

## **Benjamin Boyd & His Yacht *Wanderer* - Scale Model**

(an essay for the Past CSR Employees web site)

My interest in Boyd and *Wanderer* arose from a visit to Eden in late May 2011; The Seahorse Inn and Boyd's other unfinished buildings from the 1840's at Boyd Town on the southern shores of Twofold Bay, more than a century of whaling in the bay, and the Eden Killer Whale Museum, all telling their stories of a colourful past.



(i)



(ii)



(iii)



(iv)

(i) Seahorse Inn, (ii) Twofold Bay, (iii) Snug Cove & (iv) History of Whaling Plaque

The inn above remained unfinished from 1843, however after well over 150 yrs of vandalism and decay, it has been rebuilt and now operates as a boutique hotel; the beach in front of the inn looks north east to Eden and explains why Boyd in the early 1840's was convinced Twofold Bay should be the principal port of the colony, equal to or better than Ports Jackson and Philip. He had a certain self interest given the grazing empire in the Monaro and Riverina he and the Royal Bank of Australia controlled – these having closer access to shipment from Twofold Bay and hence England (compared to Sydney). **The *Wanderer* story follows,**

***Wanderer* was built as a yacht in 1837 for E. W. Beaumont Esq by Joseph White in his East Cowes yard on the Isle of Wight. Launched 9 April,** she apparently appeared (based on a British Naval 10 gun “coffin” brig) similar to *Waterwich* (built by White for Lord Belfast), but a little wider in the beam.

**No record of particulars for *Wanderer* has been found** other than, (i) various references to tonnage (quoted as; 141 tons – Royal Yacht Squadron; 240 Tons Old Measure in other publications, and 84 tons – Official British Register ), and (ii) that she drew 14 feet 6 inch (probably misquoting overall depth not draft); *Waterwich* particulars were 90 feet BP (keel 70 feet 9 inch), 28 feet 1 inch breadth, and 13 feet 2 inch depth.

For the purpose of building a **1 in 40 scale model** (*representative only* because of the above), *Wanderer* is assumed approximately, 90 ft deck x 26 ft moulded breadth x 9 ft moulded depth. The hull shape would have been for speed probably similar to the *Baltimore Clipper* class of the late 18th early 19<sup>th</sup> C in America (favoured by privateers, pirates and slavers).

Surviving artwork by Oswald Walters Brierly / B. O’Conner shows *Wanderer* as a brig in 1840 off Cowes, but later as a top sail schooner in Australia (entering Port Jackson in 1842, by Frederick Garling). The model will show the Australia period from 1842 to 1849.

**As a brig** in England in 1840:



Painting; Untitled, depiction of Ben Boyd’s *Wanderer*; Maker - B O’Conner  
This painting is identical with a lithograph by Oswald Walters Brierly

**ANMM** Collection; Purchased with USA Bicentennial Gift Funds (**No 461**)

**As a Top Sail Schooner in Australia, 1842 - 1849:**



Painting: Untitled, depiction of *Wanderer* entering Port Jackson in 1842  
by Frederick Garling (artist and 'landing waiter', Customs Office Sydney)  
ANMM Collection; Purchased with USA Bicentennial Gift Funds (No 6848)

Her second owner, Thomas Wentworth Beaumont (1838 – 1839) was a member of the Royal Yacht Squadron at Cowes, where *Wanderer* was registered when Benjamin Boyd purchased her in 1840 for the purpose of coming to Australia in 1842. Various biographical references state Boyd [1801 – 1851], born in Scotland, was a London stockbroker by age 23 with interests in The St George Steam Packet Co ( that owned the steamers *PS Seahorse* and *Juno* that he also bought to Australia ).

Boyd's venture was to come out to the Colony of NSW and establish the Royal Bank of Australia in Sydney. The bank had issued capital of £1M at the time backed by mainly Scottish investors, and Boyd was said to carry £200,000 of his own funds. Though Boyd and *Wanderer* were fated on arrival, letters of introduction to Governor George Gipps and the bureaucracy had limited effect re some of his grand plans.

Note:

1. £1M in 1840 might be comprehended if compared to the capital of CSR in 1855 (£150,000 - escalates to about A\$2 billion today) that indicates backing for The Royal Bank of Australia of around 13 billion in today's \$'s.



2. Boyd's yacht *Wanderer* might be confused with HMS *Wanderer* – a brig of the British Navy that had sometime served off Africa, China and Sumatra in the period 1840 – 1844. To further confuse, the yacht was well armed with brass carriage guns: ie two 6 pounders, two 4 pounders plus two 2 pounder rail guns on each side and one traversing 12 pounder that had seen service at the Battle of Waterloo ( ref. “Ben Boyd in Australia” by H.P. Wellings; quotes the list (in 1940's) from colonial newspapers 100 yrs earlier.

