

III The Third and Fourth Journeys

Start of the Third Journey - Northwards¹

Eventually they sailed on 8 May, 1819, on their third voyage (counting the voyage to Macquarie Harbour) with Lieutenant Oxley, the Surveyor-General, accompanying them as far as Port Macquarie in the colonial brig, 'Lady Nelson'. Apparently, according to John Roe, their total complement had been increased to 22 (instead of 19), and that Boongaree was not going with them, as he was of "comparatively little use." Interestingly, in King's Journal relating to their voyage in the 'Bathurst' which commenced in mid-1821, it stated that Bundell took the place of Boongaree, who had volunteered, but was reluctant to go.²

On 11 May, the two vessels were anchored at Port Macquarie within a few yards of the southern shore, secured to trees near the beach, and close to a fresh water stream. Over the next few days, Frederick Bedwell was left in charge of 'Mermaid', while Oxley, King, Roe and Cunningham, accompanied by some sailors, rowed up-river, exploring the country nearby, which had been visited by Lieutenant Oxley previously. All were back on board by sunset on 13 May, and then they spent a week laying down and making soundings of the port and the bar. On 21 May, both vessels left the harbour, Lieutenant Oxley returning to Port Jackson, while the 'Mermaid' sailed north.

By 25 May, they were abreast of Cape Moreton, and after anchoring en-route to repair some damage caused in a storm, they passed Port Bowen on 1 June, and two days later, they anchored to the west of the small Pine Islet, where they filled the water casks, repaired the small whaleboat, altered a tent, and cut some wood. King notes that "the

birthday of the late venerable and good King was passed on this island." Since George III did not die until 1820 (after the time in question), he may have been referring to the fact that his son, who was to become George IV, had taken over as Prince Regent in 1812, following the incapacity of his father due to mental illness.

After some exploration around the Whitsunday Passage while experiencing unexpected problems with the seas, by 12 June the 'Mermaid' was steering towards Mount Upstart (just to the south-east of the mouth of what is now known as the Burdekin River). Mr. King suspected the existence of a river on both sides of Mt. Upstart, or that Mt. Upstart may be an island with the bay behind being the mouth of a considerable stream. It could have been the inland river which they were hoping to find - but, unfortunately, that part of the coastline was not within the instructions laid down by the Admiralty!

During 12 June, 1819, they sailed from a position off Mt. Upstart to near Cape Bowling Green, across the seas which are off what is now Alva (Lynch's) Beach, near Ayr. By coincidence, it was just one century later, to the day, that I was born in Ayr, on 12 June, 1919.

On 14 June, on the recommendation of Frederick Bedwell, they landed in Cleveland Bay to obtain wood and water, and two days later, Frederick sounded across the bay towards Magnetic Island, and between the island and the main, finding what appeared to be a good and clear passage, and an excellent anchorage all over the bay.

It is interesting that King reported the finding of a fresh, green 'cocoa-nut' lately topped for milk, stating in his Journal that hitherto no cocoa-nut trees had been found on this continent.

Little evidence was seen of native inhabitants, although they thought that they would be watching from cover. Slightly further north, there were some native huts and canoes. The huts were snug habitations, circular, twigs in the ground and arched over, with ends entwined to support each other; they were covered with thatch of dried grass and reeds, and sufficiently large for two people. There was some hair in one, recently clipped from a head or beard, probably with a sharp-edged shell.

On 20 June, in Rockingham Bay, natives approached and asked for food. They relished the biscuit given to them, unlike all other natives in Australia. Other contacts with the Aborigines in these parts were also friendly, and King's Journal gives a lengthy and interesting description of their experiences in their meetings, and of their living conditions.

On 23 June, water casks were again filled, this time on Fitzroy Island, and two days later, while steering around Cape Tribulation, a boat which was being towed was broken and lost in heavy seas. On the 26th, Frederick Bedwell examined the opening called Blomfield's Rivulet. The bay was called Shelter Bay, but was changed to Weary Bay (as named by Captain Cook).

Seeking shelter to effect repairs, they anchored on the 27th, just south of the entrance to the Endeavour River, and warped in early the next morning. By midday, they were

secured to the shore, probably where Captain Cook landed forty-nine years previously. The natives were not war-like, and Frederick obtained a shield, crescent-shaped with black stripes, made from the coral tree. One incident occurred when a sailor tried to comb the hair of one of the native boys - the natives became enraged, and Frederick Bedwell had to send the offending sailor away, as the natives had armed themselves with stones.

