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Appendix 1: Section 67 - Bass's Shipyard and Milne's Wharf

By 1830, landholders had already begun to reclaim the foreshores of Darling Harbour, erecting cottages, wharves and slipways for shipbuilding, industry and the merchant trade. Disputes as to ownership and land uses were common, with a Court of Claims established to determine the legitimate owners.

1.0 Section 67 - Bass's Shipyard and Milne's Wharf

John Macarthur's original grant of just over 2 acres made in 1810, including the future Australian Gas Light Company (A.G.L. Co.) site, had been sub-divided into 8 lots, between Lot 11 and other land grants to the north in Section 93. Emancipist and merchant James Jenkins of Cockle Bay purchased 2 lots in 1831 (lots 13 and 16), salt beef producer and butcher John Langdon purchasing Lot 15. The subdivision required the creation of an access road, which negotiated the small cliff-line separating Kent Street North properties from the lower, foreshore areas.¹

By 1833 the frontages to Kent Street North in this area were almost fully occupied, with the ownership of a number of grants south of Macarthur's original grant still to be decided by a Court of Claims. These included: most of Lot 11, originally owned by W. Morgan, granted in June 1835 to W. J. Browne of Warham Jennett Browne, and Edward Aspinall (Aspinall, Browne & Co.); Lot 17, granted in 1837 to Henry Thompson Bass; and Lot 18, granted in 1834 to Samuel Thomson and his wife Elizabeth Thomson.² The grants were part of an advertisement in the *Government Gazette* in March 1835, to the effect that 3 months-notice was being given to allow for any objections to the issue of title deeds. The original high water mark formed the western boundary of these grants.³

1.1 Bass's Shipyard

The Bass family had a long history of shipbuilding, with members of the family based at Lympstone, Devon, in the late 1500s, where they owned land, and branches at Topsham near Exeter and Teignmouth. Henry T[h]ompson Bass (1790-1859) was baptised on 7 October 1790 at West Teignmouth. His father, John Clay Bass, was a shipwright in the family tradition, Henry serving an apprenticeship of 7 years. The family went into bankruptcy in the 1790s, although continuing to build ships.⁴

¹ R. Broomham, *Land at Millers Point, Ownership and Usage*, report 1 June 2007, p. 9, cited p. 31 in, Austral Archaeology Pty Ltd, *Barangaroo Archaeological Assessment & Management Plan*, for Barangaroo Delivery Authority, June 2010.

² Ser. 39 p 29 dated 5 July 1835 1a 0r 27p, Ser. 47 p 232 dated 17 November 1837 3r 21p, and Ser. 29 p 165 dated 16 August 1834 2r 0p, Land and Property Management Authority, NSW, cited Casey & Lowe, Ltd, *Non-Indigenous Archaeological Assessment Barangaroo Stage 1*, Report to Lend Lease Pty Ltd, 2010, p. 24.

³ *Sydney Gazette and NSW Advertiser*, 14 March 1835, p. 4.

⁴ Descendants of John Bass and Joan Withiel, website of Roy Parkhouse, <http://www.parkhouse.org.uk>, site visited 25 June 2015, with personal communication.

Henry T. Bass married twice; firstly to Rebecca Skinner in Exeter on 11 April 1814 and then on 20 July 1829, as a widower, to Mary Frew in St George's, Hanover Square, Westminster. Bass gave his place of residence as Portsea, County of Southampton, where he had been employed in the 'King's Yards' i.e. Government shipyards at Portsmouth (and also at Plymouth), before he had moved to London.⁵ The family records are incomplete and the exact whereabouts of Henry T. Bass as an apprentice and shipwright cannot be confirmed, nor his financial status, without further research.

By late 1831, Bass had moved to Sydney, NSW, since, in January 1832, he purchased 7 lots of land near Point Piper and 'Woolloomooloo' for £442 10s in 'Approved Bills', a substantial sum of money.⁶ Later he obtained a number of assigned servants (convicts), including a carpenter, carpenter's boy and painter, suggesting that he was developing the properties from his home at Point Piper.⁷

In May 1833, Bass advertised that he had commenced a shipbuilding establishment, at Bass's Wharf in Darling Harbour, where 'Every description of vessel under 500 tons register [was] built by the most approved Models & repaired – Boats, Spars etc.', implying that he had already built a wharf and slipway.⁸ Bass had purchased Lot 17 in Darling Harbour in 1832 from Solomon Levey for £350. Approved by the Colonial Secretary in 1835, this purchase was followed in 1836 by Lot 18 for £900 and 2 nearby allotments of land, comprising Lot 9, in Kent Street North for £902.⁹

As an entrepreneur, Bass, funded by his own capital and judicious mortgaging, would operate from 3 shipyards while developing his real estate. Whaling ships, the barques *Australian* and *Governor Bourke*, the *Henry Porcher* and the Government brig, *Governor Philip*, would all pass through his first yard in 1833.¹⁰ Many of the vessels built by Bass in the 1830s were in the range of 30-50 tons burthen and intended for the coastal and timber trades. The cutter *Native*, 11 ½ tons burthen, was for 'sale or barter' in 1835; Bass would accept £200, half cash with the remainder in approved Bills, or alternatively he would barter for 'Land or Cattle'.¹¹

Bass's first yard at Darling Harbour was leased to John W. Russell, a shipbuilder, in 1836. Russell had established a 'Block, Mast and Pump Business' in the yard in

⁵ Henry Bass and Rebecca Skinner, England marriages 1538-1973, at <http://FamilySearch.org>, 1 July 2015; Henry Bass and Mary Frew, London, England, Marriages and Banns, 1754-1921, at Ancestry.com; *The Australian*, 17 May 1833, p. 3.

⁶ *Sydney Monitor*, 21 January 1832, p. 4.

⁷ *Sydney Gazette and New South Wales Advertiser*, 29 November 1832, pp. 1-2, 7 February 1833, p. 2,

⁸ *Sydney Gazette and New South Wales Advertiser*, 18 May 1833, p. 2; *NSW Calendar & PO Directory, 1833*, opposite p. 8.

⁹ Casey & Lowe Ltd, *Non-Indigenous Archaeological Assessment Barangaroo Stage 1*, Report to Lend Lease Pty Ltd, 2010, p. 24; *The Australian*, 4 March 1836, p. 2; SRNSW Memorial No. 352, Memorials forwarded by the Commissioners of Claims, 1832-1842 (1833 Act) NRS 913, Reel 1203; *Sydney Gazette and New South Wales Advertiser*, 14 March 1835, p. 4.

¹⁰ *Sydney Monitor*, 14 September 1833, pp. 2-3; *Sydney Herald*, 22 July 1833, p. 3.

¹¹ *Sydney Herald*, 12 March 1835, p. 1.

August 1835, but was repairing and building vessels such as the steamer *Tamar* (lengthened to 130 tons) and the new steamer *Maitland* in 1836. The *Maitland* at about 200 tons was larger than the *Tamar*, taking 7 months to build on the slip. After launching, the vessel was taken to Wilson's Wharf where the engines and other machinery were to be fitted. By 1837, Russell was building steam vessels for important merchants such as Edye Manning and was in discussions with the NSW Government about building a new steam vessel for the northern settlements.¹² Following the sale of Pymont Estate in late 1839 both Bass and Russell purchased allotments with 66 foot frontages, for £227 and £230 respectively, in December 1839.¹³ Russell had moved his business to Pymont by 1840, where he soon established a new shipyard.

In 1834 Bass had applied to purchase 2 allotments of land on the William's River in the County of Durham, a tributary of the Hunter.¹⁴ According to Reynolds (1983) Bass also held land on the Hawkesbury River and on the Maria River near Kempsey.¹⁵ The latter, Lot 92, comprised 59 acres and was granted by deed on 22 December 1836.¹⁶ All these properties were close to good supplies of timber and navigable rivers.

There was little mention of Bass in the newspapers in the mid-1830s in Darling Harbour, although from 1836-1837 he was operating another shipyard at (Little Sirius Cove) Bradleys Head on the North Shore.¹⁷ The North Shore property comprised a four-roomed house, a garden, a well and a spacious wharf, when offered for lease as a vacant property in 1837.¹⁸ Was Bass's seeming absence from Sydney for much of the 1830s due to his interests outside Sydney or the problems of employing shipwrights and other workers? In November 1837 Bass was successful in winning a Government contract 'to build a new Punt and Horse Box for the ferry at Wiseman's...' During 1838 and 1839 Bass appears to have spent most of his time on the Hawkesbury River at Wiseman's Crossing.¹⁹

In November 1839, a letter appeared in the *Sydney Monitor and Commercial Advertiser* to the effect that every shipbuilder in Sydney could only be aware of the 'combination [union] amongst Shipwrights in Sydney...' The author of the letter, a Master Shipwright, perhaps Bass himself, challenged merchants and others to

¹² *Sydney Herald*, 20 August 1835, p. 1; *Sydney Monitor*, 3 August 1836, p. 2; *Australian*, 22 September 1837, p. 2.

¹³ *Sydney Herald*, 23 October 1839, p. 3, 13 December 1839, p. 2.

¹⁴ *Sydney Gazette and New South Wales Advertiser*, 25 October 1834, p. 4.

¹⁵ R. Reynolds, 'From Darling Street Wharf to Simmons Point', pp. 6-25 in *Leichhardt Historical Journal No 12*, 1983, p. 16.

¹⁶ *Sydney Gazette and New South Wales Advertiser*, 3 June 1837, p. 4.

¹⁷ *Sydney Herald*, 30 January 1837, p. 3.

¹⁸ *Sydney Herald*, 25 September 1837, p. 3.

