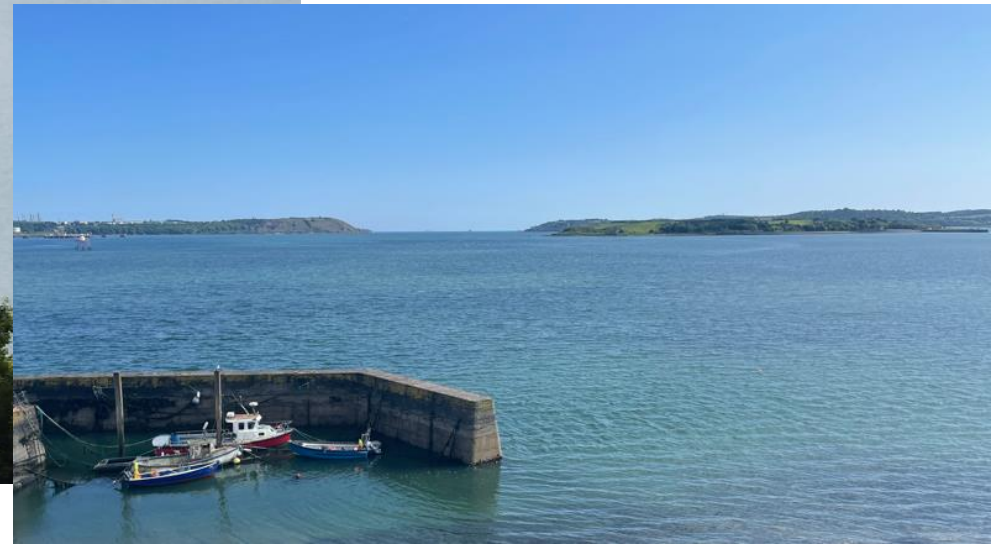
Elizabeth Fort, Cork where convicts were kept awaiting transportation.



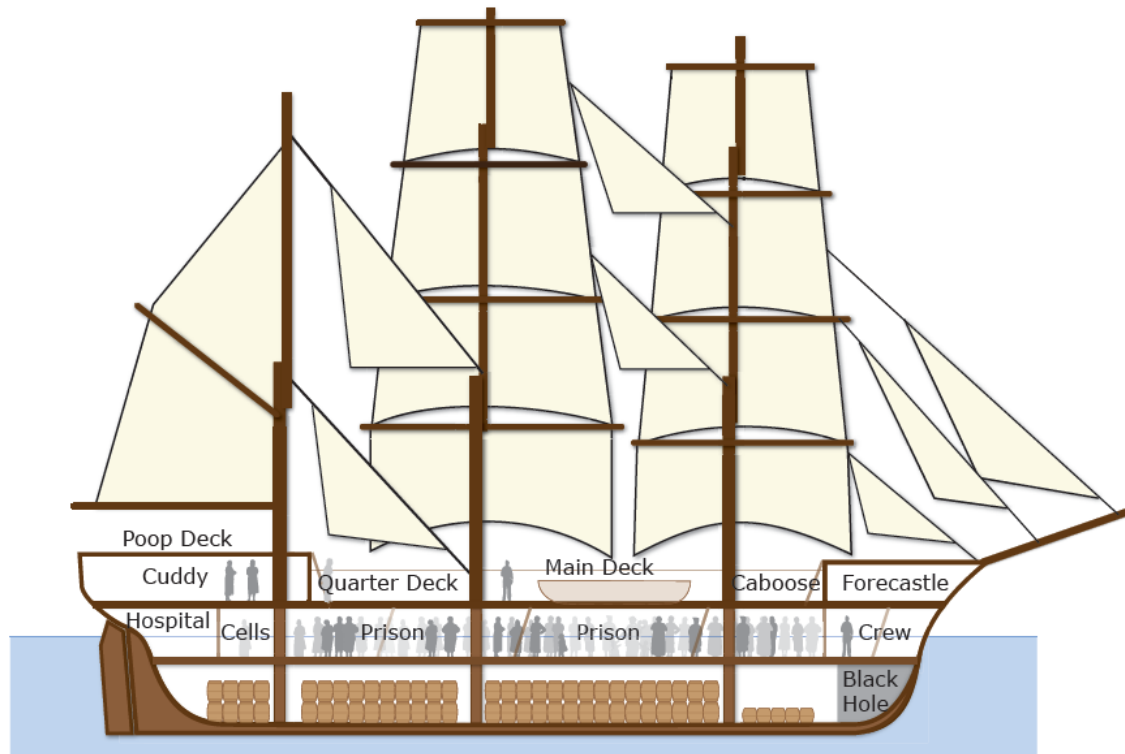
Cork City and Harbour



View of Cobh from Spike Island
Estimated 3 million emigrants left Ireland from Cobh



View to Harbour Entrance



*Probable configuration of the Neva. Built in Hull, England, in 1813; approximately 31.8 metres long, 8.32 metres wide and 1.95 metres between the decks.
Image: Kevin Todd.*



*The barque Free Trader represents a vessel of similar size and type to the Neva.
Courtesy E. W. Cooke, Fifty Plates of Shipping and Craft, London, 1829.*

The Neva

Carried 170 male convicts from
Plymouth to Sydney in 1833.
Same captain for both voyages.