On another occasion, the natives became angry when one of the sailors, with a fair skin, refused to take off more than his shirt. They fixed spears in their throwing-sticks, but 'musquets' were fired over their heads to disperse them. It was necessary for Frederick and John Roe and six men to go to warn Mr. Cunningham, who was investigating the trees and vegetation about two miles off.

A boat was erected from the frame which had been brought from Sydney, the river was examined, some peach and apricot stones were sown, and on 12 July, it was time to leave; two days later, Frederick Bedwell was one of a party which went on shore to examine a wrecked ship, the 'Frederick', which left Port Jackson early in the previous year. No useful articles were found, but there was evidence that some of the crew had been on the beach for a time.

On 24 July, 1819, after leaving Margaret Bay, 'Mermaid' hit bottom, and was striking violently whenever the swell passed by; fortunately, they were soon in deeper water, but due to the later need to anchor in an exposed position, the anchor ring was broken and the anchor lost. Then, on the next day, off Good's Island, an anchor arm broke; the anchor was ill-shaped and badly wrought in Port Jackson. King points out the coincidence that, having lost two anchors last year at North West Cape, they had now in this year, lost two anchors rounding North East Cape!! In both cases, that left only one bower anchor to carry on the survey. One would have thought that, having experienced the losses during the last journey, King would have arranged for double the initial supply this time.

Illness en-route - Then Home via Timor

Phillip King commented that the dampness of the vessel below had occasioned much sickness until they reached the better climate, and therefore he needed to spend much time with invalids; sailors were obliged to trust to his ignorance. He feared that instead of curing, he might destroy the patient. Often, he could think of little else.

Proceeding along the northern coastline, they anchored at times, and eventually, on 5 August, they anchored four miles within Entrance Island, and King, Bedwell and Cunningham took a boat up-river, where they were initially menaced by natives who moved off when the 'musquets' were shown. Later, they left the boat, and walked upstream, without interference from the natives, and they did not see any 'alligators' - however, mosquitoes were troublesome, especially when trying to sleep, even within two feet of a smoking fire. They walked a further six miles upstream, and finally returned to the cutter ('Mermaid') by 6 p.m. on 6 August, exhausted and sunburned. That watercourse was named as the Liverpool River.

At Goulburn Island on 9th August, Frederick took a watering-party to the shore, but water was less plentiful than in the prior year. Natives threw stones from a nearby cliff, and after Frederick's party fired over their heads from the boat moored off shore, the natives retreated. Only about 60 to 100 gallons of water was available daily from a soak-hole in the sand, which was seriously affected by high tides in the morning. On their visit in the prior year, the water was available directly from the stream. The anger of the local inhabitants can easily be understood.

Frederick Bedwell discovered the partial remains in the sand of a human body, probably a Malay, whose bones had been dug up, and apparently some of them taken away by animals, or by natives as trophies.

On the 18th, they sailed, passing Port Essington on the next day, and over a week moved down the west side of Bathurst Island, making land near Vernon's Island on the following day. Since Goulburn Island, the weather had been damp and hazy, and unfavourable to the sick. Frederick Bedwell was confined with a serious attack of dysentery, occasioned (according to King) by exposure to the sun while superintending the shore party at Goulburn Island! Well, it might have been good enough for a worker's compensation claim, but that explanation would hardly satisfy the A.M.A! Could Frederick have been affected also by malaria, following the lengthy land excursion along the Liverpool River earlier that month? In any case, Frederick was down, and this was to be a very serious illness. Mr. King also reported that the greater part of the crew were affected by ophthalmia, "probably due to excessive glare and the reflection of the sun's rays from the calm, glassy surface of the sea."

For the next two weeks, they moved to the south-west, charting and taking soundings, observing natives at times, and naming various features; in fact, it was then that John Roe found something of sufficient importance to name after his patron, Admiral Sir Richard G. Keats, and so Port Keats was named.

It was discovered that rats had gnawed holes in most water-casks, and that the sails were similarly damaged, while the food in casks was affected by both weevils and rats.

