

Introduction

By the early 1820s, six of them (one yet a child) had already arrived in Sydney, five within two family groups and one single man, all young and free, with interesting though short past lives, and obviously, adventure in their hearts. Why else would well-born, young adults, especially those with children, leave the security of their English homes, to forge a new life in New South Wales, still a largely-unknown land, with the near-certainty of danger, and the possibility of great privation? The voyage out, in itself, could have provided excitement enough for a normal lifetime, even in those insecure days.

Thus it was, of course, for many who chose to come to Australia in those early times, and so it was for those six migrants, the first of my forbears to reach this southern land. Others were to come later, also from England, although Scotland clearly holds a proud and important place in regard to at least one of the earlier arrivals.

In the 170 years which have now passed, it is likely that there could be about forty thousand living descendants of those initial six, and including those who have lived and died during that time, the figure would probably be over 100,000.

The first to arrive (in 1817) was Frederick Bedwell, twenty years of age, unmarried, an officer in the Royal Navy, fresh from the Napoleonic and the American wars. He was one of two officers chosen to travel to New South Wales with Lieutenant Phillip Parker King (son of the prior Governor King), to undertake further naval exploration of our lengthy coastline, following in the steps of Matthew Flinders. Some years later, after a visit to England, Frederick Bedwell, who had retired from the Navy on half-pay in 1823, returned permanently to New South Wales, most likely in 1827, as a settler.

In 1820, the first of the couples reached Port Jackson, with their six children, after nearly five months on board HMS 'Dromedary'. Among its other passengers were three hundred and sixty-nine convicts, most of whom disembarked in Van Dieman's Land.

That family consisted of William Gordon Ward, a retired army officer aged about forty, his wife, Susannah Matilda, (in her early thirties), with five daughters and one son, ranging in age from only months to eight years. The youngest daughter, Maria, was unfortunately, while still young, to drown accidentally at Parramatta, of which more later. But meanwhile, William Ward, the father, his health failing, was not to survive for long in this new land, and his widow, Susannah, after a long period of discontent, stayed on and successfully reared the remainder of the family. This was a significant achievement for a lone woman in those difficult times, but she received surprising help from high places. One of her daughters was eventually to marry Frederick Bedwell, the couple settling finally on the Paterson River in New South Wales.

Lastly, of those arriving early, William Dun and his wife, Maria, disembarked from the vessel 'Mariner' with their two young daughters in late 1821. William and Maria were then aged thirty-two and twenty-one respectively, with their eldest daughter aged three; the younger girl had been born en-route, about two months before arrival in Port Jackson. Their first son, Charles Allan, who was born in Australia, became my great-grandfather.

It is said that William Dun was known to the retiring Governor Lachlan Macquarie, who was then at the end of his long and successful period of administration of the colony. William did have close relatives who were of high rank in the Honourable East India Company Service, and it may be assumed that therein lay the connection. In any case, William received a land grant almost immediately on arrival, and was soon to move with his family to a dwelling newly-built near the Paterson River, north of Maitland, on the initial grant of 1,200 acres. Part of that house is still occupied by descendants of William and Maria, through their daughter's marriage in 1844 to Charles Reynolds, who also purchased the landholding of his father-in-law.

In time, a continuing small wave of occupation followed the release of the Hunter Valley area for settlement, and Susannah Matilda with her unmarried daughters, and Frederick Bedwell with his wife, were to move to the Paterson River area, Frederick having married the second-eldest daughter, also named Susannah Matilda. Later, the second-eldest daughter of that marriage (Zorayda Anne) was to marry the eldest son (Charles Allan) of William Dun and Maria. Charles and Zorayda were my great-grandparents. They moved to Queensland in the early years of their marriage, with their two young daughters at the time, and eventually were among the earliest landholders in the Tewantin/Cootharaba district, about 100 kilometres north of Brisbane.

As part of the further migration to Australia following the finding of gold, other forbears arrived, principally John Cork from Kent, England, who came as a young, unmarried man (twenty-three years of age) in 1859. He soon married Charlotte Hedgland, who had arrived from Devon, England, in that same year. John Cork worked for some years

in New South Wales, and their fifth child, Elizabeth Ann, (who was to become my grandmother) was born at Duncan's Creek near Tamworth, N.S.W. in 1866. Soon the family moved north into the recently-separated State of Queensland, and after a possible short stay in Dalby, the family settled in Gympie, where gold was firing the imagination at the time. It was in Gympie that the last of the first family was born, and where John Cork lost his first wife.