County	Woman's name	Children's names	Children's ages
Cork city	Johanna Sullivan		
Wexford	Mary Browne or Bulgers	Miles Moses Ellen	14 11 9
Louth	Catherine Langan or Quinn	Thomas Christopher	19 13
Longford	Mary Dininy or McCue	John	9
Tipperary	Mary Street or Hickey	Mary	9
Westmeath	Rose Doyle	Michael	8
Longford	Mary Ruien (Ryan)	Elizabeth	9
Tipperary	Mary Brophy or Hunt	Catherine Margaret Winifred Johana James Catherine (daughter of Catherine above)	20 15 12 9 7 1½
Mayo	Jane O'Hara or McLoughlin Walked 250km from Mayo	Mary Bridget Jane Elizabeth Edward James	20 19 17 15 14 12

Father, Edward McLoughlin, Transported 1824
Patrick (23) and Owen (21) not allowed on board.

The Neva
left Cobh on 8th January 1835
150 female convicts with 34 children.
9 free women with 21 children.
27 crew.

#	Name	Age	Place of conviction	Date of conviction	Crime	Term of transportation
104	Eliza Smith	26	Limerick			
105	Judith Whealan	20	Limerick			
106	Cath Shanny or Danagher	30	Limerick	January 1834	Larceny	7 yrs
107	Johanna Sweeney S	28	Limerick	March 1834	Stealing money and apparel	7 yrs
108	Johanna Galvin M	64	Limerick	March 1834	Stealing money and apparel	7 yrs
109	Catherine Ryan	30	Limerick	March 1834	Larceny of silk	7 yrs
109a	Michael	1 y 1 m	Limerick	N/A	N/A	N/A
110	Ellen Galvin S	19	Limerick	April 1834	Larceny	7 yrs
111	Lucy Minehan	20	Limerick	April 1834	Larceny	7 yrs
112	Elizabeth Greany	35	Limerick	April 1834	Larceny	7 yrs
113	Mary Hickey	26	Limerick	April 1834	Larceny	7 yrs
114	Anne Frawley	30	Limerick	April 1834	Receipt of stolen goods	7 yrs
114a	Michael	1 y 1 m	Limerick	N/A	N/A	N/A
115	Honora Sheedy	24	Limerick	April 1834	Larceny	7 yrs
116	Mary Malone	24	Limerick	July 1834	Possession of stolen goods	7 yrs
116a	Catherine	1 y 6 m	Limerick	N/A	N/A	N/A

Galvin family

Sister, Bridget Hayes and 18-month-old child sent on
Roslin Castle in October 1835.
(There were 17 free women and 23 children on board)



Rescue Timeline:

May 13 – *Neva* Wrecked

May 27 – Approximately two weeks after the wreck the *Neva* survivors encounter two survivors of the *Tartar*, which was wrecked on the east coast of the island before the *Neva*.

Scott the Sealer, who lived on King Island had travelled on the *Tartar* and the *Neva* survivors contacted him. Scott's hunting dogs enabled the survivors to catch wallaby.

June 15 – Charles Friend, owner of the *Tartar* saw fires on the north of the island while going to provision his workers at Port Fairy whaling station. Friend anchored near New Year Island and found the survivors of both wrecks.

June 21- Friend and Captain Peck attempt to go to Port Fairy but return due to bad weather.

June 24 – Friend takes all (??) except 3 *Neva* survivors on board the *Sarah Ann*.

June 26 – Survivors reach George Town at the mouth of the Tamar River. To Launceston the next day.

**Neva
survivors.**

1 child born,
2 women and 1
child died of
illness before
the wreck.

12 women and
10 crew made
it ashore.

1 crew member
(ship's boy) and
6 women died
on the beach.

95 bodies
buried along
the beaches

Schedule B.

W. H. B. Peck.	Master
Jos. Bennett	1 st Mate
Robert Bullard	Seaman
Thomas Sharp.	do
William Hume	do
Charles Hollison.	do
Henry Calthorpe	do
Rose Ann Hyland	Female convict
Ellen Galvin	do
Rose Ann Dunn.	do
Ann Cullen	do
Mary <u>Stattery</u>	do
<u>Left on the Island</u>	
Margaret Drury.	Female convict
Sydney	} Seaman
Robinson	



Disappointment Bay

Bushfire in 1860 revealed seven skeletons near
Cape Wickham.



Lieut William Thomas Lyttleton,
Drawing of Launceston, 1830.