¹⁹ *Sydney Monitor*, 15 November 1837, p. 2.

employ 30-40 shipwrights from England, in particular from the south coast, where it was customary for them to earn no more than 3 shillings and sixpence per day.²⁰

In April 1840 Bass employed contractors 'for excavating the rock work &c. at Bass's Wharf, Darling Harbour', extending the site into deeper water and building a new timber wharf in 1841.²¹ Waterfront land in Sydney was in short supply and difficult to obtain; Bass also disposed of part of his wharfage to the American Consul at £30 per foot.²² Unfortunately, Bass had still not leased-out the shipyard by July 1841, when part, with a 200 foot water frontage, was advertised to let by Henry Mace.²³

Across the water, a 2-acre allotment, part of the Balmain Estate sold in 1836 to G. J. Rogers, was purchased in June 1840 from Rogers by Bass for £600.²⁴ Significantly Bass also set about reclaiming the waterfront at Balmain, building a stone wharf using materials quarried on site, just as he was doing at Darling Harbour.²⁵ In 1841, the waterfront areas were described as the Deptford of NSW and suitable for every aspect of shipbuilding, during the sale of the associated areas of Balmain Point.²⁶ As one of the wealthiest landowners at Balmain, Bass donated £20 for the construction of a Protestant Episcopal Church in August 1841.²⁷

In January 1841 Bass had started to sell and/or lease his property at Balmain and sold all his stock-in-trade at his Balmain wharf, including the coasting smack *Sampson* of 20 tons, having decided to proceed to Europe.²⁸ The property comprised: a sandstone marine residence called 'Rosebank', a weatherboard cottage called 'Nut Shell' and was complete with a deep water frontage, a wharf and a quarry.²⁹ Leased to John Korff, also a shipbuilder, Bass and his wife left for London on the *Standerings* on 6 May 1842, leaving their affairs in the hands of James Munn, shipbuilder of Millers Point.³⁰

Unfortunately, Korff was declared insolvent, although he remained in residence as late as January 1843.³¹ The same fate befell shipbuilder William Henry Chowne of Pymont in 1842, who despite financial and other advice from Bass, had been unable to maintain his cash flow or credit during the financial crisis of the early 1840s, a crisis which had led to the NSW Bankruptcy Act of 1842.³²

²⁰ *Sydney Monitor and Commercial Advertiser*, 25 November 1839, p. 2.

²¹ *Sydney Herald*, 6 April 1840, pp. 5-6, and 23 January 1841, p. 3.

²² *Colonial Times*, Hobart, 3 March 1840, pp. 5-6.

²³ *Sydney Herald*, 7 July 1841, p. 3.

²⁴ *Australian*, 25 October 1836, pp. 2-3; P. Reynolds, 'From Darling Street Wharf to Simmons Point', pp. 6-25 in *Leichhardt Historical Journal No 12*, 1983, p. 16.

²⁵ *Sydney Herald*, 6 April 1840, p. 2.

²⁶ *Australian Chronicle*, 20 March 1841, p. 4.

²⁷ *Sydney Herald*, 19 August 1841, p. 3.

²⁸ *Sydney Herald*, 26 January 1841, p. 1, and 30 November 1841, p. 3.

²⁹ *Australian*, 4 January 1843, p. 1.

³⁰ *Sydney Herald*, 7 May 1842, p. 2.

³¹ *Australian*, 4 January, 1843, p. 1.

³² *Sydney Morning Herald*, 2 August 1842, p. 2.

The use of Bass's Wharf and Shipyard were also affected by the financial problems of the Colony. In August 1842 Bass's Wharf was again advertised for sale, the title including 3 grants by the Crown, 'subject to the Sydney quit-rent, and to a mortgage to the Savings Bank for £1,000, and interest at 10%; and to a mortgage to Mr H. T. Bass for £4,400, and interest at 10%'.³³ In offsetting potential losses, Bass also appears to have developed his land for other purposes, erecting a row of small cottages called Bass's Buildings before 1844.³⁴

Unlike other shipbuilders and property owners, Bass spent considerable time travelling between England and Sydney to manage his estate and shipyard interests in the hope of selling or leasing them. In June 1844, Bass and his wife had returned to Sydney on the barque *Briton*, from Liverpool, re-establishing their business connections and living at Balmain. Between 1844 and 1847, 2 new stone houses, Alfred Cottage and Vernon Cottage, were built, the couple living at Alfred Cottage.³⁵ In February 1847 he advertised for sale, or for lease, his wharf at Balmain, with a dwelling house and other buildings suitable for shipbuilding.³⁶

An advertisement, also in February 1847, offered for sale or lease his 'extensive premises, known as Bass's Wharf, Darling Harbour, containing in the whole 280 feet frontage to the deep water, with 2 dwelling houses erected thereon.' Parts of the property had been leased before 1845, including the 2 houses, to Rodgers & Co. and to Thomas Teirney. Archibald Rodgers and his partner, James Buller, operated a business as Millrights, Engineers, Boiler makers and Ship-smiths at Bass's Wharf until late 1847, Rodgers continuing the business in his own name until at least 1851.³⁷

Once again Bass appears to have had little success in selling the estate before he left the colony on the *Walmer Castle* in March 1848 for London [and Europe].³⁸ However, part of the Darling Harbour property, the shipyard with some 280 feet of water frontage, was leased to Lawrence Corcoran, shipbuilder, from April 1849 to the end of 1852, when he moved into partnership with agent John Macnamara at Buchanan's former wharf, north of the Gas Works on Millers Point.³⁹

The 1851 Census of Britain listed Henry Bass and his wife as living at 90 Ballast Quay, Greenwich, in a relatively new housing development close to the River Thames. However, Bass was soon returning to Sydney, for in July 1852 his property at Balmain, including 4 cottages, 15 building allotments and the wharf, was put up

³³ *Sydney Morning Herald*, 4 August 1842, p. 1.

³⁴ *Sydney Herald*, 26 October 1835, p. 3.

³⁵ *Sydney Morning Herald*, 27 June 1844, p. 2; P. Reynolds, 'From Darling Street Wharf to Simmons Point', pp. 6-25 in *Leichhardt Historical Journal No 12*, 1983, p. 17.

³⁶ *Sydney Morning Herald*, 2 February 1847, p. 3.

³⁷ City of Sydney Archives, Assessment and Rates Books, 1845-1948, Gipps Ward: 17/6/2 CSA 027319_046, 1845 Book 6; *Sydney Morning Herald*, 2 February 1847, p. 3, 15 September 1847, p. 3, and 12 July 1850, p. 1.

³⁸ *Sydney Morning Herald*, 6 March 1848, p. 4.

³⁹ *Sydney Morning Herald*, 2 April 1849, p. 1, 13 June 1850, p. 3, and 29 December 1852, p. 3.

for sale. The 4 cottages and wharf realised a total of £2,210 at auction, although the sale of the building allotments went unrecorded.⁴⁰

In Darling Harbour, Bass advertised his 'Wharf and Other Property, comprising about 2 acres in the City of Sydney, with 16 Houses Erected Thereon' for sale by public auction in October 1852. The property had a 280 foot frontage to the deep water and was a Grant from the Crown to the vendor.⁴¹ In May 1853, architect Mr Hilly, Pitt Street, advertised Bass's Wharf and Building Yard for lease, the auction sale having been unsuccessful.⁴² The wharf and shipyard in Darling Harbour were sold to John Reeve, general importer and commission agent, in 1853, although sold-on to merchants Captain Charles Smith and John Henry Challis in 1854.⁴³

The Basses returned to England on board the *Anglesey*, 1,100 tons, leaving on 25 February 1853, having settled all claims against their estate.⁴⁴ On 9 July 1859, Henry Tompson Bass died at St Cloud near Paris, France; his estate, which amounted to almost £6,000, passed to his sole surviving executrix, Mrs Mary Bass of London.⁴⁵

1.2 Milne's Wharf and Lot 11

The death of John Langdon in December 1835 had been preceded by the purchase of his land, Lot 15, at Darling Harbour, for £1,600, by Richard Jones Esq in November 1835.⁴⁶ The final amending Bill, to enable the Australian Gas Light Company (A.G.L. Co.) to proceed with the construction of the gas works, was passed on 18 September 1839. The influence of Richard Jones in the Legislative Assembly appears to have been a factor, the Company taking formal possession of Lot 15, previously sold to the Company by Jones, who was also a director of the Company.⁴⁷ The A.G.L. Co. then proceeded to buy Lot 16 from merchant James Jenkins' estate, Jenkins having died in January 1835, making it possible to create a rectangular site for the new gas works. Titles to these 'Town Allotments' were issued by the Colonial Secretary, after advertising for objections in March 1835.⁴⁸

The supply of gas began in May 1841, part of Jenkins' Lot 16 having been set aside for joint access to wharves on Darling Harbour. The southern, remaining part of Lot 16 had been acquired earlier by Captain Milne, who had begun to operate a wharf

⁴⁰ *Sydney Morning Herald*, 17 July 1852, p. 8, 27 July 1852, p. 1, and 6 August 1852, p. 3.

⁴¹ *Sydney Morning Herald*, 11 October 1852, p. 4,

⁴² *Sydney Morning Herald*, 11 October 1852, p. 4.

⁴³ Casey & Lowe Ltd, *Non-Indigenous Archaeological Assessment Barangaroo Stage 1*, Report to Lend Lease Pty Ltd, 2010, p. 27.

⁴⁴ *Sydney Morning Herald*, 18 February 1853, p. 3; *Sydney Gazette and Sydney General Trade List*, 26 February 1853, p. 62.

⁴⁵ Henry Tompson Bass, 24 August in 'Wills 1859', England & Wales National Probate Calendar (Index of Wills and Administrations), 1858-1966, p. 96.

⁴⁶ *Sydney Monitor*, 25 November 1835, p. 3.

⁴⁷ *Sydney Monitor and Commercial Advertiser*, 20 September 1839, p. 2.