Following Charlotte's unfortunate early death in 1875 after bearing nine children, John Cork married again to a later migrant from London, England, Charlotte Brown, who had arrived in 1874. They remained in Gympie where they reared the only surviving child (a male twin) of the second family, together with the still-young children of the first, in a well-ordered and contented environment.

This story will tell something of those ancestors, and the areas and times in which they lived, as it is known to us. History is mostly a story of the doings of people as influenced by their ideas and thoughts; but, those thoughts are seldom available to historians. In what follows, I have at times taken the liberty of ascribing some actions or opinions to one or other of those early settlers, which unfortunately can be no more than assumptions. It is hoped in this way to improve the readability and effectiveness of this chronicle - and at the same time to be reasonably close to the real but unknown feelings of those concerned.

The population in those early years was still very small. In the 1820s, New South Wales had a European-born population (with off-spring) of less than 35,000, the great majority of whom were males. Over half of the males and about one-fifth of the females were still convicts. At the time of the census of 1828, only a little over ten per cent of the total had arrived in the colony as free men or women, and, of course, of the others, there were those who were born in the colony.

Interestingly, there seems to be some evidence that, in regard to literacy, the locally-born population had a slightly better opportunity than had been available to those who were transported as convicts, with about two-thirds of the locally-born being able to sign their names.

There appear to be only two other Dun (one 'n') groupings in Australia, neither of which seem to be related to the Dun family which is the subject of this history. Those other groupings comprise, firstly, those descended from Thomas Dun who had arrived in Australia from Scotland in 1830 and settled in the Raymond Terrace area - by a strange coincidence, not far from Paterson where our William Dun had obtained land a few years earlier. Thomas married Mary Miller, and his descendants, among others, include some in the Nowra area, and others in the district near Grafton. Those of the other grouping first arrived in Australia much later, when Walker Dun with his wife and two children reached this country in 1909 from British East Africa. Walker Dun had migrated to New Zealand as a young child with his father, David, and the others of their large family, from Fifeshire in Scotland, in 1879. As an adult, Walker spent a short period in Chile, South America, and then, now married, moved to Africa for some years, before settling in Australia in the Cowra district of New South Wales. Some of his

4 *They Came as Strangers*

descendants still live in Cowra, and there are some in Victoria, elsewhere in New South Wales, and in other areas.

Following that brief introduction, it is now intended to tell the story of each of those ancestors, and their families, as it has become known to me.

PART A: DOWN TO THE SEA IN SHIPS

The Bedwell Family and Frederick's Place in History

*They that go down to the sea in ships,
That do business in great waters;
These see the work of the Lord,
And his wonders in the deep.*

*Psalm 107:23
The Holy Bible (Oxford, 1903)*

1 Setting the Scene

Before Going to the Great South Land

According to the family tree of the Bedwells, Frederick's earliest known ancestor, at this time, is Thomas Bedwell of Poulton in Gloucestershire, who was born about 1570. A grandson of that Thomas, also Thomas, who lived from 1656 to 1728, had been the Lord of the Manor at Poulton. One of his sons was John, Squire in Poulton and a mercer in Cirencester, and he named one of his sons Thomas. John's son, Thomas, married Elizabeth Weeks, who died aged twenty-nine in 1740, and was buried at Fairford, Gloucestershire, where her husband, Thomas, was also buried, in 1771. Their son, John Weeks Bedwell was born in 1740, the year of his mother's death, and also the year of the death of his sister, Elizabeth - possibly they were twins, with the mother dying in childbirth. John Weeks Bedwell, a Vicar of the Church of England, married Mary Secundus Cox, and one of their children, John, became Frederick's father.