Launceston had 2500 people in 1830
but the population was around 6,000 in 1835

Committee of Enquiry

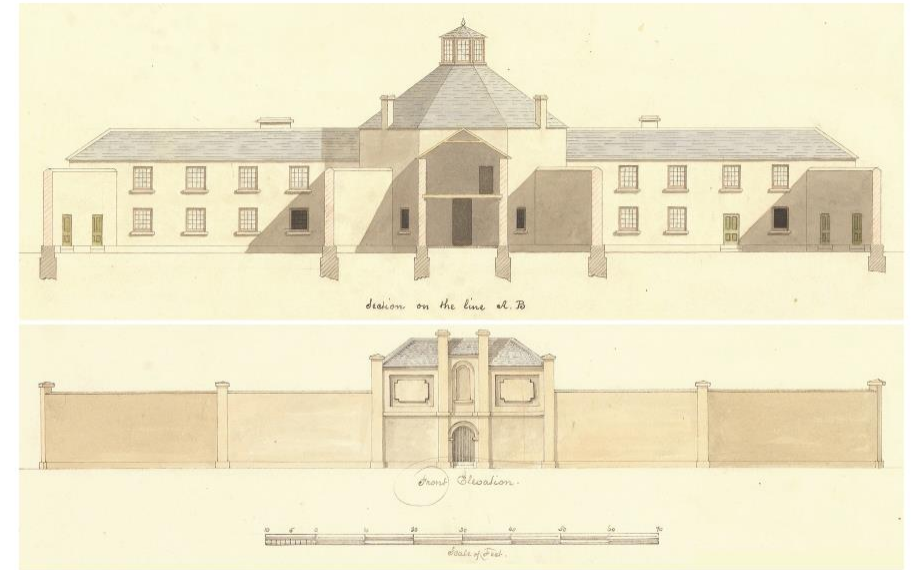
Matthew Curling Friend - port officer at Launceston.

Friend was a brother of the government emigration agent in Cork and had captained the *Norval* on a journey from that city to Hobart Town, arriving with assisted migrants in July 1832.

Charles Friend was his nephew.

George Deare,
the major commandant of the 21st Fusiliers at Launceston.

Lieut William Thomas Lyttleton,
police magistrate at Launceston.



The Female Factory at Launceston where the surviving women were sent.
Courtesy Tasmanian Archive and Heritage Office, PWD266-1-898 and PWD266-1-900.

Neva women brought to the female factory.

Locations on King Island relating to the *Neva*

- A:** Scott's Hut.
- B:** Friend's anchorage.
- C:** Friend's probable landing point.
- D:** Friend's probable walk along rocks and beaches.
- E:** Locality where skeletons found during Lighthouse construction in 1861 and in 1868.
- F:** Probable locality of *Neva* survivors' camp.
- G:** Probable locality of *Tartar* survivors' camp.
- H:** Other anchorages.



King Island is approximately 64 km long, 27km across at its widest point and has around 1600 residents.

Map produced as part of the enquiry.

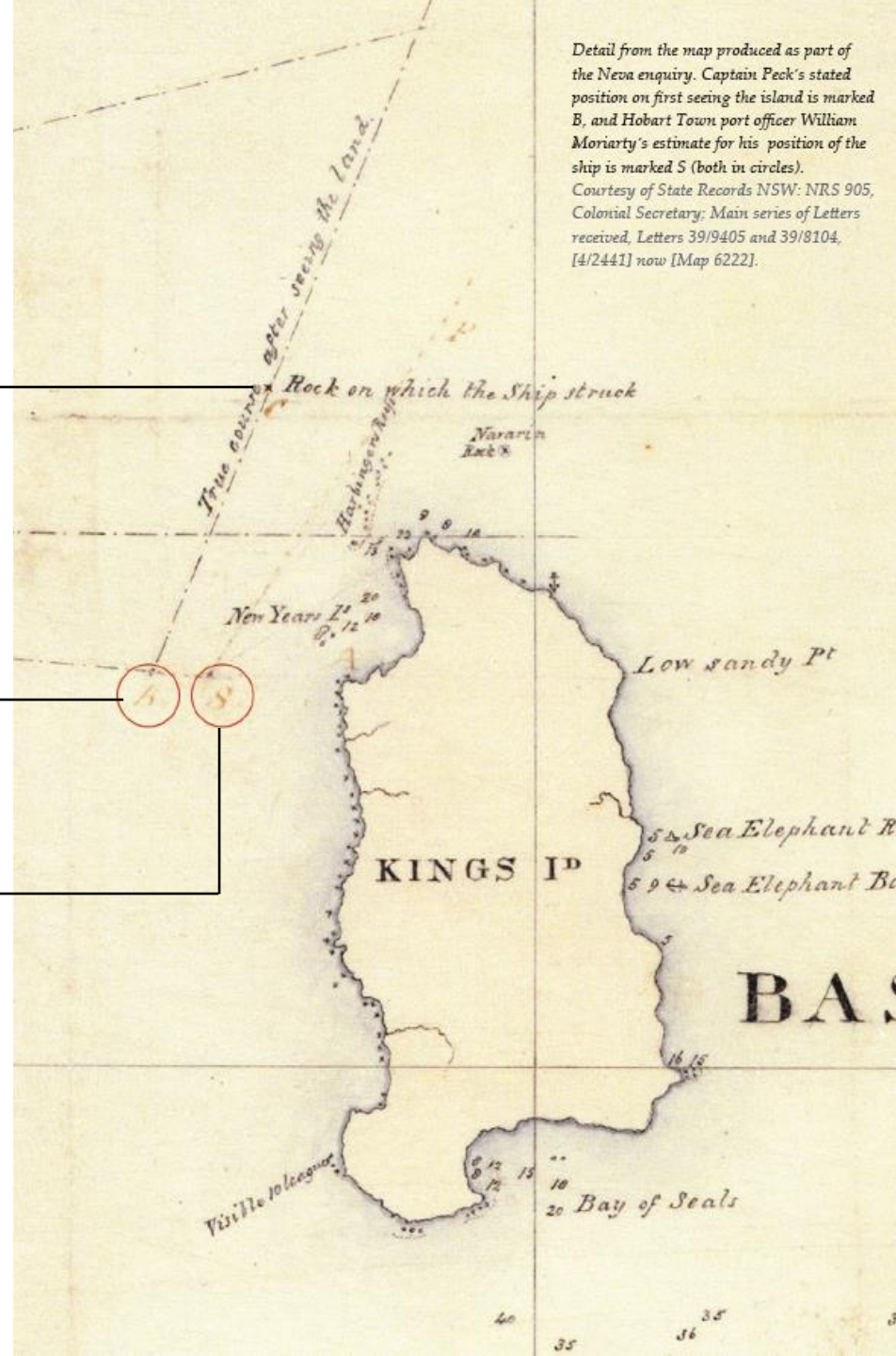
Rock on which Peck stated the ship sank.