⁴⁸ Broomham 2007, p. 13, cited p. 31 in, Austral Archaeology Pty Ltd, *Barangaroo Archaeological Assessment & Management Plan*, for Barangaroo Delivery Authority, June 2010; *Sydney Gazette and New South Wales Advertiser*, 31 January 1835, p. 3, and 14 March 1835, P. 4.

and fitting out yard by March 1841.⁴⁹ Having erected suitable stores and other premises, the wharf would be used for the heaving-down and fitting-out of vessels as well as cargo and berthing. In February 1846, Captain Milne of Milne's Wharf was noted as re-fitting his own vessel, the 3-masted schooner *Earl of Aberdeen*.⁵⁰

Milne's Wharf and the shipyard were advertised for sale in February 1848, perhaps a necessary sale, due to the health of Captain Robert Milne, who died in March 1848. The wharf and yard included a range of brick and stone stores of 2 storeys, adjoining the Gas Company's site boundary, and a weatherboard, 3-roomed cottage, with kitchen, on the opposite side of the site.⁵¹ However, Milne's Wharf was, it would appear, still owned by the A.G.L. Co., with conditions attached to the sale of the property in February 1848 and March 1849:

The title to this lot, with the exception of a small portion, is a lease from the Gas Company for 999 years, containing a clause, giving the Company liberty to repurchase the property within 14 years, on payment of £916 11s; and also such sums of money as shall have been actually laid out upon the premises in the erection of buildings or otherwise, the valuation of such expenditure to be referred to arbitration. Nine years of this term expiring on the 17th of October 1848.⁵²

The 9 years which had expired clearly began with Captain Milne's conditional purchase of the lease over the premises in October 1839. The property appears to have been purchased by Henry Mace, who already held a property adjoining the road to the wharf.⁵³

For 2 years, from before March 1847 to early in 1849, Lawrence Corcoran, as sub-lessee from Milne, had operated a ship-building and repair yard at Milne's Wharf.⁵⁴ However, by April 1849 Corcoran was advertising that he was operating his business as hitherto, including shipbuilding and repairs, at what had formerly been Bass's shipyard.⁵⁵ Clearly Corcoran had an uncertain future on the Milne's Wharf site and chose to move to Bass's larger shipyard. The use of the adjoining Lot 11 by Corcoran during his tenure of Milne's Wharf is unclear, although probable.

An advertisement in February 1847 had offered for sale or lease Bass's 'extensive premises, known as Bass's Wharf, Darling Harbour, containing in the whole 280 feet [of] frontage to the deep water, with 2 dwelling houses erected thereon...'.⁵⁶ Once again Bass appears to have had little success in selling the property before he left the

⁴⁹ *Australian Chronicle*, 2 March 1841, p. 3.

⁵⁰ *Shipping Gazette and Sydney General Trade List*, 7 February 1846, p. 37.

⁵¹ *Sydney Morning Herald*, 7 February 1848, p. 4; *Maitland Mercury and Hunter River Advertiser*, 29 March 1848, p. 3.

⁵² *Sydney Morning Herald*, 27 March 1849, p. 4.

⁵³ *Sydney Morning Herald*, 19 April 1849, p. 4.

⁵⁴ *Sydney Morning Herald*, 9 March 1847, p. 3, and 2 April 1849, p. 1.

⁵⁵ *Sydney Morning Herald*, 2 April 1849, p. 1.

⁵⁶ *Sydney Morning Herald*, 2 February 1847, p. 3.

colony in March 1848 for London.⁵⁷ However, part of the Darling Harbour property, the shipyard with some 280 feet of water frontage, was leased to Lawrence Corcoran, shipbuilder, from April 1849 to the end of 1852, when he moved into business with John Macnamara.⁵⁸ The wharf and shipyard in Darling Harbour were sold to John Reeve, general importer and commission agent, in 1853, although sold-on to merchants Captain Charles Smith and John Henry Challis in 1854. The property would then be developed as the New Grafton Wharf.⁵⁹

In June 1850 the Milne's Wharf premises had again been advertised for lease, suggesting that there was no long-term tenant on the premises.⁶⁰ However, in January 1853 John Cuthbert advertised that he had begun a shipbuilding business on the premises at Milne's Wharf, his tenure almost coinciding with the end of the 14 year re-purchase period. The business would continue, in conjunction with the adjoining premises at Lot 11, until he moved his business to Millers Point in January 1861.⁶¹

Lot 11 had been granted initially to William Morgan, but was then granted to Warham Jemmett Browne (W.J. Browne) in June 1835 (1 acre 27 perches, quit rent £4 13s 6d, commencing 1 July 1823), of Aspinall, Browne & Co. Under Aspinall and Browne, Lot 11 appears to have been used for fitting-out as well as overhauls and loading and unloading of cargo in the 1830s. In December 1838 the *Mandarin* received a new main-mast and was re-fitted⁶². Given the proximity to Bass's Wharf it is possible that shipwrights employed by Henry Bass were employed.

The ownership of Lot 11 would effectively change at the end of 1837, when Richard Aspinall, the newest partner, came into conflict with Edward Aspinall and W. J. Browne, the earliest partners. A new firm had been formed, consisting of W. J. Browne, J. W. Gosling and E. Aspinall, by the end of 1837.⁶³ In 1839 the newspapers carried advertisements referring to Lot 11 as 'Messrs Aspinall and Browne's late wharf' in Darling Harbour.⁶⁴ Perhaps the firm was no longer able to meet the mortgaging requirements for Lot 11.

In January 1838, William Morgan instructed Isaac Simmons to sell Lot 11, after subdivision, at auction. The subdivision included 3 waterfront blocks, 40 feet deep, with approval to extend into Darling Harbour, the total water frontage being 175 feet, various smaller blocks fronting Kent Street North and the rear section of the allotment developed as a quarry. Most of Lot 11 appears to have

⁵⁷ *Sydney Morning Herald*, 6 March 1848, p. 4.

⁵⁸ *Sydney Morning Herald*, 2 April 1849, p. 1, 13 June 1850, p. 3, and 29 December 1852, p. 3.

⁵⁹ Casey & Lowe Ltd, *Non-Indigenous Archaeological Assessment Barangaroo Stage 1*, Report to Lend Lease Pty Ltd, 2010, p. 27.

⁶⁰ *Sydney Morning Herald*, 7 February 1848, p. 4, 13 June 1850, p. 3.

⁶¹ *Sydney Morning Herald*, 28 January 1853, p. 3, 31 January 1853, 7 February 1853, p. 1 and 23 February 1861, p. 12.

⁶² *Sydney Gazette and NSW Advertiser*, 14 March 1835, p. 4, 4 December 1838, p. 2, and 7 February 1839, p. 2.

⁶³ *Sydney Herald*, 25 February 1842, p. 2.

⁶⁴ *Sydney Gazette and NSW Advertiser*, 5 January 1839, p. 2.

been sold to Captain J. B. Viles by 1839, a Supreme Court case, lasting from 1836-1839, necessary to resolve issues of ownership.⁶⁵ Captain Viles was a ship's captain, agent and marine surveyor who had arrived in Sydney in 1836 and who worked with and knew James Munn of Millers Point.⁶⁶

Francis Webb Shields' map of 1844 clearly shows a large structure on Lot 11, probably a store, although there are no obvious wharf structures and the waterfront does not appear to have been extended. The waterfront areas of Lot 11, leased from J. B. Viles, were critical to Cuthbert's use of Milne's Wharf in 1853, and, by 1856, Cuthbert was paying rates on a '240 feet waterfront wharf & concerns' below Kent Street (Gross Annual Value £640), where he was noted as the landlord or owner. In 1861 Cuthbert paid rates on the wharf on Lot 11 (Gross Annual Value £420), accessed from Jenkins Street, and on a house at 167 Kent Street (Gross Annual Value £100), both owned by J. B. Viles; Cuthbert and his wife lived at 167 Kent Street, a 7-roomed, 3-floored, stone house, until the early 1860s.⁶⁷ The variation between 1856 and 1861 can be accounted for by changes in the leasing and ownership of Lot 11 and Milne's Wharf, including re-assessment of rateable values.

In 1861, Cuthbert also paid rates on a House/Wharf at Cuthbert's Wharf, Gross Annual Value £200.⁶⁸ This was probably the unimproved value of his new premises at Millers Point, although this is unclear. In March 1861 Cuthbert advertised Milne's Wharf to let, suggesting that his lease still had some time left to run, although the duration is unknown.⁶⁹ The possible extent and ownership of Milne's Wharf were noted in October 1861:

For Sale or Lease, Wharf Property, having about 170 feet frontage to Darling Harbour, lately occupied by Mr John Cuthbert as a shipbuilding yard, and adjoining the south side of the Australian Gaslight Co.'s Wharf. Tenders are invited up to the 30th October instant, for purchase of the freehold, or for lease of not more than 3 years of the above property, plan of which may be seen at the offices of Messrs Reuss and Brown, surveyors, Pitt Street. Address to trustees of the estate of the late Henry Mace, under cover, to William Perry, Bentham Place, Paddington.⁷⁰

⁶⁵ SRNSW, CS re - land, Item 2/7994, Reel 1193, John Browne Viles, 1836-1839; *Sydney Herald*, 22 March 1838, p. 1.

⁶⁶ *Sydney Morning Herald*, 24 July 1845, p. 2.

⁶⁷ City of Sydney Archives, Assessment and Rates Books 1845-1948: Record 17/6/7, Control CSA027324_007, Gipps Ward, 1856, Book 1, Page 7, 240 feet waterfront wharf & concerns; Record 17/6/10A, Control CSA 027328_050, Gipps Ward, 1861, Book 4, Page 50, 167 Kent Street; Record 17/6/10A, CSA027328_069, Gipps Ward, 1861, Book 1, Page 69, Cuthbert Wharf, House and Wharf; and Record 17/6/10A, Control CSA 027328_053, Gipps Ward, 1861, Book 5, Page 53, Jenkins Street Wharf.

⁶⁸ City of Sydney Archives, Assessment and Rates Books 1845-1948: Record 17/6/10A, CSA027328_069, Gipps Ward, 1861, Book 1, Page 69, Cuthbert Wharf, House and Wharf.

⁶⁹ *Empire*, 30 March 1861, p. 8.