*Wanderer* sailed for Australia via Rio and the Cape of Good Hope leaving Portsmouth in Dec 1841 with Capt. Thomas Busby in command to Rio – Busby was on half pay from the Navy at this time having captained HMS *Wanderer* in 1831, adding to the confusion for researchers. Aboard were Benjamin Boyd, his brother and others in a group that included Oswald Walters Brierly (later knighted and marine artist to Queen Victoria) who sketched the vessel, leaving contemporary authoritative images of the yacht. (See Port Phillip Gazette article dated 16 June 1842 in the Attachments herein; apart from the extreme flowery language of the day, it summarises a description of the 156 day voyage out, west to east, via South America and the Cape of Good Hope).

Bad weather prevented landfall in Hobart prior to arrival at Port Phillip on 11 June 1842 where Boyd remained (for a month) before sailing on to Port Jackson, reaching Sydney 6 days later on 18 July 1842. He lost little time in establishing the bank on Church Hill in the city of Sydney (near Wynyard rail station) and launching into various enterprises, including whaling at Twofold Bay. It is said the venture had 160,000 sheep and grazing lands controlling 2,500,000 Ac.

He leased a house “Craignathan” at Neutral Bay, shown below as it is today with plaques placed in close locations in 1931, and there was a wool scour and store operated by Boyd nearby ( Lars Halvorsen had a boatbuilding shed on this site some 80 yrs later ),



However 7 years on, after spectacular failure and facing financial ruin, he headed off on 26 October 1849 to the Californian goldfields where (his) failures continued. In June 1851, initially accompanied by *Ariel*, *Wanderer* left San Francisco for the Hawaiian Islands. She sailed on alone to the Gilbert Islands and the Solomon's. Early in the morning of 15 October 1851, Boyd went ashore at Guadalcanal to shoot game. He did not return, nor was his body found. It was concluded he had been killed by natives.

The ship's party carried out reprisals then sailed *Wanderer* back to Morton Bay where the main mast was unseated; she sailed on to Port Macquarie without the main sail. She stranded on the bar entering Port Macquarie and was lost on 14 November 1851 [see Argus 31 Dec 1851 depositions herein the Attachments]. What was salvaged was, in the main, sold to a local storekeeper, Sam Cohen; some records and items remain today with the Hastings District Hist. Soc. and Mid North Coast Maritime Museum/s in Port Macquarie.

A model of *Wanderer* was commissioned by the Eden Killer Whale Museum in 2001 to mark the 150<sup>th</sup> anniversary of Boyd's death. It is currently on display as below,



Notes:

1. Advice from the RYS Cowes archives to the Eden KWM ca 2000, was summarised to me in June 2011.
2. The Eden KWM advice; Norman Pole (now deceased late of Bomaderry) was their model maker, assisted by Brian Forrester (of Nowra, and former owner of The Modeller's Shipyard) 10 years ago when this project was afoot. BF said the late Mr Pole kept mainly to kit models and he had used the Artisanía Latina kit *AL Harvey 1847* as the basis of his *Wanderer*.

The *Harvey 1847* kit was a non specific representative model of a class of vessel typical of a ‘Baltimore Clipper’. The kit is no longer available commercially, but in 2000 it was supplied through Dawn Trading in Sydney, where the current warehouse manager was able to locate a partial set of the drawings for me. The occasional kit comes up for sale on eBay in the US from 10 yrs ago (\$US hundreds), and completed models from US & UK suppliers are currently available showing detail that allows interpretation of the AL drawings.

3. Other references provide useful material;

(i) The history of the vessel class, ‘Baltimore Clipper’, is well covered in the book of that name by Howard Chapelle written in 1930 (Chapelle was known for books on wooden boat building), and

(ii) the vessel, *Pride of Baltimore II*, built as a replica in 1988 shown off Oban Scotland.



This vessel appeared as a Spanish privateer in the BBC TV series ‘Hornblower’ (8 episodes released on DVD in 2001); these provide a good insight to the deck and crew working both the guns and the rig). There is a strong similarity with the British Naval 10 gun ‘coffin’ brig and hence *Wanderer*.