Although there is no known connection at this stage, it is nevertheless of interest to note at least three references in 'The Gentleman's Magazine' to Bedwells who were churchmen. Firstly, in 1814, there is a reference to a Rev. John Bedwell who died at Adstock near Salisbury, aged 103, at which place he was instituted in 1741, and where "till within a few years past, (he) regularly and conscientiously performed the duties (of rector)." It mentioned that he could "read the smallest print without glasses." The next reference was in 1816, which told of a large number of clergymen of the Church of England (including a 'Mr. Bedwell') being employed in the translation of the Bible in the reign of James I. Lastly, in 1818, there is a mention of a William Bedwell, Vicar of Tottenham, and its historian, who was buried there in 1632. Future research may uncover some relationship with Frederick.¹

The Reverend John Weeks Bedwell, B.A., who was ordained in 1771 as Vicar of Hatherup, Gloucestershire, was an educated man, having graduated from Oriel College, Oxford, and he is no doubt, one to be remembered. Yet, he surely could not have

imagined the life of adventure which one of his grandsons would experience. The Reverend's eldest son, John (born 1770), one of six children, married Eleanor Buckle in 1797, and there were five children, with Frederick the eldest of three sons, the other two probably being twins. There is some confusion in the family records, as in some places, Frederick and one sister (Eleanor) are shown as being children of John Bedwell and Eleanor Teast - those two children were the eldest, and it has yet to be established whether John fathered children by two Eleanors, or whether Eleanor Buckle and Eleanor Teast were one and the same. Frederick was born in Gloucestershire, where he was baptised at Swindon on 30 November, 1796, the year prior to the death of his grandfather, the Vicar, who was then aged fifty-seven.

In 1810, before his fourteenth birthday, Frederick entered the Navy as a nominee of Lord Mountmorris (Viscount Valentia) - who is also said to have been Frederick's god-father, although there is no proof of this so far. Frederick served in the Mediterranean during the Napoleonic Wars, in addition to being engaged in action against the American forces on the mainland of North America in the war of 1812-1814.²

Digressing, it was interesting to read in historical notes accompanying a novel, 'Sharpe's Enemy' by Bernard Cornwell, that rockets were deployed in that American war by the British in the siege of Fort McHenry, and that it was the story of that siege which had been put to the music of a drinking song used by a certain London club, which is now the U.S. national anthem - actually the anthem mentions the rocket invention of Sir William Congreve in the line which refers to "the rockets' red glare."³ How that version of its origin relates to the official recognition in regard to the anthem is uncertain - according to a reference book published in U.S.A. in 1939, 'The Star-Spangled Banner' was written in 1814, the words by Francis Scott Key, and the music by Dr. Samuel Arnold. Apparently, it was not adopted as the U.S. national anthem until 1931. However, in that same reference book it states that the national anthem of Australia was a song named 'There is a Land Where Summer Skies', composed about 1870 by Carl Linger, words by C. J. Carleton. Has anyone heard of it?⁴

According to W. R. O'Bourne in 'A Naval Biographical Dictionary' (London 1849), Frederick Bedwell served thirteen years in the Navy on full pay, followed by twenty-four years on half pay, until 1846, when he would have been aged 50 years. He entered the service on 8 September, 1810, as a First Class Volunteer on board 'Woolwich' under Master-Commander Richard Turner, in the Mediterranean. Then, from December 1811 until May 1815, as a Midshipman, he served on Grampus 50, and Marlborough, Sceptre and Albion, all 74's, and he was "the constant companion of Sir Geo. Cockburn in all his operations at the defence of Cadiz, and at the Chesapeake." During the North American campaign, it is understood that Frederick took a prominent part in a land action against the rebels, whilst temporarily seconded to another command.⁵

After the Napoleonic Wars, he was Master's Mate on 'Northumberland' 74, again under the command of Sir George Cockburn, escorting Napoleon Bonaparte to exile at St.

Helena. Then followed a short attachment to the Weymouth Store-ship, under Master-Commander Richard Turner (who had been his first naval commander), and during that time, he had probably been trained in the recently-improved science of naval hydrography by Captain Thomas Hurd. From there, he was appointed to the surveying expedition to New South Wales under Lieutenant Phillip Parker King. Then followed a number of years on 'Mermaid' and 'Bathurst' in Australian waters, during which time Frederick's promotion to Lieutenant was belatedly confirmed.

It is rumoured in the family that during the journey to St. Helena escorting Napoleon, Frederick, then almost nineteen years of age, was one of the officers who, on occasions, would duel on deck with Napoleon, as a form of exercise during the voyage. There is in existence a button, said to have Napoleon's crest, which is supposed to have been given to Frederick Bedwell on one of those occasions.