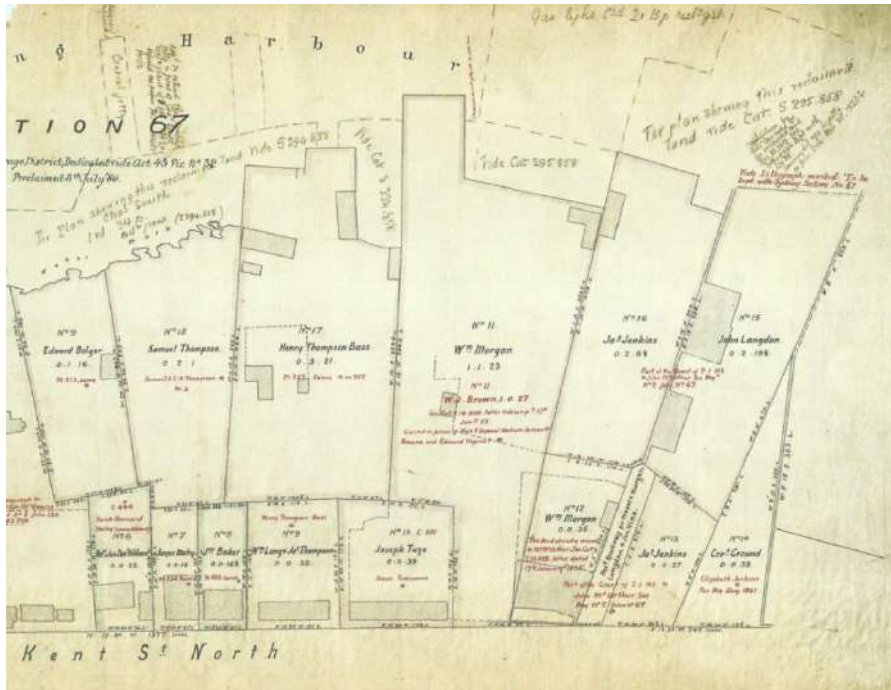
⁷⁰ *Sydney Morning Herald*, 12 October 1861, p. 3.

However, the Wharf Property could have been Lot 11, since both had water frontages of about 170 feet in 1861. The *Empire* had reported the death of Henry Mace in December 1856, although Captain Viles did not die until December 1863, suggesting that the Wharf Property was indeed Milne's Wharf, not Lot 11.⁷¹ The relationship between J. B. Viles and Henry Mace, if any, remains to be researched.

In August 1863 the *Sydney Morning Herald* reported that 'A splendid wharf property recently in the occupation of Mr Cuthbert, situate between the A.G.L. Co.'s Works and Captain Smith's Wharf (New Grafton)' had been sold for £2,500 to the A.G.L. Co.. This property appears to have been Milne's Wharf, part of the deceased estate of Henry Mace, disposed of by Mort and Co. at this time.⁷² Whatever the ownership of Lot 11 by 1861, the land was acquired by the A.G.L. Co., and, with the area of Milne's Wharf, would become part of the A.G.L. Co.'s gasworks, which were extended after 1869.

⁷¹ *Empire*, 2 January 1857, p. 1, and 7 December 1863, p. 4.

⁷² *Sydney Morning Herald*, 13 August 1863, p. 8, and 21 August 1863, p. 3.



1833

The land grants of Thompson, Bass, Morgan and Jenkins on Section 67, Darling Harbour, in 1833, with waterfront extensions and proposals. Source: City of Sydney Archives, Image 5.



1850s

Drawing of Bass's Wharf and Shipyard, Milne's Wharf, and Lot 11, Darling Harbour, in the early 1850s. Source: National Library of Australia, Image 10.

Appendix 2: Section 92 - Munn's Shipyard

Shipbuilder James Munn (abt. 1780-1848) of Irvine arrived in Sydney in May 1824 from Hobart, on board the brig *Amity*, from Stranraer, Scotland.⁷³ Already over 40 years of age, Munn was a successful shipbuilder, who appears to have operated a shipyard at Ropework Street, Greenock, by 1815, and where he built steam-boats such as the *Queen Charlotte* and *Prince of Orange*, for the River Clyde. A James Munn, shipbuilder, was reported at Irvine in 1803 and a James Munn, also a shipbuilder, in 1800 at nearby Troon. Troon and Irvine were both major ports and it is likely that James Munn's father was a John Munn, shipbuilder, of Irvine. The family details are unclear, although four members of the Munn family, including at least one of James Munn's brothers, were major shipbuilders in Lower Canada by the early 1800s, as were his nephews by the 1840s. The Quebec branch of the family had sufficient capital to build vessels for sale in the late 1790s and early 1800s, without contracted clients, for the British market.⁷⁴

Like his relatives in Quebec, James Munn appears to have had access to substantial capital, although it is not known what brought him to NSW. This may have been due to the downturn in construction which accompanied the end of the Napoleonic Wars or to the Scottish Insurrection of 1820 and its impact on the local workforce. Mrs Ann Munn, 32 years of age in 1828, was 13 years younger and, although she did not appear on passenger lists in Hobart or Sydney in 1824, reported in the 1828 Census that she also came on the brig *Amity*.⁷⁵

In June 1824, Munn, as one of the subscribing co-owners of the *Amity*, wrote to Governor Brisbane offering the brig for sale for £1,000. Brisbane turned down the offer, although later that year the *Amity* was noted as one of His Majesty's Colonial vessels to be used in establishing a penal settlement at Moreton Bay'.⁷⁶ Munn also applied to Governor Brisbane in June 1824 for land for agricultural purposes as well as a town allotment at Cockle Bay for shipbuilding.⁷⁷ The sale of the brig *Amity* allowed Munn to further develop his business interests in the colony.

Following his arrival, Munn's reputation as a shipbuilder and marine surveyor was quickly acknowledged when the sea-worthiness of the vessel *Phoenix* was questioned in December 1824 and by 1825 he was starting to employ apprentices to

⁷³ *Sydney Gazette and New South Wales Advertiser*, 6 May 1824, p. 2; *Hobart Town Gazette and Van Diemen's Land Advertiser*, 30 April 1824, p. 4; *Maitland Mercury and Hunter River Advertiser*, 1 March 1848, p. 3.

⁷⁴ A. Dawson, *Australian National Place Names Survey*, Report No. 2, 2014, pp. 27-29; Alexander Munn listed alphabetically in *Dictionary of Canadian Biography*, Vol. 5, University of Toronto/Universite Laval, 1983; *Sydney Monitor and Commercial Advertiser*, 27 September 1841, pp. 2-3.

⁷⁵ *Hobart Town Gazette and Van Diemen's Land Advertiser*, 16 April 1824, p. 2, and 21 May 1824, p. 2; (NRS 1272) 1828 Census New South Wales.

⁷⁶ *Sydney Gazette and New South Wales Advertiser*, 2 September 1824, p. 2; Archives Authority of NSW, *Papers of the NSW Colonial Secretary 1788-1825*, Tendering 'Amity' for sale to the Government 8 June 1824 and Reply 18 June, microform (Reel 6061, 4/1779 p. 662; Reel 6013, 4/3511 p. 487).

⁷⁷ Archives Authority of NSW, *Papers of the NSW Colonial Secretary 1788-1825*, Memorials applying for a grant at Cockle Bay 14, 28 June 1824 and 14 July 1824, and Replies 25 June 1824 and 5 and 29 July 1824, microform (Fiche 3101: 4/1838B No. 662, 14, 28 July pp. 839-50; Reel 6013, 4/3511 p. 530 and 4/3512 pp. 99, 602)

ensure a workforce.⁷⁸ In 1828 Munn launched the schooner *Harlequin*, which he engaged profitably in the trade between Sydney and Hobart and on other coastal routes, including the Swan River in Western Australia.⁷⁹ Until the 1830s, not a great deal is known about his shipbuilding work, although in 1826 he undertook repairs to the brig *Wellington* for merchant Joseph Underwood. Similarly, in 1830, he repaired the *Java Packet* for merchant Mr Cavenagh.⁸⁰

An 1831 survey of the adjoining grants of James Bettington (formerly Hazard's) and James Munn at Millers Point illustrates Munn's intentions and the nature of his allotment. The drawing was annotated at the western side of Munn's grant as 'intended for the building of large vessels', with a slipway established near the boundary with Bettington's land. The remainder of the foreshore areas at low tide were shallow, the intention being to build a floating dry dock 130 feet x 50 feet, with smaller vessels built on the eastern side of the allotment.⁸¹

In his application for the allotment, Munn had mentioned the deep water near his selected land, approved by Governor Brisbane, the right to which was 'requisite for launching vessels of large burthen...' By October 1832 Munn had brought an action in the Supreme Court against his neighbour Bettington, who, in 1831, had started the construction of a wharf (later known as Smith's Wharf) on their common boundary, thereby depriving Munn of the possibility of 'laying ways to launch large ships'. Munn lost the case in 1833 and in the same year also lost part of his land to Arthur Martin, a lime-burner, whose land had been given to Munn in error, by the Colonial Government, in his absence. In what was considered the landmark case of *Martin v Munn*, Martin was forced to take action in October 1832 to eject Munn from his land, Martin taking the case to court 3 times. It was not until May 1833 that the hearings were completed, when Munn lost more than 50% of his land and waterfront, although some considered that he had a good case.⁸² Many such claims were decided by a Court of Claims at this time, with new maps of the grants prepared in 1833.

In recognition of his solicitor and counsel, Arthur Martin appears to have named the streets in his soon to be subdivided land [F. W.] Unwin and [W. C.] Wentworth.⁸³ That part of Martin's grant east of Millers Point Road was confirmed as transferred to solicitor F. W. Unwin in May 1834, with James Munn purchasing 70 perches of land (1 perch equals 30 ¼ square yards), adjacent to his own property, in February 1834, for £735 at the rate of £1,700 per acre. James Munn had purchased part of Martin's land by 'private contract', at the same time that 6 allotments on Unwin Street, near Munn's shipyard, were sold at auction. Unwin purchased other land in

⁷⁸ *Australian*, 9 December 1824, p. 1, and 24 November 1825, p. 1.

⁷⁹ *Sydney Gazette and New South Wales Advertiser*, 28 July 1828, p. 1, and 12 April 1832, p. 4; *Australian* 14 October 1828, p. 3.

⁸⁰ *Australian*, 6 May 1826, p. 3; *Sydney Monitor*, 10 May 1830, pp. 2-3.

⁸¹ State Records NSW, maps and plans Parish of St Philip, Vol 1, folios 1-50, reel 2746.