4. Further references are in the narrative following.

#### **Building the Model:**

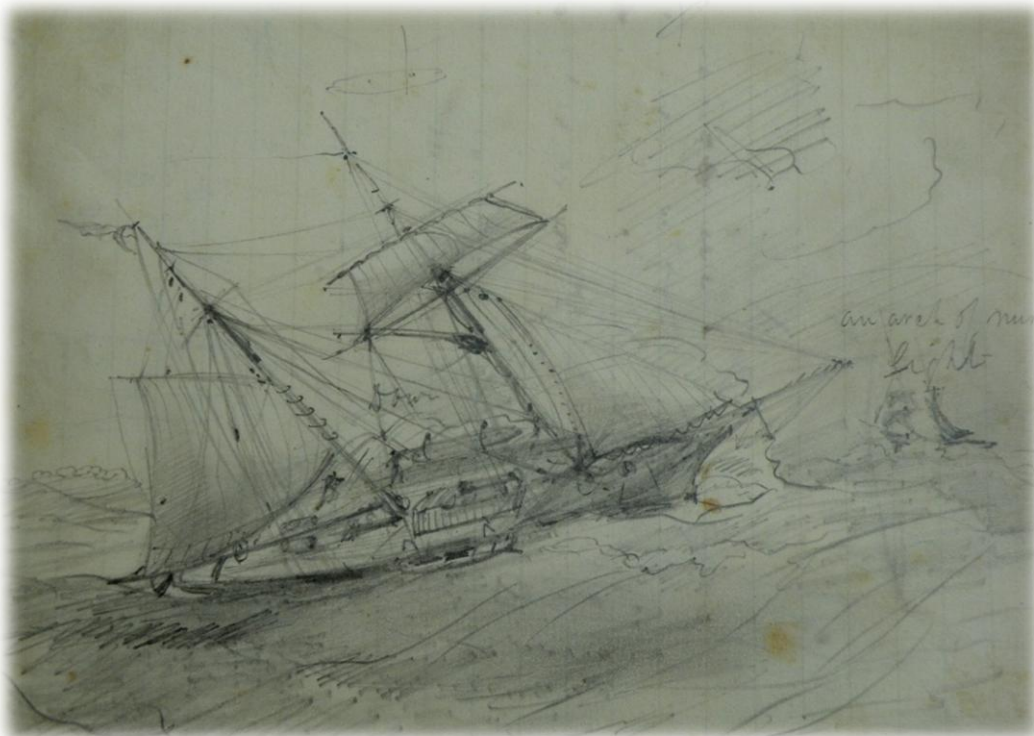




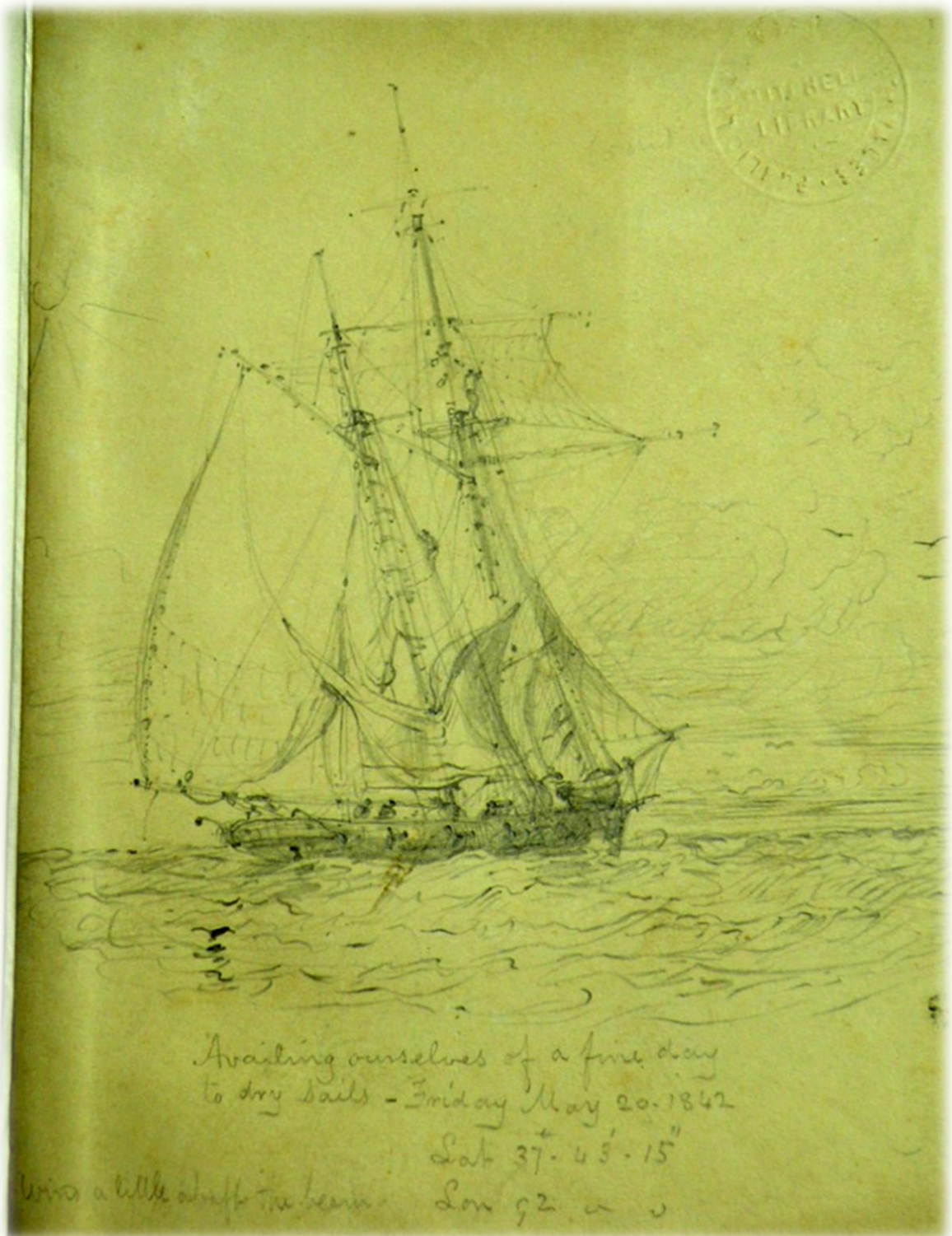


Layout of deck furniture, armaments, and *Wanderer's* boat required further research prior to planking the deck (help from ANMM, Gillian Simpson Public Enquiries Librarian VE Library); As noted earlier, *Wanderer's* rig had been both as a brig in 1840 in England when Boyd purchased her, then changed to a top sail schooner before departing for Australia in Dec 1841. The top sail schooner rig was adopted for the model. Further, the cabin accommodation befitted Boyd to entertain Royalty aboard (Queen Victoria's reign 1837 - 1901) while at the RYS Cowes, and (Sir) Oswald Walters Brierly lived aboard for 2 years when he managed the early period of Boyd's interests at Twofold Bay. Thus the model fit out as a "yacht" shows some of this detail, and not just armaments on a clear deck.

The originals in the Brierly album of sketches, Mitchell Library PX\*D71, were viewed to shed light on this.



(i) 'In the Channel' 22<sup>nd</sup> Oct 1841



(iii) 'Drying sails' 20<sup>th</sup> May 1842 (Indian Ocean)



These photos show the main cabin between the masts, two boats hung from davits amidships, probably a helm wheel, a single top sail on the foremast, and a martingale (ie dolphin striker) below the bow sprit. There were at least 3 carriage guns shown aft of the main mast on the starboard side. Other sketches by Brierly and Frederick Garling show various numbers of gun ports.