For a few more days, they sailed and sounded, at times being unable to see the shore, and often forced to sail in hazardous conditions, always conscious that only one anchor remained. They hoped that it would not be necessary to go to Timor, but lack of water was worrying. Mr. King relented, and allowed his people to bathe near Adolphus Island, where there did not appear to be any sharks, but soon after they left

the water, an 'alligator' swam past - this gave hope for a nearby river, and fresh water. Mr. King and Mr. Cunningham went in a whaleboat to explore the river, but when sixty miles from the sea, the water was still salt, and no fresh water was found, despite evidence of past torrents from a mass of hills which they named Mt. Cockburn, after Vice-Admiral Sir George Cockburn, G.C.B., one of the Lord Commanders of the Navy. You will remember that this was the commander under whom Frederick served during most of his war service. At this time, the death of William Nicholls occurred, as mentioned previously, and he was buried on Adolphus Island, the north-west point being named after him.

Near the end of September, 1819, they weighed anchor, named an "extraordinary" inlet as Cambridge Gulf, and spent some nights at sea. They were "very weak-handed," with three men ill, besides Frederick Bedwell, who was still an invalid. They were under-weight day and night, with only one spare man on the watch to relieve the mast-head look-out, the lead and the helm, and there was great reason to fear fatigue. Mr. King thought them fortunate that, although never free of sickness since Port Jackson, and considering the violence of the diseases of some, particularly Mr. Bedwell and Mr. Cunningham, they had lost only one man, and in that case, "from a complaint which even medical assistance might not have cured."

There is no suggestion in the Journal that Phillip Parker King sought any special help from divine guidance (and maybe it was such a matter of second nature to him as to not need a mention); nevertheless, in trying to understand him as a person, it is interesting to read the comment by the late Professor Manning Clark in 'A History of Australia' Volume III (page 247) in relation to King's later activities as manager of the Australian Agricultural Company. He wrote that "King was always most anxious to persuade others to the prayer and self-denial he found so beneficial to his body as well as his soul."³ One would be forgiven for suggesting that, in the light of his astounding successes in the face of such hardships during the journeys of exploration in 'Mermaid' and later 'Bathurst', he had more than good luck on his side.

A further two weeks of surveying followed, fortunately without great incident, although it was necessary at Encounter Cove to fire over the heads of natives who were showing aggression following the landing of a party from 'Mermaid' on a nearby shore. King and his men were still uneasy because of their one remaining anchor, and with only sufficient water for two weeks. Some of the crew were affected by scurvy, and it was decided to go to Timor.

With worsening weather, progress was slow and it took three days to clear the islands and shoals; meanwhile, Admiralty Gulf was named, and the positions of at least forty islands or islets were charted. Finally, they left the coast on 16 October, 1819, and on the 24th, they anchored in Zeba Bay on the island of Savu, which was closer than Timor, and during Cook's visit, it had a Dutch Resident. When they anchored, muskets were fired from the beach, but King went ashore with Bedwell (apparently now recovered), and Cunningham, and they were taken to a hut where there was an assembly of from fifteen to twenty persons, with no Dutch among them; one of the assembly was Rajah Amadima, who had been referred to by Baudin. All but water was plentiful, but

their price was in rupees (of which King had none), and gunpowder (which King had no desire to trade). The party returned to the 'Mermaid' with the gift of a little water, and the islanders expected them to come back later in order to barter; however, King determined to sail at daybreak.

They now had two choices, either to divert to Coepang, or go on to Madura or Sourabaya. On a reduced ration, they could make their water last for fifteen days, and in view of the danger of pirates in the Straits, they decided to sail to Timor (Coepang).

Commenting in his journal on their short time ashore at Savu, King said that the women lacked decency, being naked to the hips, and wearing a wrapper of blue cotton, exposing their knees! The men chewed the 'piper-betel' covered with shell-lime, which they would spit after a time into the hand of an attendant slave, who would then chew it some more. He noted that they had a small-sized breed of horse, and that pigs, sheep and poultry were plentiful.

En-route to Timor, they discovered that one water cask was bad, having been made in Port Jackson from staves of old salt provision barrels. Thus, they lost two more days of water, but fortunately, collected some from the rain.

By 1 November, they were off Coepang, and by the 8th, they had completed their wood, water and food provisioning. Limes had been scarce, and oranges and some vegetables were not in season. While there, they learned about the journeys of de Freycinet in 'L'Uranie', and also that the Master and four of the crew of 'Frederick' had arrived at Coepang in the vessel which was accompanying her at the time of the accident; nothing was known of the fate of twenty-three men who left the wreck in a longboat, at the time when the Master's boat set out with only four or five crew.