⁸² *Sydney Herald*, 25 October 1832, p. 3, and 6 May 1833, p. 2; State Records NSW, Item 2/7934, Reel 1166, 1827-1840.

⁸³ *Sydney Herald*, 25 October 1832, p. 3.

the immediate area, including part, if not all, of A. B. Sparke's land before 1836, with Clyde Street named and the land subdivided by December 1835.⁸⁴ In May 1834 Munn sold 15 housing allotments between Bettington and Munn streets, above his shipyard, for £746 19s 6d, in his bid to further develop his holdings, at a time when urban land was in demand.⁸⁵

Munn had been forced to increase the area of his shipyard by purchasing part of Martin's original grant, land which he considered belonged to him and for which he had fought in the courts. All subsequent maps included the north-western 25-30% of Martin's land grant in Munn's shipyard, his new, south-eastern boundary being Unwin Street. The issue of title deeds in June 1840 reflected the new boundary and current ownership, the proponents in the case of *Martin v Munn* receiving title in Section 92 as follows; Lot 1 Arthur Martin (grantee) and Lot 2 James Munn (grantee). Land purchased from Martin by F. W. Unwin (Lots 17 and 18) was also listed, with Unwin noted as the new grantee.⁸⁶

In 1825, Munn had called his Darling Harbour grant Millport or Mill Port, possibly after Millport on the island of Great Cumbrae in the Firth of Clyde, Scotland, between Stranraer and Greenock.⁸⁷ Compensation for the losses incurred at Millers Point by Munn probably included, at least-in-part, a grant of 2,560 acres of land on the Hastings River, which he called the Irvine Estate, in 1836, selected for its iron bark and other timber. This was followed in 1837 by a grant of 800 acres on the Wilson River called Killivinning [a misspelling of Kilwinning].⁸⁸ The closely related places of Millport, Irvine and Kilwinning were obviously well known to Munn in Scotland.

In 1835 Munn had also acquired an allotment fronting the Hunter River near Morpeth.⁸⁹ Significantly, in September 1836, the cutter *Northumberland*, 18 tons, was advertised for sale by James Munn and William Lowe, another Scot. Lowe was based at his 'Deptford' shipbuilding yard on the William's River, a tributary of the Hunter River, the land purchased in 1831. Munn subsequently owned a cutter, the *George*, 37 tons, built by Lowe in 1836.⁹⁰ His business associate William Lowe was found guilty of fraud in the case of the steam vessel *Comet*, built by Lowe, when it was determined in 1843 that he had changed the registration details, so as to benefit from the sale; Munn distanced himself from the case, with Lowe fined £500.⁹¹

⁸⁴ *Sydney Herald*, 6 March 1834, p. 2, and 22 December 1836, p. 4; *Sydney Morning Herald*, 12 May 1834, p. 4; *Sydney Gazette and New South Wales Advertiser*, 6 February 1834, p. 2, and 10 July 1838, p. 4; *Australian*, 15 December 1835, p. 4.

⁸⁵ *Australian*, 6 May 1834, p. 3, and 3 June 1834, pp. 2-3; *Sydney Morning Herald*, 7 June 1834, p. 2.

⁸⁶ *Sydney Monitor and Commercial Advertiser*, 15 June 1840, p. 6.

⁸⁷ *Australian*, 24 November 1825, p. 1; *Sydney Gazette and New South Wales Advertiser*, 28 July 1829, p. 1.

⁸⁸ *Sydney Morning Herald*, 9 February 1858, p. 7; State Records Authority of NSW, *Returns of the Colony 1822-1857*, 1836 pp. 214-215, and 1837 pp. 294-295.

⁸⁹ *Sydney Herald*, 16 November 1835, p. 3.

⁹⁰ *Colonist*, 22 September 1836, p. 10,

⁹¹ *Sydney Morning Herald*, 26 May 1843, p. 2.

The *Caroline*, a small schooner, was launched at Millers Point in January 1833, soon followed by his own new vessel, the schooner *Columbine*, 63 tons, which was to sail to New Zealand and the South Sea Islands.⁹² In 1838, an assigned servant (convict) stated that he had been assigned to Munn at Millers Point for 9 Years; Munn, like many others, had benefitted from convict labour.⁹³ By 1847 Munn had built a number of vessels for himself, and others, repaired and overhauled numerous vessels and was engaged in the coastal and colonial trade. Munn owned the cutter *Acme*, 31 tons, in 1847, built in Sydney, in all likelihood in his own shipyard.⁹⁴

During the 1840s, Munn was increasingly involved in providing expert advice in instances of shipping losses (insurance cases) and damages, as well as to marine surveyors and ship-owners.⁹⁵ He also attended meetings of 'Merchants and Ship-owners interested in the Coasting Trade', in particular where port dues were concerned.⁹⁶ By the 1840s the Mill Port shipyard was called Munn's Wharf, although little shipbuilding appears to have been undertaken by Munn in the late 1840s and there appears to have been a shift in trade to shipbuilders such as the Chowne brothers, John Russell and Lawrence Corcoran.

Shipbuilder James Munn died on 26 February 1848 at 68, when every vessel in harbour half-masted their flags;⁹⁷ his widow, Mrs Ann Munn, applied for probate through the Supreme Court in March 1848.⁹⁸ Probate was challenged by Mrs Jane Elizabeth Milne in July 1849. Mrs Milne and her deceased husband, Captain Milne, appear to have been creditors to James Munn and involved in business dealings, with Munn acting as agent for their vessels as early as 1833.⁹⁹ Mrs Munn died on 15 December 1852 at her home in Munn Street, Millers Point, leaving the estate in the hands of trustees.¹⁰⁰

Following Mrs Munn's death, the shipyard appears to have been leased out by the Trustees of the Estate and an agent appointed to oversee wharfage and shipping. A Mr Henry Woodley, boat-builder, took charge of part of the shipyard and wharf under the supervision of agent Henry Munro.¹⁰¹ By 1851, Kenneth Mathieson of Glasgow had commenced shipbuilding in the yard of the late Mr James Munn, having arrived from NZ via Melbourne. Although the steamer *Chunan* was hauled ashore at Munn's Wharf in 1853 for mechanical repairs by 1854 the wharf was used by an agent, Captain Sparkes.¹⁰² In 1848 the shipyard had been reported as including slipways, a blacksmith's shop and a large shed, although no floating dock appears to

⁹² *Sydney Gazette and New South Wales Advertiser*, 24 October 1833, p. 1.

⁹³ *Sydney Gazette and New South Wales Advertiser*, 21 June 1838, p. 2.

⁹⁴ *Sydney Morning Herald*, 18 March 1847, p. 2.

⁹⁵ *Sydney Morning Herald*, 27 August 1845, p. 3, and 3 April 1847, p. 2.

⁹⁶ *Sydney Morning Herald*, 12 August 1845, p. 1.

⁹⁷ *Sydney Chronicle*, 29 February 1848, p. 2.

⁹⁸ *Sydney Morning Herald*, 4 March 1848, p. 4.

⁹⁹ *Sydney Morning Herald*, 23 November 1833, p. 3, and 24 July 1849, p. 1.

¹⁰⁰ *Sydney Morning Herald*, 16 December 1852, p. 3.

¹⁰¹ *Sydney Morning Herald*, 6 July 1848, p. 1.

¹⁰² *Empire*, 26 March 1853, p. 2; *Shipping Gazette and Sydney General Trade List*, 27 February 1854, p. 41.

have been constructed. By 1856, the shipyard was reported as having a waterfront of some 300 feet for the purpose of assessing its rateable value.¹⁰³

There was no further mention in the newspapers of Mathieson, the shipyard or Munn's Wharf, until the Estate was sold in 1858 by the Trustees of the heirs to the estate. The Sydney estate of the late James Munn Esq. comprised:

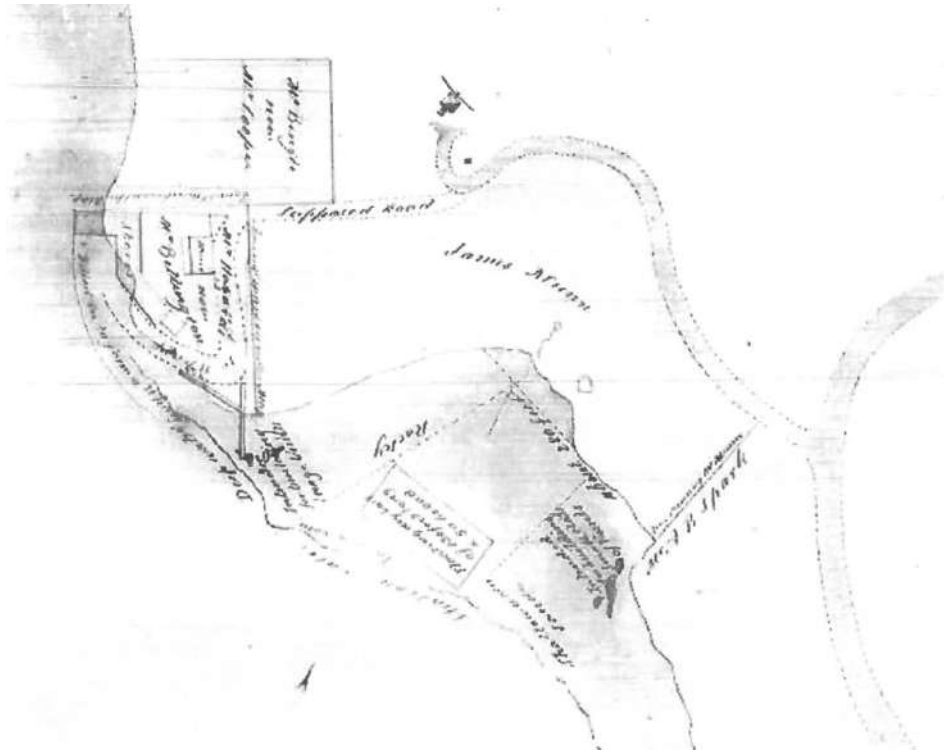
- Lot 1 Munn's own house, Lots 2-7 building allotments, Lot 8 corner allotment, Lots 9-23 between Munn and Paten streets, Lot 24 corner allotment on Munn and Paten streets and Lot 25 building allotment on Munn Street; and
- 3 adjacent Wharf Properties at Millers Point with over 240 feet frontage to the harbour and a depth of 200 feet.¹⁰⁴

In addition, the auctioneers had also sold Munn's rural properties in the same year. The heirs to the estate have not been identified, although shipbuilder John Cuthbert purchased Lots 1 and 2 and the 3 adjacent wharf allotments (boundaries unspecified) at auction in December 1858. The price Cuthbert paid is unclear in the (damaged) newspaper report (perhaps of the order of £7,500), although the whole of Munn's property at Millers Point sold for £12,743 17s 6d.¹⁰⁵

¹⁰³ City of Sydney Archives, Assessment and Rates Books, 1845-1948, Gipps Ward: 17/6/7 CSA 027324_007, 1856 Book 9 p. 7; 17/6/3 CSA 027320_058, 1848 Book 6 p.24, 17/6/3 CSA 027320_24, 1848 Book 8 p.8; and 17/6/3 CSA 027320_058/_059, 1845; City of Sydney Archives, Map of the City of Sydney, Francis Shields, 1844 corrected to 1 February 1845.