The booklet, “Ben Boyd’s Ships”, by Jack Loney, 1985 states; ‘The main mast passed through the saloon’, and, ‘Salvage included pig iron ballast, the 16 ft long gilded teak figurehead in the form of a serpent, along with many valuables including paintings, books and jewellery’; Two pianos, an organ and a printing press could not be saved intact but they indicate the extent of the cabin fit out.









A service available from the NLA: 'TROVE digitised newspapers', provides access to a feature article in 'The Argus', Wednesday 31 December 1851: "The Late Mr Boyd and the schooner Wanderer"; It was the sworn deposition of the mate, George Crawford given to police in Sydney, 24 November 1851, that details the events of an all but certain death by cannibals of Boyd at Guadalcanal, 15 October 1851, and the loss of *Wanderer* at Port Macquarie, on or about 15 November 1851.





**Visit to Port Macquarie Jan 2012:**

Artefacts from *Wanderer* are displayed at Port Macquarie in the Mid North Coast Maritime Museum [MNCMM] and the Port Macquarie Historical Society Museum [PMHSM].



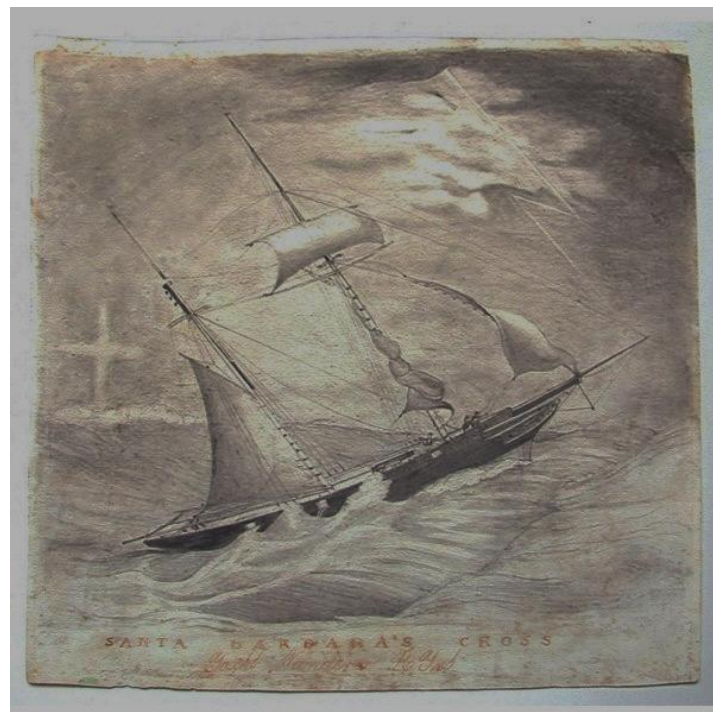
*Saloon dining chair and plate (monogrammed in gold as 'Yacht Wanderer RYS') [PMHSM]*