Peck's stated position on first seeing the island.

Moriarty's estimate for when Peck first sighted the island.

William Moriarty was the port officer at Hobart and was asked by Governor Arthur to report on the wreck.

Moriarty assumes the *Neva* struck Harbinger Reef.



Wreck Timeline:

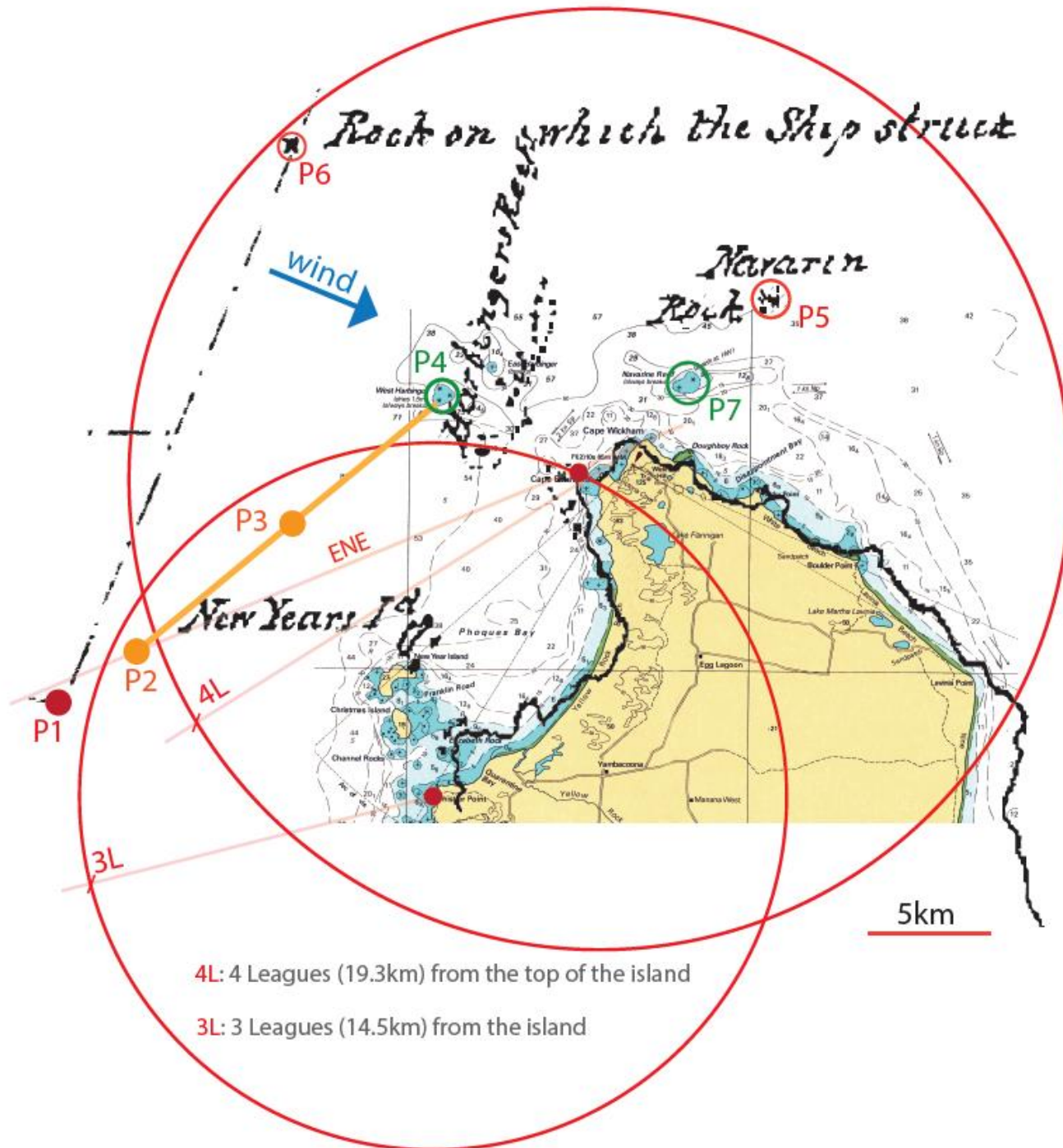
Noon on May 12 Peck takes the position of the *Neva* west of King Island.

2:00am, May 13
Peck sees King Island, turns the ship to the north.

3:30am, the ships' sails are trimmed.

4:00am, breakers sighted.

5:00am, the *Neva* strikes a reef.



Peck's fictional rock is 19km from the island.

Harbinger Reef is 6.5km.

Navarine Reef is 3km.

WHY WOULD PECK LIE?

As an experienced navigator he would easily know the difference between 19 and 3km.