¹⁰⁴ *Sydney Morning Herald*, 9 February 1858, p. 7.

¹⁰⁵ *Sydney Morning Herald*, 10 December 1858, p. 4.



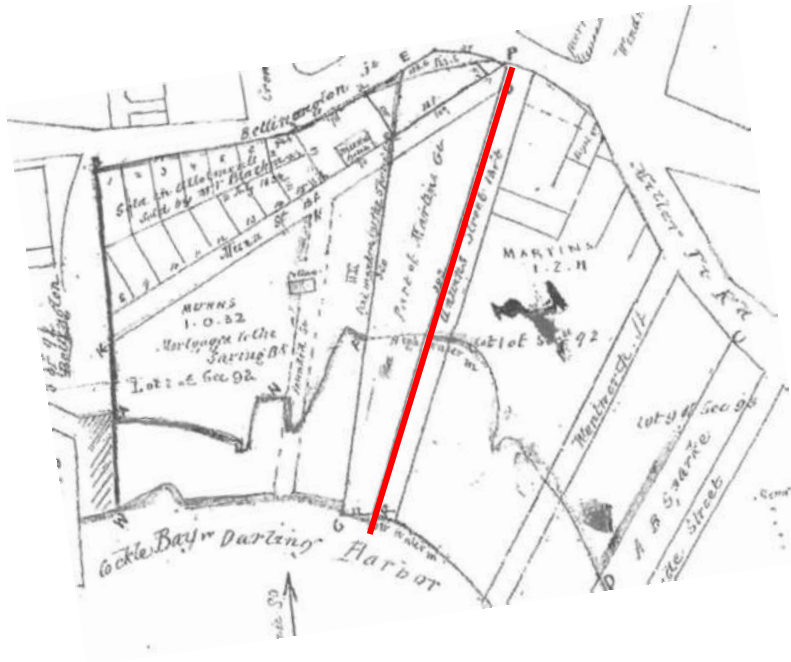
1831

Drawing of James Munn's holdings in October 1831 showing his proposals for a shipyard at Millers Point. Source: State Records Authority of New South Wales, Image 26, cited Austral Archaeology Pty Ltd 2010: p. 27.



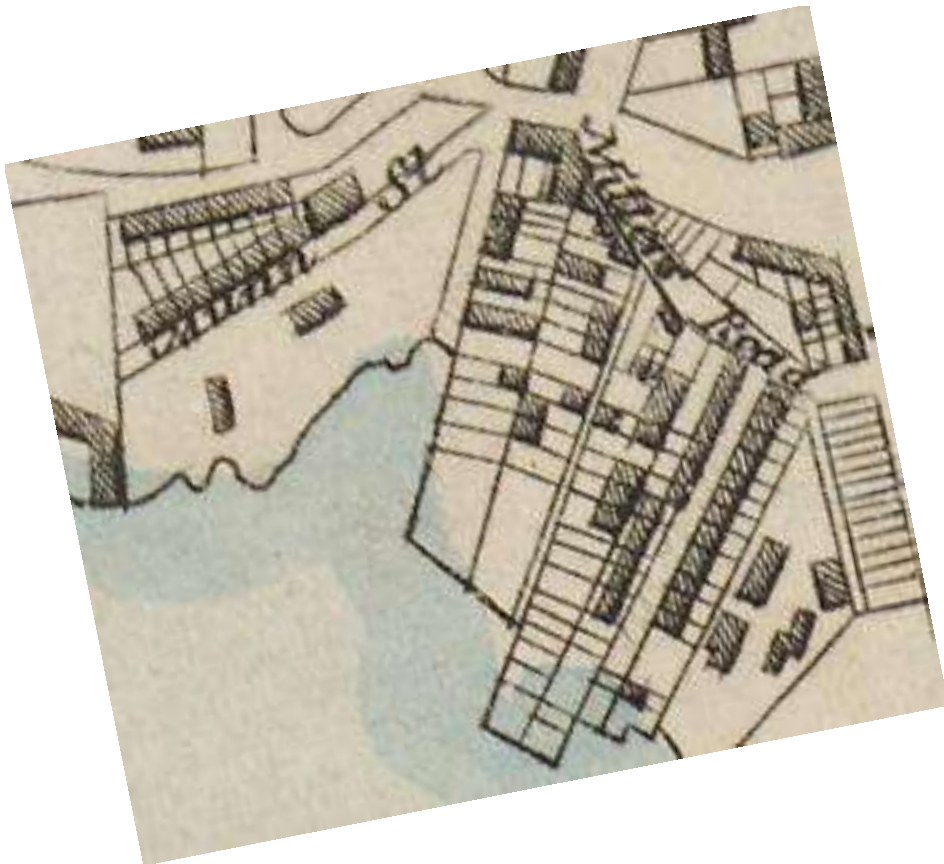
1833

The boundaries of Munn's and Martin's grants in 1833 after Munn had lost more than 50% of his grant to Martin. Source: City of Sydney Archives, Image 5.



1845

The boundary (red) between Munn and Martin in February 1834. This drawing is from a Subdivision Plan of Darling Harbour dated 1845. Source: Austral Archaeology Pty Ltd 2010, 9013 Barangaroo Archaeological Assessment and management Plan, June 2010, Figure 3.13 p. 28 (attribution incorrect/provenance unknown).



1854

Land reclamation from Martin's and Sparke's grants has extended into the harbour, but with most housing still above the original high water mark, as shown on Woolcott & Clarkes Map of the City of Sydney 1854. Source: State library of New South Wales, Image 18.

Appendix 3: Lloyd's Association Tables (A, 2 and 3) 1864.

Source: Australian Lloyd's Association, *Rules and Regulations, with registration tables applicable to the varieties of colonial timbers used in shipbuilding, scale of fees, etc.* published Melbourne, 1864.

TABLE A.

Table exhibiting the number of years to be assigned to the different descriptions of Colonial Timber, now in use for Ship Building,—the same to be of good quality, properly seasoned, and free from defects.

	TIMBERING.								OUTSIDE PLANKING.					INSIDE PLANKING, &c.					
	Floors.	First Fudocks.	Second Foot-locks.	Third Fudocks and Top Timbers.	Mils and Side Keelsons.	Stem and Stern Pins.	Transoms, Light-Hulls, Trusses, Tops, and Lead-wood.	Beams and Hocks.	Knees.	Rudder and Trusses, Main Feet.	Red in First Fudock.	Flank Fudock to Light Water Mark.	Light Water Mark to Sheer Strakes.	Wales, Topside, and Strakes.	Upper Deck Water-ways, Sparking, and Plank-sheer.	Liner and Bille Strakes, and Ceiling between.		Ceiling from Bilge to Deck, or Ceiling Strakes.	Shell Plank, Chump, and Lower Deck Water-ways.
1	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	Red Gum, Flooded Gum, Black-wood, Box, Ironbark, Swan River Mahogany.
2	10	10	10	9	10	9	9	10	9	9	12	8	8	8	9	9	9	9	Blue Gum.
3	10	10	10	9	9	7	7	7	—	—	12	8	8	7	9	9	9	9	Grey Gum.
4	10	10	10	10	10	7	7	9	—	—	12	8	8	7	9	9	9	9	Messmate.
5	10	10	10	10	8	7	7	8	—	—	12	10	9	8	10	10	10	10	Cedar.
6	9	8	7	7	7	6	6	7	—	—	9	9	7	7	8	8	8	8	Stringybark.
7	8	8	7	7	7	6	6	7	—	—	9	8	7	6	7	7	7	7	White Gum.
8	8	8	7	7	7	6	6	7	—	—	9	8	7	6	7	7	7	7	Mountain Ash.
9	7	7	7	7	7	5	5	5	—	—	7	7	6	5	6	6	6	6	Other Colonial Hardwoods.
10	6	6	6	6	7	5	5	6	—	—	10	10	8	8	8	8	8	8	Kauri Pine.
11	6	6	6	6	6	5	5	5	—	—	9	8	7	7	7	7	7	7	Hoon Pine.
12	—	—	—	—	6	—	—	6	—	—	9	8	8	8	7	7	7	7	Oregon Pine.

(1) Kauri Pine for Planksheets will not be allowed in ships above the 6 years grade.

(2) Oregon Pine will also be admitted in ships of the grade and for the purposes above indicated.

No. 2.—A TABLE exhibiting the different Descriptions of TIMBER, of good Quality, to be used in the Timbering of Ships, as the same will be applicable for Ships to remain on the Character A.