*Bench seat (deck) and cast bronze ornament (deck) [MNCMM].*

The MNCMM museum is located on the headland overlooking the entrance to the Hastings River and occupies the old pilot station cottages (though the first pilot to the penal settlement was appointed in 1821, the first pilot's cottage was not built until 1896, well after the loss of *Wanderer*).

**Also displayed at the MNCMM is a model of *Wanderer***, built by a local modeller, showing a number of interesting features including, the upper stem / raised bowsprit (bow) detail, a rounded counter stern, a long serpent figurehead and the forward deck gun mounted on a fixed swivel carriage. This model has a strong likeness to a sketch attributed to Oswald Brierly held in the ANMM collection (# 30594) that shows Saint Barbara's cross over the stern on the horizon (a mariners myth for protection against lightning) together with images of the MNCMM model, following.



**ANMM (USA Bicentennial Gift Collection # 30594)**

Caption: SANTA BARBARA'S CROSS

*Yacht Wanderer RYS*

(Pencil Drawing attributed to Oswald Walters Brierly)





MNCMM model of *Wanderer*

**Attachments:**

- 1. Voyage Out** – Port Phillip Gazette 16 June 1842 ( republished in Hobart ‘Courier’ 24 June 1842 – TROVE digitised newspapers )

**PORT PHILLIP.**

Our advices from Port Phillip are to the 16th June. The inhabitants of Melbourne wished to testify their sense of the services bestowed upon the community by B. Boyd, Esq., by the introduction of steam navigation upon an extended scale, for which purpose they wished to invite that gentleman to a public dinner. The limited stay of Mr. Boyd at Port Phillip prevented this expression of good feeling towards him.



## THE YACHT WANDERER.

Through various means we had anticipated a visit from the *Wanderer* to some one of the colonial ports; and, as the beautiful yacht is equally celebrated in song and story, her arrival was looked to with a degree of pleasure and expectation that does not ordinarily invest such a circumstance. Mercantile advices to the managers of the Seahorse Steam Company had, it was reported, mentioned the intended departure of Mr. Boyd, in whom much of the pecuniary interest of this Company was vested. Private letters had repeated the news; and a Plymouth paper, noticing the object of the *Wanderer's* expedition, had confirmed the intelligence. Besides the curiosity caused by the novelty of the affair, a critical time had arrived in the movements of the *Seahorse*, and her sister vessel the *June*, which made the mercantile and travelling world in these parts not a little anxious for the appearance of a gentleman whose judgment respecting the future destiny of the steamers, it was understood, would be decisive.

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The actual appearance of the schooner yacht, and the sound of her salute as she came to anchor in Hobson's Bay, made a sensation in the port that our readers will claim to be gratified by an account of her voyage hither, and the fortunes of her intelligent company. The *Wanderer* is a schooner of architectural proportions befitting a yacht: her hull, low and black—her taunt and tapering masts—her choice armament—her luxurious accommodations—and her matchless sailing qualities—

present the reality of Cooper's beautiful action in the "Water Witch." The charms of a "rover's life," as portrayed by the novelist, in incident could not exceed, in real pleasure could not equal, the adventures of the Wanderer's crew. Mr. Boyd is carrying into practice a scheme of delightful travel, which may have often presented itself to the adventurous mind, but has never till now been accomplished. Mr. Brouker, some few years since, made a voyage in his yacht, the *Royalist*, touching

at the Cape, and extending the cruise to Borneo and home by India, but without traversing nearly the same space, or visiting the number of ports touched at by the *Wanderer*. Mr. Boyd and his companions will, upon their return, have included in their voyage South America, Africa, Australia, the South Sea, China, and India, and a number of intermediate points, comprised chiefly in the islands of the various continents enumerated.