The enquiry map overlaid with a contemporary hydrographic chart

- P1:** Peck's reported position at 2:00am on May 13
- P2:** The ship's position as described to the enquiry in relation to the contemporary chart
- P3:** Estimated position of the ship when the sails were trimmed at 3:30am
- P4:** West Harbinger Reef - correct position
- P5:** Navarine Reef as positioned on the enquiry map.
- P6:** Peck's position for where the ship struck
- P7:** Navarine Reef - correct position.



Waves can be seen in the distance, breaking on Navarine Reef on the right side of the image.



The case for Navarine Reef.

Friend describes wreckage along 20 mile of beaches, which means he walked on the north and east coasts of the island.

Scott's diary says Peck's camp was at "Nord Beach".

7 skeletons (the survivors?) were found east of Cape Wickham in 1861 and reburied near the lighthouse.

In 1868 (4) skeletons found and referenced in Lighthouse log to *Neva* wreck on Navarine reef.

Map from 1860 shows a wreck on Navarine Reef

Tide analysis (next slide) supports Navarine Reef as the wreck location.

Tide Movement Before and After the Wreck

Contemporary tide data applied to the timeline of the wreck as described to the enquiry.

Tide data images provided by Tidetech, Hobart.

Colour indicates strength of flow
Black arrows indicate direction of flow.

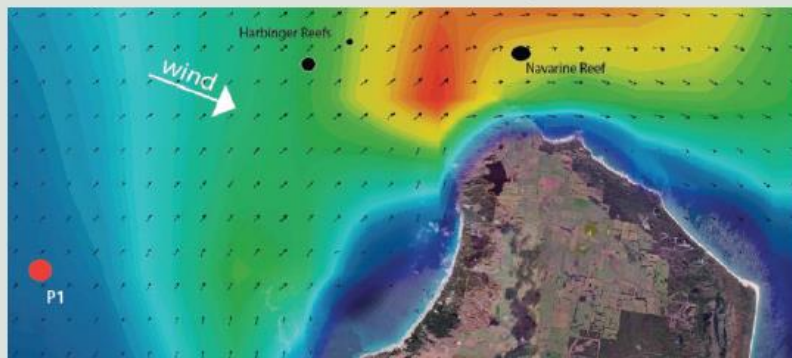


King Island



5:00am - Ship strikes Navarine Reef.

The low level of tidal current, the wind direction and a rising tide would have facilitated the survivors getting to shore.



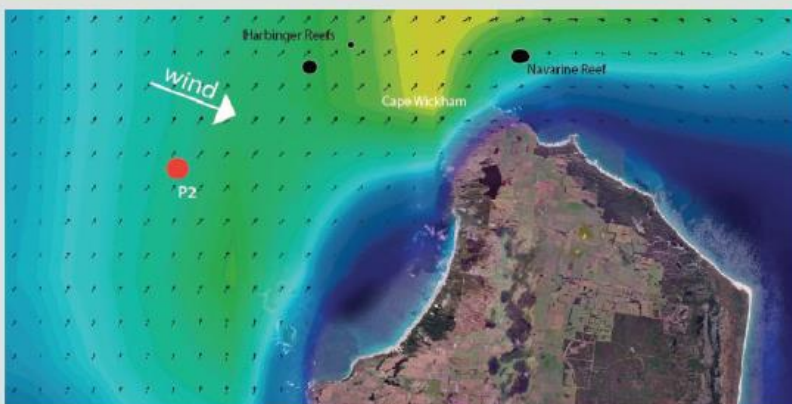
2:00am on May 13 - P1, Peck's reported position.

Red colour indicates 1.8 knot (3.3km) current NW of the island.
See also map on P130.



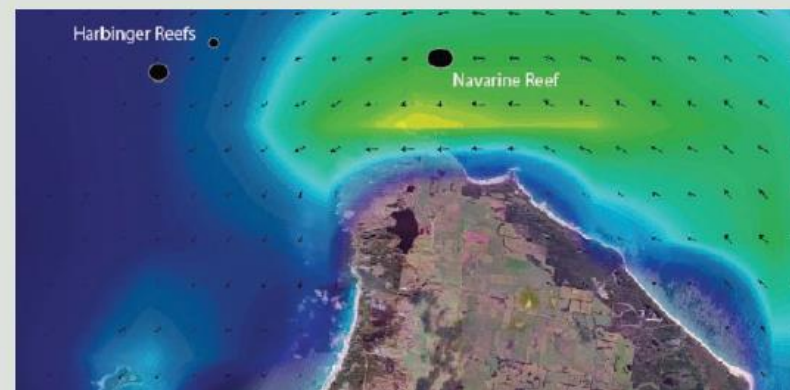
6:00am - The currents start to flow westward.

Which could have pushed the wreckage that was blown eastwards back on the beaches at Disappointment Bay.



3:30am - P2, Estimated position of the ship when the sails were trimmed.