Off to Sydney for Exploration

In 1816, the British authorities decided to arrange a naval expedition to operate in the waters around Australia, continuing the valuable survey work which had been carried out by Matthew Flinders at the start of the century.⁶ Lieutenant Phillip Parker King, son of the earlier Governor of New South Wales, Philip Gidley King, was chosen to lead the group, and he was allotted two young officers to accompany him, as Master's Mates. One of those officers was Frederick Bedwell, who was appointed as second-in-charge. The other officer was John Septimus Roe, with the same rank as Frederick Bedwell but junior to him. John Roe was later to settle in Western Australia where he held the appointment as the State's first Surveyor-General, a position which lasted over forty years, during which period he was at different times a Member of one or other of the Executive and Legislative Councils of that State. Another important appointment to the ship's complement was Mr. Allan Cunningham, a botanist, whose participation was arranged with Sir Joseph Banks - but he was to join the party in Sydney, where he was already at work.

In the letter of instruction to Lieut. King from the Admiralty dated 4 February, 1817, it was stated that to assist in the care of timekeepers and instruments, "my Lords have directed Messrs. Frederick Bedwell and John Septimus Roe, two young gentlemen who have been recommended to them as particularly fitted to be of use to you, and for whose appointment you have expressed your wishes, to accompany you and to be under your command." In those years, following the successful completion of the Napoleonic

Wars, a very large proportion of naval officers were on half-pay, and King and his men probably considered themselves fortunate to have been chosen for the survey work.

Those young officers, Bedwell and Roe, accompanied by Lieut. and Mrs. King, arrived initially in Port Jackson on 3 September, 1817 on the Transport 'Dick', after a voyage of nearly seven month's duration from Gravesend in England, with calls en-route at Cork and Rio de Janeiro. The ship carried some other free passengers, together with a detachment of the 48th Regiment; there were no convicts on that journey.

Although nothing has been found of any correspondence to or from Frederick Bedwell, John Roe was a keen writer, and fortunately many of his letters have survived; in view of the similarity of their experiences, in many of which they participated jointly during their service as part of the survey expedition, some of John Roe's comments will be included in this story, especially where they were both involved. The kind permission of members of the Roe family has been gratefully received for the use of some brief quotations from, and references to, details contained in those letters written by John Septimus Roe, which are held in the State Archives of Western Australia in Perth, and the help from the staff of the Archives is also acknowledged.

In a letter to his father dated 17 February, 1817, written on the 'Dick' while running down Queen's Channel on the day they sailed from England, John Roe said that "at present we have plenty of room in a cabin formed by an old sail nailed to the beams, (and) we had a very comfortable night with good bottled porter and three or four glasses of wine at dinner. We could I dare say drink more if we chose to sit longer." He said that Mr. King had promised to do all he could to procure a cabin for them, by re-allocating space allotted to the troops.

In a letter dated 21 February (while the 'Dick' was in the Downs), he said that he found Frederick Bedwell, who was about 20, to be a very good, worthy, young man, whose patron was "Earle Montmorris" (sic). Unfortunately, he (Bedwell) drew very little, so that "consequently the heaviest part of that work will fall to my labour." Although Frederick had applied to him for some instructions in that line, John Roe wrote "I really have so much to do for myself and had wasted so much of my time for others, that I could not positively undertake to teach him..... He appeared perfectly satisfied, and so am I."

Writing on 23 March from the Cove of Cork, he reported that the two of them had at last got a cabin between them, and they had just painted the sides and white-washed the top - it measured 8 feet by 6, with just room to hang two cots, which in bad weather would probably thump against the bulkheads. On 3 April, 1817, they sailed from the Cove of Cork.

Later in that letter, talking about the degree of comfort and the very good table, he said that they "blow out their jackets" with hot rolls and butter, cold meat, boiled eggs (stowed away in salt to preserve them), and tea or coffee.

Moored in Rio de Janeiro harbour on 5 June, John Roe said that they had been invited to dine on board 'Hydra' by the commander, a Lieutenant from Ascension Island, and an

old shipmate of Frederick Bedwell's; it was the occasion of the King's birthday. On a later day, they visited the town together, and he commented that the Royal Chapel had more the appearance of a theatre than a house of worship - and he suggested that the King of the country should go to England to "receive a lesson or two in civilization." He may have been right, but it was an unusual thing to say; except of course, the letter was private correspondence to his father.