On leaving England, the *Wanderer* took as her company Mr. Boyd, the owner, and Mr. James Boyd, his brother; Mr. W. O. Brierley, a marine artist, well known to fame; and other gentlemen whose acquirements and constitutions led them to the pursuit and improvement of intelligent leisure and active research. Captain Bushby, R. N., also a member of the squadron, took charge of the vessel as far as Rio, where he parted company, leaving the vessel in command of a sailing-master, whose abilities had been proved in the service of the Hudson's Bay Company. The *Wanderer* took her departure from Plymouth on the 23rd of December, 1841,



with every requisite for a voyage of such extent, being well armed on deck, elaborately fitted and provided below, and served by a picked crew of fourteen hands. She bore her spirited company, amid a variety of weathers and circumstances, to almost every island in those scattered and interesting groups that stud the coasts of Africa and Europe, including Madeira, Teneriffe, St. Iago, and Tristan d'Acunha. At this latter place, the *Wanderer* staid for ten days, during which time Mr. Boyd, at the request of "Old Glass," or "Governor Glass," as he is indifferently termed, stood godfather at the christening of the veteran's last child and youngest daughter. This island was formerly taken possession of from St. Helena by a corporal's guard, of which Glass was the commanding officer, and who, with his friends and descendants, is still left in possession. Mr. Boyd describes the social condition of this island as the only realization (with the exception, perhaps, of Pitcairn's Island), inhabited by the mutineers of the *Bounty*) of those visionary ideas of Owen, which have gained, of late years, such a celebrity of discussion throughout Europe. After putting into Rio, to leave Captain Bushby at his destination, the *Wanderer* sailed for the Cape, where Mr. Boyd and *compagnons du voyage* again rested to enjoy those relaxations of the land which are so enticing to the wanderers of the deep: waggons were hired, and journeys taken into the interior to view the country, pry into its natural resources, become acquainted with its inhabitants, and follow the delights of the chase, which, in that land, are of the highest and most exciting description. From the Cape, the *Wanderer* sailed for Hobart Town, in Van Diemen's Land, where, for the last month, she has been daily expected. It was found, however, that the higher the latitude she got into, the more dangerous became the seas, which, driven on by a continued gale from the westward, threatened the little craft

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with destruction ; she kept up, therefore, for the Straits, with the intention of calling at King George's Sound, and running on for Sydney. The winds not proving favourable for the former port, Mr. Boyd was induced to try Port Phillip, where she put in, as recorded, on the 11th instant, having expended nearly six months, or 157 days, on the voyage, up to this point. As might have been expected by Mr. Boyd, his beautiful craft has been lionised to a great extent, and numbers of visitors have called on board to welcome Mr. Boyd to Australia, where his gentlemanly and liberal manners have gained as much admiration as the yacht whose name has forever his appearance.—*Port Phillip Gazette, June 15.*

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**2.** TROVE Digitised Newspapers: Argus, Wed. 31 Dec. 1851, Page 2

**THE LATE MR. BOYD AND THE SCHOONER " WANDERER."**

The following depositions, taken before the Inspector-General of Police, will be interesting to a large number of our readers.

**George Crawford, late mate of the schooner *Wanderer*, being sworn on oath states:**

I shipped on board that vessel on the 3rd of June last, and the vessel had then on board the owner, Mr Benjamin Boyd, a person of the name of Flowerday (whose Christian name I believe was William), and was sailing master from San Francisco. I was mate. William Ottiwell, John Webster, and Gilbank Barnes, were passengers on board. The crew consisted of three natives of the island of Rotomah - one called Dick, one Friday, and one Tom; and also one native of Ocean Island, called Timerarira.

About the twenty-fourth of June last, we arrived at Kilo Bay, Owyhee (*old local name for Hawaii*), where we anchored. A few days after arriving there Flowerday left the ship without a discharge, and remained on shore, when Ottiwell was appointed sailing master by Mr Boyd. The *Wanderer* remained there about fifteen days, during which time no other change took place between either the passengers or crew.

The *Wanderer* then sailed for Kingsmill Group (Gilbert Islands) and made Byron's Island about six weeks afterwards, where she lay off and on for four or five days, trading for refreshments. The vessel then sailed to Drummond's Island, one of the same group, and remained there about the same number of days without anchoring, trading with the natives, from then on proceeded to Ocean Island, and at this island left Timerarira, who was a native thereof; we also traded at this island, and there spoke the American schooner *Sophia*; we had no vessel in company with us at this time. Amongst this group we picked up four natives called Bango, Jaqur, Peter, and Capitania, to assist in working the vessel. We then proceeded, after a delay of about a week, to Stewart's Island, where we shipped three other natives, called Harry, Jim and Sandy; We traded with the natives of this inland but did not anchor, and after remaining a few days, sailed for the island of St Christovals, and arrived there about a week afterwards and came to anchor; we traded there a little, but did not ship any fresh hands; We lay there seven days, and then got under-way to beat to windward, lost our fore-yard, and put back and came to anchor in another small bay to leeward of where we had previously anchored, and remained there fifteen days repairing the fore - yard and procuring wood and water and getting the vessel ready for sea again.