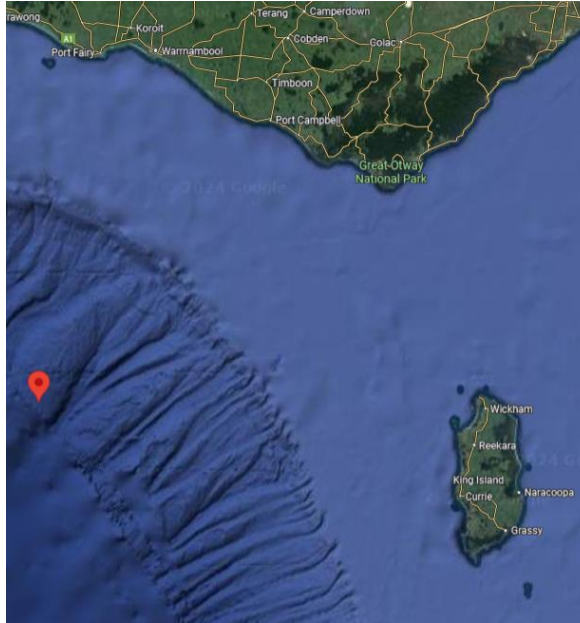
The currents are flowing through the gap between Harbinger Rock and Cape Wickham at 1.1 knots (2km) per hour.



7:00am - The westward flow strengthens.

Had the wreck happened now, the survivors would probably have been pushed westwards away from the island.

by good observation of the Sun in
Latitude $39.36. S.$ and Longitude
by the Chronometer $141.57. E.$
determined by an observation
taken in the forenoon. I do not
recollect if a corresponding
Observation was taken in the
afternoon. The north part of
King Island was bearing East
N. by E. by Calculation. the
Wind N. N. W. blowing fresh.



Both the captain and Bennett stated the
position of the ship at noon on 12 May
with nine-figure accuracy:
 $141^{\circ}57' E/39^{\circ}37' S$ and
 $141^{\circ}57' E/39^{\circ}36' S$

It is unlikely that such routine figures would be
remembered by both men seven weeks after
they were recorded. Such a recollection is
even more unlikely when one considers that
the later significance of the position could not
have been apparent when it was initially taken.
The figures they recalled were suspiciously
similar, without being incredulously identical.
It seems likely that they were recalled, or
invented, on King Island after consultations
among the crew.

Statement by the *Neva's* 1st Mate Joseph Bennett regarding the vessel's position prior to the wreck.
Courtesy of Tasmanian Archive and Heritage Office, CSO1-1-809-1-17293.

If the *Neva's* position at noon is
questioned, then all other aspects of the
crew's statements must be treated with
suspicion.

1 Puncheon	P ¹	97	gallons	11	per Cask under Hydrometer proof
1		2-72		15.7	
1	Shu	5-70		8.8	
1		4-18		9.9	
1		5 1/2		10.6	
1		6 63		18.3	
6 Kegs containing Spirit		22		11.5	
		<u>485</u>			

Extract of letter showing 485 gallons of rum was removed from the wreck of the *Neva*.
 Courtesy of Tasmanian Archive and Heritage Office, CSO1-1-809-1-17293.

Interestingly, although Charles Friend had managed the trip with the survivors from King Island to George Town in around two days, the *Shamrock* took more than four weeks to get to the island and back. Therefore it would appear that the vessel spent two or three weeks in Bass Strait. The survivors from the *Tartar* wreck were also conspicuously absent from reports of both the first and second rescues. They were never mentioned by name, and there is no record of any official interview with them. In fact Friend stated that he took twelve people off the island, leaving behind Margaret Drury and two of the *Neva's* crew.³² The *Neva* wreck had fifteen survivors. Thus, it would appear that Friend left the *Tartar's* crew on the island, along with Kidney, Robinson and Drury. The survivors indicated that food was running low when Friend eventually took them from the island. Why then would he have left the crew of the *Tartar* behind? And if the *Tartar's* crew did indeed have a separate encampment on the east coast, why would they have stayed there alone instead of joining Scott at Yellow Rock? Is it possible that they were guarding something?

Rum for Sale

Neva carried 30 puncheons of rum.

A puncheon is between 70 – 120 gallons or 318 – 546 litres.