Leaving Rio on 11 June, they arrived in Sydney on 3 September, 1817, and they set about obtaining a suitable vessel in which to perform their survey and exploratory duties around the coastline. At the time, there were only two likely vessels in the harbour, and although each was unsuitable for different reasons, King had apparently planned to accept Governor Macquarie's offer of the 'Lady Nelson', and make the best of it. Fortunately, soon after that, the 'Mermaid' arrived from India, a cutter of 84 ton, which was only twelve month's old. It was 56 feet in length, with a beam of 18 feet 6 inches, and when loaded, it drew only 9 feet. With some other alteration, it could be made to satisfy the requirements of the survey, and it was purchased by the Governor, on behalf of the Colonial Department (as had been arranged), for £2,000.

Preparation for Adventure

One could imagine the great interest which these young men would find in Sydney in those early days. What a tremendous excitement it would be to be there, in unusual circumstances in a strange land, preparing for the adventure to come. Again, we have John Roe to thank for the observations contained in his letters to his family, and we know that Frederick Bedwell shared very similar experiences. On 19 September 1817, he wrote that after living on board 'Dick' for as long as they could (in order to save expenses) - "decency would not admit of a longer stay" - they moved into lodgings while a house was being repaired, for their use, at Government expense. Partly due to the want of corn, and the flooding of the river, "everything is most confoundedly dear.." Pork was 13 pence per lb., beef 10 pence, butter 3 shillings and 6 pence, and candles 2 pence. They dined out as often as possible, and seldom refused any invitations. Frederick Bedwell had just returned from a visit of two days to Parramatta, at the invitation of "Mr. King's sister, and his brother-in-law, Mr. Hannibal McArthur." John Roe was to make a similar visit shortly. Also, they had been introduced to General Macquarie, the Governor, and "invited to go and see his seat at Parramatta, the first opportunity, and dine with him."

Regarding people in general "in this part of the world," Roe said that "a man may be talking to another, very respectably dressed and of genteel appearance.....(and).....finds to his surprise and mortification that his new acquaintance is a convict - what an acquisition!"

It was not until 21 December, 1817, that all was in readiness for the commencement of the first voyage, which was the beginning of over four years of naval survey and exploration for Frederick Bedwell and his fellow officers, including three lengthy journeys and one short, in the 'Mermaid', followed by a final major survey on the Australian coast in 'Bathurst', the vessel which replaced 'Mermaid', which was by then unseaworthy after its many months of hard work.

Before they sailed in December, and in between social engagements, it was necessary to finalise the crew, arrange the stores and provisions, and carefully plan how to achieve the requirements of the Admiralty, which were so extensive as to be almost impossible in the circumstances.

It was decided to carry a crew of nineteen, as follows:

Commander	1	Lieut. P.P.King
Master's Mates	2	Mr. F. Bedwell (second-in-charge) Mr. J.S. Roe
Botanical Collector	1	Mr. Allan Cunningham
Seamen	12	
Boys	2	

18 (before including Boongaree)

In addition, they included Boongaree, a Port Jackson native, who had sailed with Flinders in the "Investigator", and who had offered his services to this expedition. He was a well-known tribal chief, aged about 45 years, and he was, according to Lieut. King, sharp, intelligent and unassuming.

For the record, the surnames of the crew (apart from the officers) according to a list written in the inside back cover of one of John Roe's logbooks in the Battye Library in Perth, were:

Jackson	Quartermaster
Stephenson	Sailmaker

Miller		Boatswain
Grounds	}	
Firth	}	
Gruble	}	Able Seamen
Speed	}	
Bursef	}	
Woolford	}	
Ansell		Carpenter
Cobbey		Cook
Clarke		Steward
Hummond	}	
McLoughlan	}	Boys

According to an article by Alan Powell in the *Journal of the Royal Australian Historical Society*, although naval rates of pay at the time for officers were "hardly adequate", this was overcome to some extent by the special scale applicable to survey work.⁷ Of course, the duties could be arduous and full of risk.