We then sailed for the island of Gordilcann (*Guadalcanal – part of the Solomon Islands near Bougainville and an area of the Pacific known for cannibals*), and anchored in a small bay on the south - east coast of that island on the 14th of October last; about three o'clock in the afternoon. We then furled the sails of the vessel and made her snug for the night; no one went on shore that night, and no one came on board that day, but several natives came round the vessel in canoes.

The next morning, at four o'clock the sailing master called all hands, washed decks, and loosened the sails to mend them. Several canoes were then near the vessel but did not come on board; they had no arms at this time, and appeared friendly. At half-past six, the same morning, **Mr Boyd went on shore in a small dingy belonging to the vessel, taking with**



**him one native of Ocean Island, named Capatania.** Mr Boyd had with him a double barrelled gun but the native was not armed. The boat was seen to enter a small creek, about three quarters of a mile distant from the ship, when it became out of sight from the ship. About one half of the canoes followed the dingy to the creek. I should say about eight in number with about four natives in each, but none of them had arms; about half an hour later we heard a shot fired on shore, and about twenty minutes afterwards another shot was fired, which we took no notice of, believing that Mr Boyd had gone on shore for the purpose of shooting birds, as he had stated he was going to do before leaving the vessel; the crew were variously engaged on board the vessel until about eight o'clock, when all the Europeans went into the water to have a swim, and while bathing, which lasted about half an hour, we observed the canoes increasing in number round the vessel.

At 9 am we sounded a Chinese Gong as a signal for Mr Boyd to come on board to breakfast, but he did not make his appearance, nor did we see the dingy; about 10 minutes past nine, an attack was made on the ship by a number of natives, of about two hundred, in about thirty canoes, some of which were much larger than we first saw near the vessel; the natives were armed with spears, clubs, bows and arrows, stones and green mangoes, and one canoe had twenty one savages on board. The attack was made forward by two natives effecting a footing on the rail of the vessel, aft of the cat-head on the starboard bow; one of these savages made a blow at Jim's head with a club, but Godoy seeing the blow aimed, gave him warning, and Jim raised his left hand to defend his head, and received the blow on his arm, laying it open several inches. Jim knocked the two savages overboard, and gave an alarm to the ship's company. Contrary to our usual custom when at anchor our deck guns had not been loaded, nor run out, our ports being triced up, showing the guns we carried; at this time the sailing mate was on deck, with all the crew, busy repairing the main sail; I was below reading; the crew immediately armed themselves with boarding pikes and cutlasses, and the Europeans armed themselves with muskets; at this time there was one canoe on our starboard quarter with four savages in it; the second savage in the bow was standing up with a spear ready poised, and in this position he gradually dropped astern and came up on our starboard quarter, within five feet of the vessel, when he threw the spear, which passed between three of us on board; a musket was then fired over his head by the sailing master, but instead of intimidating the savages, it appeared to give them confidence, for the body of them closed on the vessel and missiles of all kinds flew over us on board, but none on board were struck, a large number of the savages laid hold of and were coming on board by the martingale back ropes, when we considered it time to fire in our defence, and did so, killing about twenty five of the savages during the time the fight lasted, which was for about half an hour; the greater number of the savages were killed while attempting to board forward; the canoes then retreated to the shore, where they were joined by another party of savages, numbering in all about five hundred of them; having time, we then loaded, and ran out our deck guns, from which we fired several rounds of grape, until the savages dispersed, some by land and some by water; we then reloaded the guns, and left the vessel in charge of Mr Barnes, a passenger, with two or three of the native crew; the remainder of the crew we took in the ship's boat, together with the sailing master, Mr Webster, and myself; we were all armed at the time, and pulled into the creek that Mr Boyd had entered with the dingy; we found the dingy floating in the creek adrift, and on the shore near to where she was lying we found the first tracks of where Mr Boyd had landed by observing the marks of his boots. We tracked him for about fifteen yards on the beach, when the tracks appeared as if he had been returning to the dingy, when we lost sight of the tracks on the beach; we observed marks of a scuffle, and from the appearance of the ground it appeared Mr Boyd had fallen about three yards from the place.