Total: 9 540 – 16 380 litres

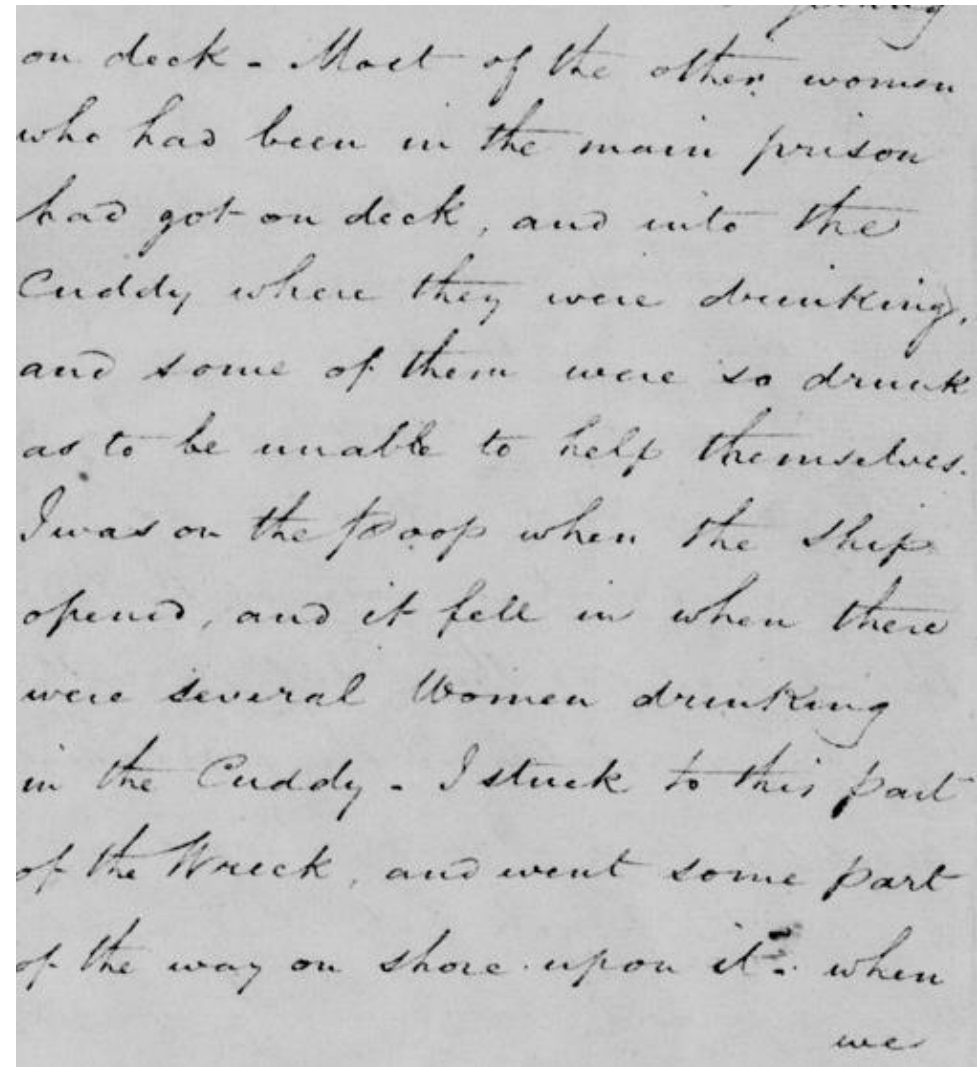
Value: £ 874 – 1501

Neva was 331 tons and tendered at £ 4.12.6 per ton - £1530 for the voyage.

Peck and Friend both stated that no rum was salvaged, yet 485 gallons (2204 litres) *from the Neva* was later offered for sale in Launceston.

Value: £44 – based on last shipment from England (1s 10d per gallon).

This rum would weigh in excess of 2 500 kg and would take considerable effort to move from the island.

A snippet of a handwritten manuscript in cursive script. The text describes a scene on a ship's deck during a wreck, mentioning women who were drunk and unable to help themselves. The handwriting is fluid and somewhat slanted. The text is: "on deck - Most of the other women who had been in the main prison had got on deck, and into the Cuddy where they were drinking, and some of them were so drunk as to be unable to help themselves. I was on the poop when the ship opened, and it fell in when there were several women drinking in the Cuddy - I stuck to this part of the wreck, and went some part of the way on shore upon it. when we".

on deck - Most of the other women who had been in the main prison had got on deck, and into the Cuddy where they were drinking, and some of them were so drunk as to be unable to help themselves. I was on the poop when the ship opened, and it fell in when there were several women drinking in the Cuddy - I stuck to this part of the wreck, and went some part of the way on shore upon it. when we

Rose Hyland statement:

Most of the other women who had been in the prison got on deck, and into the cuddy where they were drinking, and some were so drunk as to be unable to help themselves.

Drunken women.

The inquiry was told that several women convicts were too drunk to help themselves during the wreck and this also featured in newspaper reports.

It is unlikely that these women would begin drinking at 5:00am amid the panic of the wreck, so it could be that they were already drunk.

Given that prisoners were supposed to be locked up below deck at 7:00pm any after-hours drinking was likely to involve the crew!

.....and the surgeon, Stephenson was in his sick bed and therefore unable to supervise.

Could it be that the wreck scenario was a fabrication to cover the fact that the crew were too busy enjoying the last nights before arriving in Sydney to notice Navarine Reef?

Convict Survivors

NO.	NAME.	CRIME.	SENTENCE.	AGE.	HEIGHT.		COLOUR.			COUNTY WHERE TRIED.	WHEN TRIED.
					Feet.	Inches.	EYES.	HAIR.	COMPLEXION.		
1	Ellen Galvin	Perjury	Seven years	19	5	1	Grey brown	fresh		Limerick City	April 1834
2	Rose Hyland	Larceny	Seven years	24	5	3/4	Blue brown	fresh		Ardrin	June 1834
3	Mary Slattery	Larceny	Seven years	22	5	3/4	blue brown	pale		Galway Town	January 1834
4	Rose Dunn	Vagrancy	Seven years	20	5	2/2	blue black	fair		Cavan	Summer 1832
5	Ann Cullen	Cow Stealing	life	21	5	5/4	hazel brown	sallow		Kildare	Summer 1834
6	Margaret Drury	Larceny from Shop	Seven years	23	5	1/2	Grey black	sallow		Cavan	Spring 1833

Ellen Galvin, Limerick City.

Rose Hyland,
Castlewellan, Co. Down.

Mary Slattery,
Tralee, Co. Kerry.

Rose Dunn,
Kingscourt, Co. Cavan.

Ann Cullen, Kildare.

Margaret Drury,
Corbally, Co. Roscommon.

Mary Slattery died just shy of three years after her arrival in the colony. She was buried in Longford, Van Diemen's Land, on 20 April 1838. No entries in her convict record.