PARTS OF THE FRAME OF A VESSEL	TWELVE YEARS.	TEN YEARS.	NINE YEARS.	EIGHT YEARS.	SEVEN YEARS.	SIX YEARS.	FIVE YEARS.	FOUR YEARS.	PARTS OF THE FRAME OF A VESSEL
FLOORS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Blue Gum, Grey Gum, Messmate, Cedar.	(1) The same as in the preceding class, and admit Stringy Bark.	(1) The same as in the preceding class, and admit White Gum, Mountain Ash.	The same as in the preceding class, and admit other colonial Hard-wood.	The same as in the preceding class, and admit Kaurie Pine and Huon Pine.	The same as in the preceding class.	The same as in the preceding class.	FLOORS.
1st FUTTOCKS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Blue Gum, Grey Gum, Messmate, Cedar.	The same as in the preceding class.	The same as in the preceding class, and admit White Gum, Mountain Ash.	The same as in the preceding class, and admit other colonial Hard-wood.	The same as in the preceding class, and admit Kaurie Pine and Huon Pine.	The same as in the preceding class.	The same as in the preceding class.	1st FUTTOCKS.
2nd FUTTOCKS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Blue Gum, Grey Gum, Messmate, Cedar.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hard-wood.	The same as in the preceding class, and admit Kaurie Pine and Huon Pine.	The same as in the preceding class.	The same as in the preceding class.	2nd FUTTOCKS.
3rd FUTTOCKS and TOP TIMBERS..	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Cedar of the best quality.	The same as in the preceding class, and admit Blue Gum, Grey Gum, Messmate, Cedar of the best quality.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hard-wood.	The same as in the preceding class, and admit Kaurie Pine and Huon Pine.	The same as in the preceding class.	The same as in the preceding class.	3rd FUTTOCKS and TOP TIMBERS.
MAIN and RIDER KEELSONS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Blue Gum, Messmate.	The same as in the preceding class, and admit Grey Gum.	The same as in the preceding class, and admit Cedar.	The same as in the preceding class, and admit other colonial Hard-wood, and Kaurie Pine.	The same as in the preceding class, and admit Oregon Pine, Huon Pine.	The same as in the preceding class.	The same as in the preceding class.	MAIN and RIDER KEELSONS.
STEM and STERN POSTS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class.	The same as in the preceding class, and admit Blue Gum of the best quality.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hard-wood, and Cedar of the best quality.	The same as in the preceding class, and admit Sperry, Mountain Ash of the best quality.	The same as in the preceding class, and admit other colonial Hard-wood, & Kaurie & Huon Pine of the best quality.	The same as in the preceding class.	STEM and STERN POSTS.
TRANSOMS, KAIGH-HEADS, HAWE, TIMBERS, APRON and DEADWOOD.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class.	The same as in the preceding class, and admit Blue Gum of the best quality.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hard-wood, and Cedar of the best quality.	The same as in the preceding class, and admit Stringy Bark, Mountain Ash, and White Gum of the best quality.	The same as in the preceding class, and admit other colonial Hard-wood, & Kaurie & Huon Pine of the best quality.	The same as in the preceding class.	TRANSOMS, KAIGH-HEADS, HAWE, TIMBERS, APRON and DEADWOOD.
BEAMS..... and HOOKS.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class, and admit Blue Gum of the best quality.	The same as in the preceding class, and admit Messmate of the best quality.	The same as in the preceding class, and admit Cedar.	The same as in the preceding class, and admit other colonial Hard-wood, and White Gum.	The same as in the preceding class, and admit Kaurie Pine, Huon Pine, Oregon Pine.	The same as in the preceding class, and admit other colonial Hard-wood.	The same as in the preceding class.	BEAMS and HOOKS.
KNEES.....	Red Gum, Flooded Gum, Blackwood, Box, Iron Bark, Swan River Bogany.	The same as in the preceding class.	The same as in the preceding class, and admit Blue Gum.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	KNEES.

(1) Stringy Bark, White Gum, Mountain Ash, allowed for Floors in Ships to an extent not exceeding three-fourths the entire length of the keel in Ships of the nine, eight and seven years' grade, and for Beams and Hooks in Ship of the six years' grade.
 (*) Oregon Pine will be allowed for Main and Rider Keelsons.

Quality, to be used in the Outside and Inside Planking of Ships, as the same will be appointed for Ships to remain on the Character A.

No. 3.—A TABLE exhibiting the different Descriptions of TIMBER, of good quality, to be used in the Outside and Inside Planking of Ships, as the same will be appointed for Ships to remain on the Character A.

PARTS OF THE OUTSIDE OF A VESSEL.	TWELVE YEARS.	TEN YEARS.	NINE YEARS.	EIGHT YEARS.	SEVEN YEARS.	SIX YEARS.	FIVE YEARS.	FOUR YEARS.	PARTS OF THE OUTSIDE OF A VESSEL.
KEEL to the 1st FUTTOCK HEADS.	Blackwood, Red Gum, Box, Iron Bark, New South Wales Cedar, Swan River, Mahogany, Flooded Gum, Grey Gum, Blue Gum, Messmate.	The same as in the preceding class, and admit Kaurie Pine.	(4) The same as in the preceding class, and admit Iron Pine, Oregon Pine, Stringy Bark, Mountain Ash, White Gum.	(1) The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	KEEL to the 1st FUTTOCK HEADS.
1st FUTTOCK HEADS to LIGHT WATERMARK.	Blackwood, Red Gum, Box, Iron Bark, Blue Gum, Swan River, Mahogany, Flooded Gum, Grey Gum, Messmate.	The same as in the preceding class, and admit Kaurie Pine and Cedar.	(5) The same as in the preceding class, and admit Stringy Bark.	(2) The same as in the preceding class, and admit White Gum, Mountain Ash, Oregon Pine.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	1st FUTTOCK HEADS to LIGHT WATERMARK.
TIGHT WATERMARK to WALES.	Blackwood, Red Gum, Iron Bark, Swan River, Mahogany, Flooded Gum.	The same as in the preceding class.	The same as in the preceding class, and admit Cedar.	The same as in the preceding class, and admit Oregon Pine, Grey Gum, Blue Gum, & Messmate.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	TIGHT WATERMARK to WALES.
WALES, BLACKSTRAKES, TOPSIDES, and SHEERSTRAKES.	Blackwood, Red Gum, Box, Iron Bark, Swan River, Mahogany, Flooded Gum.	The same as in the preceding class.	The same as in the preceding class, and admit Cedar.	The same as in the preceding class, and admit Kaurie Pine, Grey Gum, Oregon Pine, and Messmate.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	WALES, BLACKSTRAKES, TOPSIDES, and SHEERSTRAKES.
UPPER-DECK WATERWAYS, SPIRKEBITTING, and PLANKSHEERS.	Blackwood, Red Gum, Box, Iron Bark, Swan River, Mahogany, Flooded Gum.	(6) The same as in the preceding class, and admit Kaurie Pine, except for Planksheers.	(3) The same as in the preceding class, and admit Oregon Pine, except for Planksheers.	The same as in the preceding class, and admit Kaurie Pine, Grey Gum, Oregon Pine, Cedar & Blue Gum.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	UPPER-DECK WATERWAYS, SPIRKEBITTING, and PLANKSHEERS.
INSIDE PLANKING.									
SHELVES, CLAMPS, LIMBER, and BILGE STRAKES, CEILING in HOLD.	Blackwood, Red Gum, Iron Bark, Swan River, Mahogany, Flooded Gum.	The same as in the preceding class, and admit Cedar.	The same as in the preceding class, and admit Cedar, Messmate, and Grey Gum.	(7) The same as in the preceding class, and admit Kaurie Pine, Grey Gum, Oregon Pine, Messmate, and Stringy Bark.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	SHELVES, CLAMPS, LIMBER, and BILGE STRAKES, CEILING in HOLD.
BETWEEN DECKS also SPIRKEBITTING and WATERWAY BELOW the UPPER DECK.	Blackwood, Red Gum, Iron Bark, Swan River, Mahogany, Flooded Gum.	The same as in the preceding class.	The same as in the preceding class, and admit Blue Gum.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	BETWEEN DECKS also SPIRKEBITTING and WATERWAY BELOW the UPPER DECK.
RUDDER, WINDLASS, MAINPIECES.	Blackwood, Red Gum, Iron Bark, Swan River, Mahogany, Flooded Gum.	The same as in the preceding class.	The same as in the preceding class, and admit Blue Gum.	The same as in the preceding class.	The same as in the preceding class, and admit other colonial Hardwood.	The same as in the preceding class.	The same as in the preceding class.	The same as in the preceding class.	RUDDER, WINDLASS, MAINPIECES.

(1) and (2) The use of Stringy Bark, Mountain Ash, and White Gum, in Ships above the water line, to be restricted to a height—six inches below the light water line.
 (3) The use of Kaurie Pine for Planksheers, will not be allowed in Ships above the water line.
 (4) The use of Kaurie Pine for Sheer Strakes will not be allowed in Ships above the water line.
 (5) Oregon Pine will be allowed as above indicated, in Ships not exceeding the nine years.

Appendix 4: Index to Invoice Book 1868-1873 - Vessels Repaired/Built

The index comprises the first few pages in Cuthbert's invoice book for the period 1868-1873, filed with the Bank of Australia records, 1826-1894, Call Number ML MSS 1591, Reference Code 422655, held by the State Library of New South Wales. The tables have been transcribed from item V111: Records of John Cuthbert, 1768-1873, being an invoice book re shipbuilding business. (Vol. ML MSS. 1591/14).