'Mermaid' sailed at sunset on 9 November, 1819, and by the 22nd, had carried down to 38 degrees latitude. They sailed along the south of the Australian continent, making land when approaching Bass Strait, which they entered on 2 January, 1820, encountering very bad weather. Port Jackson was reached on the morning of 12 January, after an absence of thirty-five weeks and four days. Among other achievements on that journey, they had laid down an infinitely-preferable route to Torres Strait, compared with navigation outside of the reefs; however, they had not been authorised to examine in detail the bottom of the bays and openings on the eastern coast.

Sydney Interlude - Time for Repairs, and Louisa

On 21 January, 1820, shortly after returning from their third voyage, John Roe wrote again to his father, expressing sympathy for Frederick Bedwell in relation to the illness which affected him during the time away. He said that he suffered dreadfully in a long attack of "that formidable disease, the dysentery, which laid him on his beam ends for upwards of two months, and for some time left us in doubt as to whether he would ever rise from his bed again, ... but he is now perfectly recovered." He then spoke of the effect on himself, stating that then the duty fell "trebly heavy" upon his shoulders, and once again, he referred to their differences, but said that they agree together as well as can be expected, "considering his presumption and my pride." Referring to their social activities, he mentioned an invitation to dine at Government House in a few days, and that they had dined with the Judge Advocate (Mr. Wylde), with the Supreme Judge (Mr. B. Field), and several times at the mess of 48th Regiment - in addition, they were under engagement to dine with the Lieutenant-Governor (Colonel J. Erskine).

At the time of writing, Frederick had been absent for two days on an excursion up the country with a surgeon in the Navy, who was an old shipmate of his, and another gentleman who wished to see the country in the vicinity of the Blue Mountains.

Writing later, on 5 May 1820, John Roe told about some interesting strangers among them, the crew of visiting Russian ships, some members of which spoke tolerably-good English. He and Frederick Bedwell dined frequently with the officers on each of the ships. He commented especially on their practice of having the meat cut up on a side table, then handed around for everyone to help themselves, followed by other servants with vegetables.

There were other reports concerning Russian ships, and it may be assumed that John Roe was referring to the vessels 'Blagonamerenny' and 'Otkrytie' which were engaged on exploration, and a little later, to 'Vostok' and 'Mirnyi', on scientific discovery.⁴

By this time, John Roe seemed to have become concerned at the possibility that his father could, unthinkingly, pass on to an officer of the Admiralty (with whom his father was acquainted), some of the comments in his letters - no doubt, his father had given the impression that he was pleased to talk about the great work being done in Australia, and the enormous difficulties encountered at times; and, this, of course, would be a natural thing to do. However, John Roe recognised the dangers. In his letter of 5 May 1820, he especially warned his father that he should be extremely careful in keeping from the sight of Mr. D. (Admiralty), anything "that may in the smallest degree operate to the prejudice of my messmate Bedwell, who notwithstanding the many squalls which pass over our heads, I shall ever be friendly to on account of the service we have seen together, and that which we have yet to experience."

Following their return from the last voyage, they were to spend about six months in Sydney, before they set out on the next survey. During this period, although, understandably, little information seems to be available about it, Frederick was friendly

with Louisa Cilcot (or Calcot), an unmarried woman, who had a sister named Harriet. On 29 December, 1820, soon after the "Mermaid" returned from its next survey (to be described later), Eliza, the daughter of Frederick and Louisa was born. On 22 April, 1821, a notice appeared in the press which confirmed the birth and the names of the parents.⁵

Although not checked, I have been told that a Richard Callcott (spelt with a double 'l' and a double 't'), who had arrived as a convict on 'Hillsborough' in 1799, and whose wife was Catherine White, had two daughters, Louisa (born 6 June, 1802 and died 8 April, 1869), and Harriet; that information could relate to Eliza's mother and family. The only other information which I have concerning either Eliza or her mother in those earlier years is that in the 1828 Census there is an Eliza Bedwell, shown as aged 8, who at the time was resident at the school of Mrs. Lore Lovedale, and in 1829, a Deed of Trust was executed whereby Louisa Cilcot (or Calcott) transferred her interests in a property in Harrington Street, Sydney, to Frederick Bedwell and John Blaxland, as Trustees for Eliza.⁶ This will be mentioned again later.