On the other hand, it could not be surprising to find that it was not easy to sign-on the rest of the crew, especially considering the method of payment, involving some money in advance but then no further pay until the vessel was paid off, maybe months or even years later. On top of this, of course, the conditions were sometimes very poor, and the risks were tremendous. At times, some vacant places in ship's crews were finally filled by convicts, and although there is no evidence that this actually happened with 'Mermaid's' crew, there is every possibility that it did.

Although they did not know it then, their first voyage was in fact to last just over seven months, and they arranged to sail with supplies sufficient for nine months. As it happened, during the trip, their bread supplies were badly damaged by sea-water, and their water-supply was insufficient, partly because some containers which had been made in Sydney with staves of salt-provision casks, caused the water to be "bad and useless". In the circumstances of Sydney by then, provisioning should not have been a problem, although of course, packing in a way which would keep food and water in a usable state over that period would have required special attention. Apart from the food, and of course the containers for water, it was essential that sufficient items be carried to allow for the proper operation and maintenance of the vessel; time was to prove that for the conditions which would be encountered, spare anchors could prove invaluable.

Much thought must have gone into the planning of the voyage, and the numerous activities required in order to meet the instructions issued by the Admiralty on 4

February, 1817. The establishment of the expedition was for the prime purpose of exploring that part of the coast of New Holland which had not been surveyed or examined by Captain Flinders, whose career was cut short, in the words of Lieutenant King, as a result of the "disgraceful and unwarranted detention of this officer at the Mauritius." The whole of the northern, north-western and western shores remained to be explored.

The Admiralty had stated that the principal object was to examine the unexplored coasts from Arnhem Land, near the western entrance of the Gulf of Carpentaria, to the west and south as far as North West Cape, including Van Dieman's Bay and Rosemary Island, and the inlets behind, with the chief motive being to discover a river to lead to the interior navigation of the continent. Then, there were further detailed aims in a memo attached to a letter dated 8 February, 1817, from Earl Bathurst, Colonial Secretary, to Lieut. King - the letter itself was to advise of the appointment of Allan Cunningham to accompany the expedition, but the memo which was attached, listed several points upon which Earl Bathurst considered it "desirable to procure information." Those points may be summarised as follows, and the immensity of them is immediately obvious:

Climate (heat, cold, moisture, winds, rain, periodic seasons,
temperature - at two or three periods of the day;

Direction of mountains (names, shape, if detached or ranges);

Animals (birds, beasts, fishes), insects, reptiles etc.;

Vegetables, especially if useful for medicine, dyeing, carpentry;

Scented or ornamental woods;

Hardwoods with specimens - quantities and facilities for transport;

Minerals, metals, stones - how used, and valued;

Details of tribes;

Occupations and means of subsistence;

Any articles growing, and use for export to Great Britain;

What would natives need in exchange?

State of arts or manufactures of various tribes;

Vocabulary of languages of "every tribe you meet", and English translation.

SUMMARY OF THEIR JOURNEYS RELATING TO THE EXPLORATION AND SURVEY WORK AROUND THE COAST OF THE CONTINENT, AND TO AND FROM AUSTRALIA.

1. To New South Wales:

17 Feb to 3 Sep 1817 'Dick' Gravesend (England) via Cork and Rio de Janiero to Sydney via Bass Strait.

2. On Australian coast:

(a) 22 Dec 1817 to 29 Jul 1818 'Mermaid' Sydney via Bass Strait to north-west of continent (to Goulburn Islands in the north), then to Coepang (Timor), and return to Sydney via Bass Strait.

(b) 24 Dec 1818 to 14 Feb 1819 'Mermaid' Sydney via Hobart Town to Macquarie harbour; then returned to Hobart Town and back to Sydney