Index to Invoice Book 1868-1873 - Vessels Repaired/Built

Name (repaired x)	Notes/Owners	Vessel (repaired x)	Notes/Owners
Alice Cameron (4)		Bernica (1)	
Ann (2)			Brownrigg
	Andrews W.	Bythesea (1)	
Astrea (3)		Boyarin H.I.M. (1)	Russian Navy
Alchymist (2)			Booth & Co.
Aurora, brig (7)		Basilisk H.M.S. (3)	British Navy
Australia (2)		Black Diamond (1)	
Asie (1)	Haddington	(4)	Captain Bedwell
Antoinette (1)		Bruat H.I.M. (1-2)	French Navy
(2)	A.S.N. Co.		Beilby & Scott
Alpha (2)		(1) ballast boat	William Bayliss
(1)	A.A. Debrett	Brussel barque (1)	William Bayliss
Australia, schooner (5)		brigantine (1)	Brewster,
Amy Robson (2)			
Active (1)			
Australia Jacket (1)		Charybdis H.M.S. (1)	British Navy
Anne Sise (1)		Colonist (7)	
Armistice (1)			Cox James & Co.
Albion (2)		City of Melbourne (1)	
Allahabad (1)		Corsair (1)	
Aurora, ship (1)		Chateaubriand (1)	
Acacia (1)		Countess Belmore (3)	
Amateur (1)		Challenger H.M.S. (6)	British Navy
Atalante H.I.M. (1)	French Navy	Commissary charges	General Horne
Annie Taylor (1)		Castray (1)	
Alice Maud (1)		Celestia (1)	
Amy, brig (1)		Centurion (1)	
Agoute, barque (1)		Clodian (1)	
		Commissariat	Navy charges
		Chance (4)	
Belvedere (1)		Cyclope H.I.M. (3)	French Navy
Bertha (1)		Caledonienne H.I.M. (1)	French Navy
Blue (2)			Carr Mr.
Burnett (1)		Confidence (1)	
(8?)	Burns last (?)	Comet (4)	
	Broomfield et. al.	(1)	I.S.N. Co.
	Brown & Co.	Constance (7)	
Bellingen (3)		Centaur (1)	
Bertha, ship (1)		Jenny Campbell (4)	schooner
Blanche H.M.S. (5)	British Navy	Captain Cook (3)	
Boy... (2)		Clio H.M.S. (6)	British Navy

Name (repaired x)	Notes/Owners		Name (repaired x)	Notes/Owners
Corrido (5)			Frisch (1)	
[Belmore (1)]	Not noted		Felix Bernabo (3)	
Condor (1)			Fromm (1)	
Cairnsmore (1)			Fairy (8)	
Clara Hargraves (1)			Foam, yacht (1)	
			Fanny Campbell (1)	
			Fairy Rock (2)	
[Mistral, yacht (1)]	Mr Dangar		Farely (1)	
[Martha Rideout (1)]	Dawson & Co.		Flying Cloud (1)	
Duc de Malaroff (1)			Falcon, barque (1)	
Day Dawn (5)				
Defiance (2)				
Dairymaid (1)			General Lee, ship (1)	
Depeche H.I.M. (2)	French Navy		Galatea H.M.S. (2)	Royal frigate
Dandenong (1)			Gustav Adolphus (1)	
[Gledye (3)]	Mr Dangar		Gazelle H.I.M. (3)	French Navy
Dancing Wave (1)			Glendower, ship (1)	
			Gulnare (2)	
			Guichene H.I.M. (2)	French Navy
Ethan Allen (1)			[Gee Ike ?] (1)	
Eveline (1)			Thomas Glover (1)	
Edith (1)			Gypsy (1)	
Edith (2) schooner	Surveying vessel			
Esther Maria (2)				
Engelbert (3)			Hannah Nicholson (1)	
Enterprise (2)			Hebe (1)	
Eagle (1)	Steam ship		Hawkesbury (3)	
Enterprise (2)	Lighter		Humboldt (1)	
Ellen Lewis (3)			Harmon (5-6)	
Ellesmere (4)			Haddington (3)	Formerly 'Asie'
East Lothian (1)			Hong Kong (1)	
Eleanor (2)			Hero (1)	
Egeratea (1)			[Scylla H.M.S. (1)]	For Capt. Herbert
Esther (1)			Hannah Broomfield 1)	
Euroka (1)			(3) punts/dredges	Harbours - Rivers
Ethel (1)			(1)	C.R.N.E.S.N. Co.
Era, yacht (1)			Henry Miller (1)	
Elizabeth (1)			Helena (1)	
			Highland Mary (1)	
			Hannah Newton (4)	
Feronia (1)			Heron (4)	
Fitzroy Dock	Dry Dock only		H.M.S. Basilisk (2)	British Navy
Forfait H.I.M. (1)	French Navy		Hannah Barrett (1)	schooner
(1)	Fred S. White			

Name (repaired x)	Notes/Owners		Name (repaired x)	Notes/Owners
Indus (2)			Lubra (1)	
[Perseverance (7)]	I.S.N. Co.		Lorelie (1)	Spruce spar
Kiama (1)			Leon (1)	
Isle of Night (3)			Lizzie Blair (1)	
Illalong (6)			Lady Franklin (6-7)	
Izomroud H.I.M. (1)	Russian Navy		Livingston (1)	
Isabelle (1)				Levick & Co.
			Lady Belmore (1)	
			Lydia (1)	
[Ethan Alice (1)]	Mr Josephson		Lucy and Adelaide (1)	
[Admire, barque (1)]	Mr Josephson		Lady Emma (4)	
Jourdain (1)			Lindsays, hulk (1)	
John Williams (1)			Lizzie and Rosa (3-4)	
Jubilee (1)			[H.M.S. Virago (1)]	For Lt. Little
James Hannell (2)			Leonidas (3)	
Julia (2)			[Vernon (1)]	Harbours-Rivers
Jeannie Oswald (1)			Lady Denison (3)	
Jane Woodburn (1)			Lizzie Guy (1)	
Jane (2)			Lalla Rookh (2)	
John Andrew (2)			[Clara Hargraves (3)]	Not noted
Jason (1)			Lady St Aubyn (2)	
Jessie			Lismore (1)	
[Annandale (2)]	Not noted		Ludovic St Charles (2)	
Jan Peter (1)			Lion (1)	
John Bullock (1)			{Admiralty}	Commissioners
Juliet (1)				
Jessie Kelly (5)				
Jeannie Loutit (1)			Marceau H.I.M. (4)	French Navy
Jason (3)	Schooner		Margaret and May (1)	
Jane Spiers (1)			Mariposa (3)	
Jozamroud (1)	See Izomroud (?)		Martha Rideout (2)	
Janet (1)	Whaling barque		(1)	M. J. Smith
J G Colson (1)			Macquarie (2)	
Jeannel Stuvard (1)			Margaret Falconer (2)	
			Minnie (2)	
			[Era, yacht (2)]	Mr Milson
Kohinoor (1)			Myall (1)	
Kate Conley (1)			Marion Renny (1)	
Kate Kearney (5)			Marquis of Argyle (2)	
Kearsarge U.S. (1)	U.S. Navy		Mary Ann Wilson (1)	
Kangaroo (2)			Massaliste (2)	
King Oscar (1)			Magellan (1)	
Kate (2)			2 cutters built	Montefiore & Son
				Mort & Co.

Name (repaired x)	Notes/Owners		Name (repaired x)	Notes/Owners
Martha (1)			Prince Alfred (2)	
Marie (2)			Prima Donna (2)	
Matilda (1-2)			Proteus (1)	
	Mr Moore		Peterborough Lass (1)	
Mystery (1)			Planet (1)	
Mimi P (2)			Princess Alexandra (3)	
Moa (1)			Prince of Wales (2)	
Mona (1)			Phoebe (1)	
Melrose (1)			Parisian (2)	
Moneta (2)			Pilot (1)	
[Cygnet (1)]	Mr Marshall		Princess, cutter (1)	
Mary Campbell (1)			Prompt (1)	
Mary Queen (1)			Pakeha (1)	
Mary Blair (1)			Pantaloon (1)	
Macedonia (1)	Steam vessel		Prairil (1)	
Malcom, schooner (1)			Pearl (1)	
			Queenstown (1)	
Nanbucca (3)				
Nozzion (1)			H.M.S. Rosario (7)	British Navy
	Navy supplies		Rosebud (1)	
Novelty (3)			Rebecca (6)	J. Cuthbert
Nil Desperandum (2)			Resolute (3)	
[Venture, brig (2)]	Nelson & Eagan		Restless (1)	
Numba (2)			Rance H.I.M. (1)	French Navy
Native Lass (2)			Royal Duke (3)	
Naiad (2)			Reine, barque (1)	French
[HMS Clio] Navy	Internal ladders			
[Supplies]	Navy Depot			
Narragansett U.S. (1)	U.S. Navy		Sir John Burgoyne	J. Cuthbert
			Spunkie (1)	
			Salamander (2)	Steamship
On Chong (21-26)			Settler's Friend (2)	
Ottawa (1)			Samarang (1)	
[Barrel of tar]	Captain O'Hagan		Sylvanus (3)	
Old Dominion (2)			Somme H.I.M. (1)	French Navy
Onwards (2)			Siwa (1)	
Octaroon (1)			Surprise (2)	
Oberon (1)			Sarah Nicoll (1)	
			Stephen Bishop (1)	
			Susannah Booth (1)	
Policeman (5)			Salacia, barque (2)	
Parramatta (1)			Star of the Sea (1)	
[Cygnet (11)]	Not noted		Stirlingshire (1)	

Name (repaired x)	Firm/Owners		Name (repaired x)	Notes/Owners
Sea Shell (1)			Winepeds (1)	
Sea Ripple (5)			Waimea (1)	
H.M.S. Scylla (3)	British Navy		Welcome Home (2)	
Silver Eagle (2)			West Hartley 1 (3)	
Stormbird (1)			West Hartley 2 (4)	
Surcoeuf HIM (1)	French Navy		Wallaby (3)	
Sir Isaac Newton (3)			Wave of Life (1)	
Sea Gull (1)			Waterwitch (1)	
St Mary's, corvette (1)	U.S. Navy		Wynand (1)	
Scotia (1)			Way Key (1)	
Sabrina (1)			Willis (3)	
Saint John (1)			White Cloud (1)	
School Boy (2)			Wainan (2)	
St Nicholas (1)			Will Watch (1)	
Scotsman (1)			Western Star (1-2)	
[New Steam launch]	John Cuthbert		William/Alexandra (1)	
Strathnares (1)				
			Young Australian (1)	
	Robert Towns			
Titania (2)				
Thetis, steam tug (1)				
Thomas and Henry (3)				
Tacite (1)				
Traveller (1)				
Tavistock (1)				
Tan Tan /Tom Tom (1)				
Thyatria (1)				
Timandra, schooner (1)				
Three Brothers (1)	Schooner			
Undaunted (3)				
Velocity (1)				
Vesta (2)				
Virago H.M.S. (5)	British Navy			
Voyager (1)				
Venture (2)				
Vernon (3)				
Wild Wave (2)				
Western Empire (6)				
	Mr Warburton			