'Mermaid' needed considerable repair (including coppering) before she would be ready for another hard journey, and she was careened on the east side of Sydney Cove while the crew lived on a hired hulk in the harbour. In a letter home dated 21 January 1820, John Roe said that they lived at this time on a brig called 'Queen Charlotte' - probably this was a reference to the officers. After coppering and caulking, the opportunity was taken to immerse 'Mermaid' for several days hoping to destroy the rats and cockroaches, which had worried them previously; however, as it turned out later, they were not long at sea on their next journey, before the cockroaches appeared in great numbers, their eggs being apparently "impervious to sea-water."

After stores were returned to the ship and the rigging fitted, members of the crew were paid their standard wages, and all but two took the opportunity to obtain their discharge; and who could blame them? This delayed their departure for about a month while a new crew was completed, but, in the meantime, they obtained a ship's surgeon, James Hunter, arrived recently on a convict ship. Following an earlier request by King, a medical man had been appointed previously, but the initial appointee was found to be mentally deranged and had to be sent back to England. It was then decided to accept a young man recommended by the Governor, but as mentioned above, James Hunter, a naval man, became available, and the appointment was finalised.

Fourth Journey to North - Careened; Need for New Ship⁷

On 14 June, they sailed north, but were buffeted by a gale, and on the 21st, they lost their bowsprit, and decided to return to Port Jackson. Continuing bad weather took

them far south, off Jervis Bay, when they had expected to be near Port Stephens, but they eventually reached Sydney on 24 June.

On 12 July, 1820, they started again in fine weather with a fair wind, and after communicating with a whaler off Moreton Bay, they anchored south of Port Bowen, where 'Mermaid' was swept on a sandbank and damaged during two-and-one-half hours before refloating, in which time, she was striking continually. A few days were spent there, and it was decided that the vessel was fit for the survey to continue. While at the port, there was communication with the natives, mostly friendly, and on one occasion, King and his party demonstrated their superiority in weapons by shooting at a target on a tree with great success, which the natives could not match with their spears. But, this angered the natives, which worsened when they were shown their savage, "hideous countenances" (King's description) in a mirror. They ordered King's party away, and they left without incident.

On 25 July, they were between Mount Upstart and Cape Bowling Green, and noticed a similar in-draught in the sea as on their last visit. By the 27th, they had passed Cape Tribulation, and sailed over the bar into the Endeavour River, securing to the beach at the same spot as before. They burnt off some of the grass, erected tents, and found some water, but it was brackish and of lesser quantity than previously, useful only for washing and cooking. Frederick Bedwell sought turtles on Turtle Reef without success, but whales were plentiful and endangered his boat. On the 30th, King and Roe were taking observations when they saw some natives nearby, and Frederick Bedwell was sent to keep them amused while the observations were completed.

On 2 August, Frederick Bedwell and the surgeon made an examination of the inlets in the mangroves at the back of the harbour, and in all, while 'Mermaid' remained there, the land was examined for about five or six miles around. Unfortunately, little progress was made in recording the native vocabulary, so as to compare it with that reported by Captain Cook.

After sailing on 5 August, they anchored at, and explored, Lizard Island, and then were delayed by bad weather, sailing again on 8 August, and anchoring under Cape Flinders. Next day, they again visited the wreck of the 'Frederick', and noticed that several spars had been removed since their last visit. They took some iron-work and some teak planks, which were to be useful later.

After some difficulties with reefs, they anchored under Sunday Island on the 13th, and the next day moved to Cairncross Island, where the vessel started to show the first ill-effects from the grounding at Port Bowen; under strain, the cutter was making two-and-one half inches of water each hour.

On the 15th, they rounded Cape York, and the next day anchored off Booby Island, where they procured turtles and eggs.

After crossing the Gulf of Carpentaria, they anchored in South-West Bay on Goulburn Island on 21 August, and found water to be scarce. Remembering past experiences, they took great care to guard against the natives. John Roe went to shoot birds, and

wandered further than was prudent, where he was attacked, but escaped without injury. Mr. King went ashore intending to find and punish those natives who were responsible, but could not find them! Then, that night, he went with John Roe to search for the spears which had been thrown, and the cartridges which had been lost, but again without success. They consoled themselves with the hope that the natives might injure themselves by having the cartridges too close to a fire!