283. Slattery Mary
Newa 12th May 1835.
Galway January 25th 1834. *of*

Spoons, value £10, from Mr. Spence, Inkeeper, Tralee, convicted at the instance & upon the petition of my Father, my conduct had been very bad, & was ruining my Father, by continually stealing from him &c, & he was obliged to adopt that way of removing me. Single.

R this offence, Larceny, Steal^g, Silver Spoons value £10 from Mr. Spence Inkeeper, Tralee, convicted at the instance & upon the petition of my Father, my conduct had been very bad, & was ruining my Father, by continually stealing from him &c, & he was obliged to adopt that way of removing me.

.....convicted at the instance and upon the petition of my father, my conduct had been very bad and was ruining my father, by continually stealing from him and he was obliged to adopt this way of removing me.

Rose Ann Dunn

Married William Mears in Longford parish on 26 October 1835.

On 30 May 1836 Dunn was found 'absent without her husband's leave all night'. She was returned to goal and it was further stipulated that 'it appearing that her husband has encouraged her in prostitution it is recommended that she may not be allowed to live with him again'.

Ann Cullen

Had a child in Feb 1837 and was not married to the father.

Mary Ann Cullen placed in the orphanage in Hobart in January 1840.

Ann Cullen marries William Howard in March 1844 – Howard already married in England.

Mother and daughter reunited in Feb 1845.

1837. *Dunn Ann Rose*
New 12th May 1835.
Cavan Summer Assⁿ 1832. 7. -
Rec^d to be employed at the West Pub. 4. 11. 36 / 4. 11. 36 / May 30 1836 Mr Mears / Absent without her husband's leave all night with a view to prostitution & it appearing that her husband has encouraged her in prostitution it is recommended that she may not be allowed to live with him again' A. W. H. / July 1836 Mr Mears / Absent without leave, 4 days totty Cont. on B & Water & Remoⁿ from her service & not to be again emp^d in this District / A. W. H. / Oct 15 1836 Hudson / Drunk, 10 days totty Cont. on B & Water / W. H. / Dec 15 1836 (William) attending, existing term of transport still to be emp^d / J. & W. H. / Nov 14 1836 Brown / Being in a disorderly house after hours, beyond 10 o'clock 3 Mo. / W. H. / March 1. 1837 / Drunk, 10 days totty Cont. on B & Water / W. H. / April 18 1837 Gray / Drunk, a most abandoned character, was in Jail 12 months / W. H. / April 25 1837 Gray / Refusing to proceed with the boats to the H^o of Convicts, 14 days totty Cont. on B & Water / W. H. / Aug 7 1837 Crime Clap / Making a noise & fighting in the Clap's dining room, 14 days totty Cont. on B & Water / W. H. / July 17 1838 / Charges with being illegally at large & persisting to state she was free, four mo. hard labor in Factory Hobart / W. H. / Jan 12 1839 Lewis / Absent with leave 4 days call's in Jail / W. H. / July 4 1839 Winslow / Drunk & other gross misconduct, 10 days call's in Jail / W. H. / July 25 1839 Winslow / Absent with leave 14 days call's in Jail / W. H. / July 1. 1839 (Bourne) Drunk. Returned to the factory with the vessel sails to the islands / W. H. / August 5 1839 / Drunk. Ret^d to Court for emp^d in the country / W. H. / Dec 7 1839 Packed absent with leave. Four mo. hard labor in the C. Class. Factory Hobart / W. H. / Factory Hobart 600 St. Cath. Prison 13 Dec 1839 His Excellency the Lt Governor has been pleased to withdraw the various sentences of this woman she is therefore ordered to her freedom - New Memo. of P. 214th Feb 1840. Exec. certificate
W. H. C.
1840

art + design + education

texts

about



Visualisation of sculptures at Cobh, Ireland



transportation memorial Ireland/Australia

Cobh, Co.Cork and Sydney

Project Proposal

2008

Acoustic Sculptures

This project is being developed to commemorate the more than 40,000 men, women and children transported from Ireland to Australia during the 18th and 19th centuries.

The focus for the commemoration is the convict ship Neva, which left Cork for Sydney in January 1835 and sank off King Island, Tasmania in May of the same year. The Neva carried 150 women convicts with 34 children and 9 free women with 21 children on their way to join convict husbands already in Australia. All but six of the women drowned along with 17 of 27 crew and around 95 bodies are reported to be buried along the beach at Disappointment Bay. The Neva was the only ship transporting convicts from Ireland to sink with fatalities - the Hive ran aground on the NSW coast in 1835 with no loss of life.

The project proposes seven acoustic sculptures; one each at the same height as each of the six surviving women and one for the crew. The acoustics have been developed to create a voice-like sound when the wind speed is in excess of 10km/h. A set of sculptures in both Cork and Sydney will create an awareness of space, distance and time, as the visitor is aware of a similar sound happening on the other side the Earth.

The sculptures and the acoustics have been developed using 3d

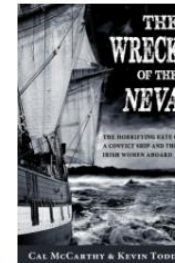


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Extra

information

[NEVA List of Women and Children](#)

[NEVA Survivors](#)

[NEVA Paper](#)

[Irish Convict Statistics](#)