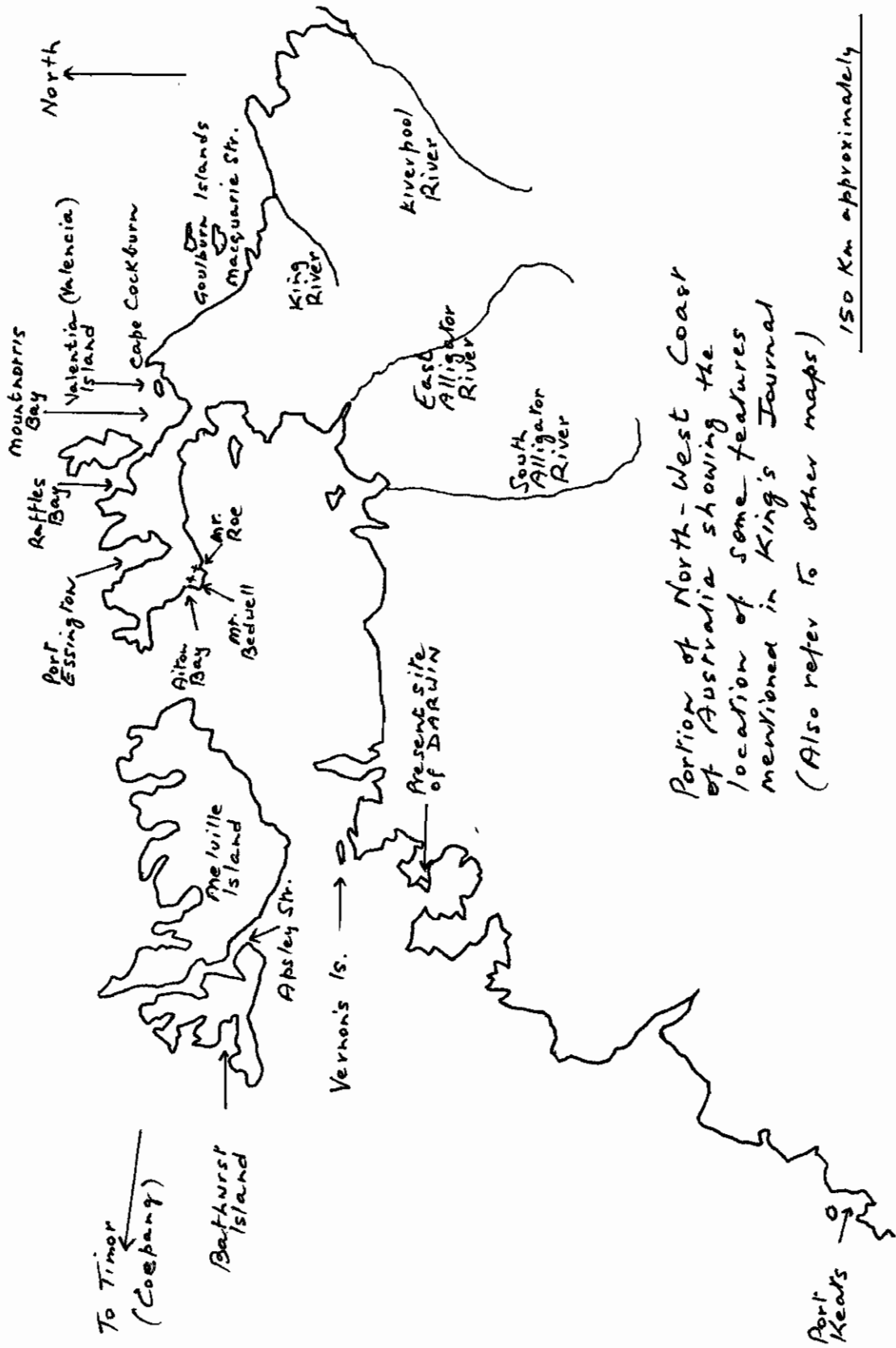
(c) 8 May 1819 to 12 Jan 1820 'Mermaid' Sydney northwards through Torres Strait, around north-west of continent as far as Admiralty Gulf; then via Savu to Coepang (Timor), and home via Bass Strait

(d) 14 Jun 1820 (re-start 12 Jul) to 9 Dec 1820 'Mermaid' Sydney northwards through Torres Strait and around north-west of continent to York Sound and St. George's Basin; careened at Careening Bay and returned via Bass Strait to Sydney Cove.

(e) 26 May 1821 to 25 Apr 1822 'Bathurst' Along north coast from Sydney (accompanied for varying times by 'Dick' and 'San Antonio'); then to north-west and down to Roebuck Bay before sailing to Port Louis, Mauritius. Then back to King George The Third Sound near the south-west of the continent. Sailed up the west coast to Cape Leveque before returning to Sydney via Bass Strait.