They left the bay on 25 August, and after being greatly impeded by calm and light winds, they reached near Cape Bougainville on 3 September. Then, two days later, they anchored at sunset, south of Cape Voltaire

During the next week, they examined around the islands, sounded the strait, and explored various openings in the bays, and a river. They named Donkin's Hill after the inventor of the preserved meats on which they dined; they had recently used a case which had been packed in 1814 which was equally as good as one packed some years later. This was the first time that the meat had been used, and it answered every expectation, including the prevention of that "excessive and distressing thirst." More water was found, and this important river was named Hunter, after the ship's doctor. They also named Roe River after John Roe's father, rector of Newbury. When exploring the river, Roe and his companions had been alarmed by what seemed to be the noise of 'alligators' rushing past in the night on their way to the water, but it was thought later that the noises were caused by rocks or chunks of earth falling and rolling into the river.

On 19 September, after moving anchorage in order to make it easier to obtain water from near Hunter's River, they left the harbour which they named Prince Frederic, and York Sound. The vessel was still leaking, especially with a fresh sea-breeze, so they sought a suitable place to beach the cutter, and ascertain the full extent of the damage caused near Port Bowen. On 21 September, they anchored near a sandy beach in a bay at the bottom of the port. It was necessary to land everything, before laying 'Mermaid' on the ground, and as there were signs of natives, every precaution was taken. Most crew spent the first night on board - only part of the stores had been landed, with the masts and sails - and in the night they were alarmed by a nearby fire; however, it turned out to be a blaze from a smouldering log, flaring in the breeze.

More stores were landed on the next day, and they found excellent water nearby. When 'Mermaid' was grounded, they found the after-part of the keel was rent for two feet, and other signs of weakening; nevertheless, they decided that they were capable of effecting the repairs, so that they could continue the survey as planned. A deep hole was dug in the sand to allow the carpenter to work under the vessel, but of course, it had to be re-dug after each high tide. Unfortunately, some repairs could not be made, due to the lack of suitable nails to replace decaying spikes under the copper; extra caulking was necessary as a temporary measure. The iron-work and teak planks taken from the wrecked 'Frederick' were useful in effecting the repairs.

On 30 September, all repairs possible had been completed, but it was not until 5 October that 'Mermaid' could be re-floated, and by the 8th, the vessel had been re-fitted,

the stores embarked, and they prepared to sail, leaving the anchorage the next day, naming the area as Careening Bay. By good fortune, no natives had appeared during their stay.

By 10 October, they had reached St. George's Basin, and during the next two days had explored and named the Prince Regent River, encountering many "alligators, mosquitoes and sandflies."

Many of the crew had sores on their feet and legs, and suffered from ophthalmia; in addition the rainy season was approaching, so they determined to quit the coast. They weighed on the 13th, and when the cutter was found to be leaking, they decided to return to Port Jackson, with great regret. On 28 November, they entered "Bass's Strait", were off Mt. Dromedary on 2 December, with the weather threatening, and by 4 December, it needed "a brave man and a good seaman at the helm (to) obey King's orders with alacrity" to avoid disaster. Lightning showed them to be near to rocks between the heads of Botany Bay, and they anchored awaiting daylight and better weather, but it was not until 9 December, 1820, that they reached their anchorage in Sydney Cove. King's Journal shows that they had been absent for twenty-five weeks and three days, but that was calculated to include the initial period before their re-start from Sydney in July, 1820. It was certainly a lengthy voyage and a period of great risk, especially considering the damage to the ship, so early on the journey.

In view of the still-worsening condition of the 'Mermaid', despite the recent repairs at Careening Bay, it was unlikely that the vessel would withstand a further expedition. A survey by a carpenter from 'Dromedary' (which was in the harbour) confirmed the urgent need for considerable repair, which would have taken a good deal of time. Fortunately, a suitable replacement was in the harbour, a brig ('Haldane') of 170 ton, teak, lately repaired in Calcutta. The vessel was purchased, and the name changed at Governor Macquarie's suggestion, to 'Bathurst'. It had an establishment of thirty-two, to include a surgeon (Andrew Montgomery), and a midshipman (Percival Baskerville); in addition, compared with 'Mermaid', there were ten extra able seamen, and three extra boys, and of course, as before, a steward, a boatswain's mate, a carpenter's mate, a sailmaker and a cook; on the other hand, there was no quartermaster, and possibly those duties would be covered by the midshipman. On this occasion, Boongaree again seemed reluctant to go, so Bundell was taken in his place, making a total complement of thirty-three - but this was to increase, unexpectedly.