Where it appeared Mr Boyd had fallen, we picked up the wadding of two barrels and then concluded Mr Boyd must have discharged both barrels at the same time as he hit the ground. We then commenced a search in all directions, suspecting Mr Boyd had been killed by the savages, but found no further traces. Numbers of tracks of the foot marks of the savages were quite visible at this place, and, judging by the marks, I should say that two or three hundred savages had taken part in the scuffle. We then moved down to the village in the Bay, and could hear a number of savages in the Bush at the back of the settlement. We searched their houses, but found no signs of the remains of either Mr Boyd or the native, and then burnt the houses down, the savages throwing stones at us from the top of hill at the time; we then proceeded to the beach, where some canoes were lying, in one of which we found a dead savage killed by a grape shot through the right eye; we left him, and on going to the next canoe found Mr Boyd's belt, in the pouch attached to which were several ball cartridges, and some gun wadding, we then destroyed all the canoes; we saw about eight in number, and continue our search until dark, when we returned to the vessel, without having succeeded in procuring any tidings of either Mr Boyd or the native with him. A good watch was kept on board during the night, as we expected an attack from the savages; early the next morning about seven o'clock, we manned the boat, and went round to another village to the south-east of our anchorage, distant about six miles from the vessel, and on approaching the shore observed about a hundred savages armed with spears and clubs, from whom we expected an attack, amongst them we observed one with a pair of white trousers similar to those worn by Mr Boyd when he left the ship. We landed, and proceeded towards the village, which we searched, and then set fire to the buildings and also destroyed three canoes - here we found no trace of Mr Boyd, and spent the remainder of the day searching without avail. Having been in every place we were able with the boat we determined to move the ship as far up the coast the next day as we knew the savages had come from, intending to take the villages in rotation for the purpose of both searching them, and destroying them. We accordingly went to sea the following morning and at six o'clock in the evening having beaten as far to windward as we intended to go, we lay off and on for the night, and at ten next morning the ship's boat went in to sound for anchorage, she returned about twelve without finding any; we then wore ship and stood in towards the land, where savages being very numerous, we fired two or three rounds of grape among them, and then stood off with the intention of sending the boat on shore, but the wind dropping light, and being on a lee shore, we had to abandon the idea for that day at noon the next day, we made the land, when the boat went on shore, all hands being fully armed, but I remained on board in charge of the vessel; when the boat returned, about half-past five o'clock, I was informed the crew had burnt a village, and in one of the houses had found the upper part of a man's head, which was supposed to be a part of the head of Capatania. The reason given for such a proposition was, that as the savages of the island were shaved bare, except on the top of the head where there was a small tuft of long red hair, and the hair found on the skull corresponded with that of Capatania, and was of a curly black colour. The skull found appeared to have been cooked or broiled.

On that night we sailed from the Island for the nearest port on the coast of New Holland, and made the land off Moreton Bay, where we intended to go in, and report our loss and get supplies, and wood and water, having been upon an allowance of a quart of water a man per day, and burnt a boat for firewood.

The night after making Moreton Bay, we encountered a severe gale of wind from the southward, which gradually drew round to the northwest, in the middle of which we badly sprung our mainmast, rendering it impossible to carry any sail upon it.

At noon next day, we found ourselves forty-five miles to the southward of the southern entrance to Moreton Bay, and as it was impossible to beat to windward without a mainsail, we ran down to the nearest port to the leeward, being **Port Macquarie**, where we came to anchor outside the bar on the night of Friday, the 14th November instant. The following day we had communication with the shore, and intended to obtain supplies there. We lay in safety on Saturday, but towards the evening let go our starboard anchor, the swell rolling heavily on to the bar. At four in the morning our windlass parted amidships; she held on until daylight; and finding it impossible to raise our anchors, we cut our cables, and at twelve noon, made sail on the ship, slipped the cables, and stood in to cross the bar. At this time we had a skilful pilot on board, and his boat's crew to assist in working the ship. As we approached the bar we had a strong breeze from the North East but **on crossing the bar, it became a perfect calm, and the swell sent the vessel on a sand spit on the southern side of the harbour**, where she filled within half an hour after striking. I then left the vessel a day or two afterwards, and proceeded to Sydney overland, where I arrived on the night of the twenty-second instant when I reported the circumstances attending the the voyage to Mr Robert Tertius Campbell, of Sydney.

(Signed) GEO. C. CRAWFORD.

Sworn before me at Sydney, this 24th November, AD 1851.

(Signed) John M<sup>c</sup>Lerie , J.P.

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**Gilbank Barnes, lately of St. Francisco, in California, states:-**

I joined the schooner *Wanderer*, the property of the late Mr Benjamin Boyd, at St. Francisco.

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(Signed) GILBANK BARNES.

Sworn before me at Sydney this 2nd day of December, AD 1851.

(Signed) J. M<sup>c</sup> Lerie, JP.

(\* this deposition was very similar to that of the mate)



**Port Macquarie & Hastings River Outlet Today:**

▲  
Oxley Beach

▲  
Flag Staff Hill \*<sub>1</sub>  
(\*<sub>1</sub> former harbour cut in  
the rocks for long boats )

▲  
Town Beach

▲  
Hastings River \*<sub>2</sub>  
(\*<sub>2</sub> *Wanderer* aground  
& lost 14 Nov 1851)