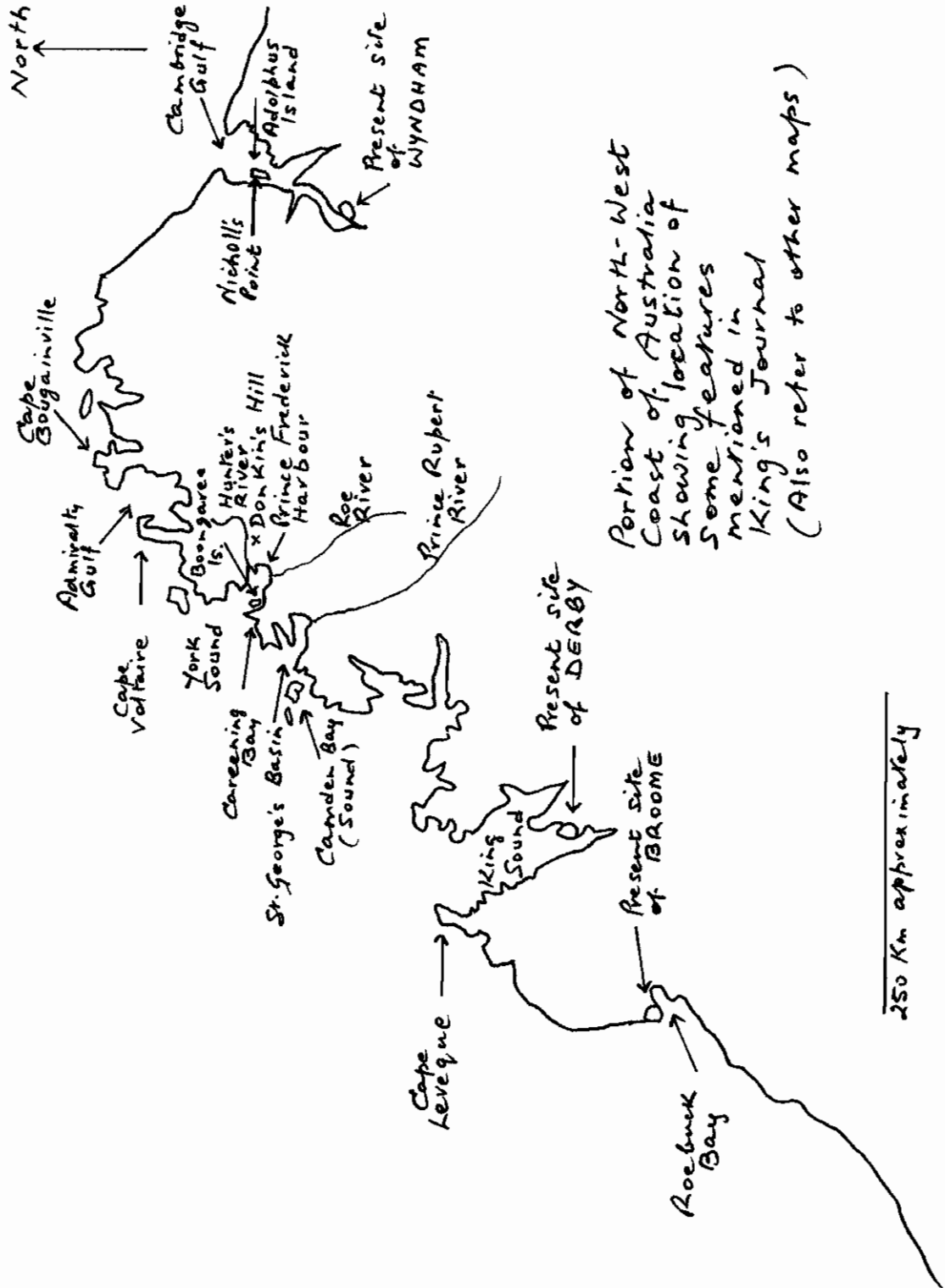
3. Return to England

25 Sep 1822 to 23 Apr 1823 'Bathurst' From Sydney around Van Dieman's Land, via King George's Sound, Cape of Good Hope, St Helena, Ascension Island, Azores, then to Plymouth Sound, England.



Portion of North-West Coast of Australia showing the location of some features mentioned in King's Journal (Also refer to other maps)

150 Km approximately



Portion of North-West Coast of Australia showing location of some features mentioned in King's Journal (Also refer to other maps)

250 Km approximately

